Temescal Canyon Road Widening Project—El Cerrito Segment

COUNTY OF RIVERSIDE AND CITY OF CORONA, CALIFORNIA

08-RIV-Temescal Canyon Road

Final Initial Study with Mitigated Negative Declaration



Prepared by County of Riverside Transportation Department

September 2025

In accordance with the Americans with Disabilities Act (ADA), this document is available in alternate formats by contacting the County of Riverside

This page intentionally left blank

Project Information

Pursuant to: Division 13, Public Resources Code

Project Proponent:	County of Riverside Transportation Department 3525 14th Street, Riverside, California 92501
Project Title:	Temescal Canyon Road Widening Project—El Cerrito Segment
Project Location:	The Temescal Canyon Road Widening Project—El Cerrito Segment (Project) would occur along Temescal Canyon Road, approximately 0.5 mile east of Interstate 15 (I-15) and the Santa Ana Mountains. Specifically, it would occur in southwest Riverside County in the unincorporated community of El Cerrito and the city of Corona, California.
Project Description:	The County of Riverside Transportation Department (County), in cooperation with the California Department of Transportation (Caltrans), is proposing to widen Temescal Canyon Road from two lanes to four lanes from north of El Cerrito Road to Tom Barnes Street, along with a 200-foot segment north of Cajalco Road, in the unincorporated community of El Cerrito in Riverside County and the city of Corona, California. A two-way left-turn lane and sidewalks would be included. The purpose of the Project is to alleviate congestion resulting from increased regional traffic as well as overflow traffic from I-15 during peak hours and provide a complete street to serve pedestrians, bicyclists, motorists, and transit riders of all abilities.
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 and assessment of possible adverse impacts, the Project was determined not to have a significant impact on the environment with the inclusion of mitigation measures, which would reduce potential adverse impacts to less-than-significant levels. Therefore, the County has prepared a Mitigated Negative Declaration in accordance with the provisions of CEQA.
Mitigation Measures:	Refer to Sections 2.1 through 2.20 of this Initial Study and to Appendix C, *Mitigation Monitoring and Reporting Program*.

The Initial Study is available by request by emailing LWadley@rivco.org.

In accordance with the Americans with Disabilities Act (ADA), this document is available in alternate formats by contacting the County of Riverside at the above address.

This page intentionally left blank.

Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The County of Riverside Transportation Department (County), in cooperation with the California Department of Transportation (Caltrans), is proposing to widen Temescal Canyon Road from two lanes to four lanes from north of El Cerrito Road to Tom Barnes Street, along with a 200-foot segment north of Cajalco Road, in the unincorporated community of El Cerrito in Riverside County and the city of Corona, California (Project). A two-way left-turn lane and sidewalk would be included. The purpose of the Project is to alleviate congestion on Temescal Canyon Road resulting from increased regional traffic as well as overflow traffic from Interstate 15 (I-15) during peak traffic hours and provide a complete street to serve pedestrians, bicyclists, motorists, and transit riders of all abilities.

The County is the Lead Agency under the California Environmental Quality Act (CEQA).

Determination

Pursuant to the provisions of CEQA and State of California (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: 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:

- Agricultural and Forestry Resources, Energy, Land Use and Planning, Greenhouse Gas Emissions, Mineral Resources, and Recreation Resources.

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

- Aesthetics; Air Quality; Cultural Resources; Geology, Soils, and Paleontological Resources; Hazards and Hazardous Materials; Hydrology and Water Quality; Population and Housing; Public Services; Transportation; and Tribal Cultural Resources, Utilities and Service Systems, and Wildfire.

The Project would have less-than-significant effects with mitigation on Biological Resources and Noise.

Mitigation measures (MMs) for impacts on Biological Resources are as follows:

MM BIO-14: Aquatic Resources Compensation

To address effects on aquatic resources (e.g., Fish and Game Cose section 1602), a compensatory mitigation plan will be developed during the permitting phase of the Project, which will include a minimum 1:1 ratio for permanent impacts on aquatic resources. The required mitigation will be implemented through the use of an agency-approved mitigation bank, permittee-responsible mitigation, on site restoration, or any other agency-approved mitigation provider, or through a combination of any of these.

MM BIO-15: Riparian/Riverine Resources Compensation

Compensation for permanent impacts on riparian/riverine resources will occur at a 3:1 ratio with a minimum 1:1 ratio of re-establishment. For permanent impacts, compensation can occur through the purchase of mitigation bank credits through an agency-approved mitigation bank, in-lieu fee provider, permittee-responsible mitigation, or any other agency-approved mitigation provider. Mitigation for all riparian/riverine resources will be biologically superior or equivalent to resources occurring on site. Temporary impacts on riparian/riverine resources may be replaced through restoration of the temporarily affected area to pre-Project conditions. Compensatory mitigation will be coordinated with U.S. Army Corps of Engineers (USACE) Clean Water Act (CWA) 404 authorization, Regional Water Quality Control Board (RWQCB) CWA 401 Certification, California Department of Fish and Wildlife (CDFW) Fish and Game Code 1602 Streambed Alteration Agreement acquisition, and Multiple Species Habitat Conservation Plan (MSHCP) riparian/riverine requirements to ensure efficiencies with the mitigation effort (see **MM BIO-14**). Final mitigation ratios will be determined after consultation with USACE, RWQCB, U.S. Fish and Wildlife Service (USFWS), and CDFW. Western Riverside County Regional Conservation Authority (RCA) and the wildlife agencies will be notified for concurrence once final mitigation ratios are determined; this will occur prior to the start of Project construction, including any ground disturbance work and/or vegetation clearing.

MM BIO-18: Protection of Oak Trees

The County and its contractor will protect oak trees to the maximum extent possible by adhering to the County of Riverside Oak Tree Management Guidelines. The guidelines include the following design provisions: no construction activities or placement of structures are to occur within the protected zone of any oak tree (i.e., the dripline); no cut or fill slopes are to extend within the protected zone of any oak tree; sedimentation and siltation are to be controlled to avoid filling around the base of an oak tree; and the protected zone around an oak tree is to be clearly delineated to prevent impacts from construction operations and to prevent storage or parking of equipment within this zone. Construction limits adjacent to oak tree avoidance areas will be demarcated using environmentally sensitive area (ESA) fencing (e.g., orange snow fencing, silt fencing, signage). If an oak tree is required for removal after avoidance measures are not sufficient to avoid impacts (e.g., utility relocations), then the County of Riverside Tree Removal Ordinance shall be followed accordingly, including a replacement ratio of 1:1 for each affected tree.

MM BIO-21: Riparian/Riverine Mitigation Measure (JPR - Mitigation)

Permanent impacts on 0.01 acre of riparian/riverine resources associated with Feature 3 will be offset by purchase of credits from an approved mitigation bank within the MSHCP Plan Boundary (e.g., Riverpark Mitigation Bank) at a 2:1 ratio, including establishment/re-establishment credits at a minimum 1:1 ratio and the remainder 1:1 ratio can be a combination of establishment/re-establishment and rehabilitation credits; or permittee-responsible mitigation with prior review and approval from the RCA, California Department of Fish and Wildlife, and United States Fish and Wildlife Service.

The MM for impacts related to Noise are as follows:

MM NOI-2: Inclusion of Quiet Pavement

The new Temescal Canyon Road roadways will use rubberized asphalt pavement to provide an overall 5-decibel minimum tire pavement noise reduction.

Signature: Jan Bulinski

Sept 25, 2025

Jan Bulinski
Date
Environmental Project Manager
County of Riverside Department of Transportation

This page intentionally left blank.

Contents

Page

List of Appendices v
List of Tables vi
List of Figures vii

Chapter 1 Proposed Project 1-1
1.1 Introduction 1-1
1.2 Environmental Setting 1-1
1.3 Project Purpose and Need 1-13
1.3.1 Purpose 1-13
1.3.2 Need 1-13
1.4 Project Description 1-13
1.4.1 Build Alternative 1-14
1.5 Purpose of this Initial Study with Mitigated Negative Declaration 1-15
1.6 Permits and Approvals Needed 1-15

Chapter 2 CEQA Checklist 2-1
Environmental Factors Potentially Affected 2-1
Determination 2-1
2.1 Aesthetics 2-3
2.1.1 Regulatory Setting 2-3
2.1.2 Discussion of Environmental Evaluation Question 2.1: Aesthetics 2-6
2.1.3 Avoidance, Minimization, and Mitigation Measures 2-9
2.2 Agricultural and Forestry Resources 2-11
2.2.1 Regulatory Setting 2-11
2.2.2 Discussion of Environmental Evaluation Question 2.2: Agricultural Resources 2-16
2.2.3 Avoidance, Minimization, and Mitigation Measures 2-18
2.3 Air Quality 2-21
2.3.1 Regulatory Setting 2-21
2.3.2 Discussion of Environmental Evaluation Question 2.3: Air Quality 2-23
2.3.3 Avoidance, Minimization, and Mitigation Measures 2-30
2.4 Biological Resources 2-33
2.4.1 Regulatory Setting 2-33
2.4.2 Discussion of Environmental Evaluation Question 2.4: Biological Resources 2-37
2.4.3 Avoidance, Minimization, and Mitigation Measures 2-55
2.5 Cultural Resources 2-127
2.5.1 Regulatory Setting 2-127
2.5.2 Discussion of Environmental Evaluation Question 2.5: Cultural Resources 2-127
2.5.3 Avoidance, Minimization, and Mitigation Measures 2-130

2.6 Energy 2-133
2.6.1 Regulatory Setting 2-133
2.6.2 Discussion of Environmental Evaluation Question 2.7: Energy 2-134
2.6.3 Avoidance, Minimization, or Mitigation Measures 2-136
2.7 Geology, Soils, and Paleontological Resources 2-137
2.7.1 Regulatory Setting 2-137
2.7.2 Discussion of Environmental Evaluation Question 2.7: Geology and Soils 2-139
2.7.3 Avoidance, Minimization, and Mitigation Measures 2-143
2.8 Greenhouse Gas Emissions 2-147
2.8.1 Regulatory Setting 2-147
2.8.2 Discussion of Environmental Evaluation Question 2.8: Greenhouse Gas Emissions 2-153
2.8.3 Avoidance, Minimization, and Mitigation Measures 2-155
2.9 Hazards and Hazardous Materials 2-156
2.9.1 Regulatory Setting 2-156
2.9.2 Discussion of Environmental Evaluation Question 2.9: Hazards and Hazardous Materials 2-157
2.9.3 Avoidance, Minimization, and Mitigation Measures 2-161
2.10 Hydrology and Water Quality 2-163
2.10.1 Regulatory Setting 2-163
2.10.2 Discussion of Environmental Evaluation Question 2.10: Hydrology and Water Quality 2-166
2.10.3 Avoidance, Minimization, and Mitigation Measures 2-171
2.11 Land Use and Planning 2-172
2.11.1 Regulatory Setting 2-172
2.11.2 Discussion of Environmental Evaluation Question 2.11: Land Use and Planning 2-173
2.11.3 Avoidance, Minimization, and Mitigation Measures 2-174
2.12 Mineral Resources 2-176
2.12.1 Regulatory Setting 2-176
2.12.2 Discussion of Environmental Evaluation Question 2.12: Mineral Resources 2-177
2.12.3 Avoidance, Minimization, and Mitigation Measures 2-178
2.13 Noise 2-179
2.13.1 Regulatory Setting 2-179
2.13.2 Discussion of Environmental Evaluation Question 2.13: Noise 2-180
2.13.3 Avoidance, Minimization, and Mitigation Measures 2-188
2.14 Population and Housing 2-197
2.14.1 Regulatory Setting 2-197
2.14.2 Discussion of Environmental Evaluation Question 2.14: Population and Housing 2-197
2.14.3 Avoidance, Minimization, and Mitigation Measures 2-198
2.15 Public Services 2-200

2.15.1 Regulatory Setting 2-200
2.15.2 Discussion of Environmental Evaluation Question 2.15: Public Services 2-200
2.15.3 Avoidance, Minimization, and Mitigation Measures 2-203
2.16 Recreation 2-204
2.16.1 Regulatory Setting 2-204
2.16.2 Discussion of Environmental Evaluation Question 2.16: Recreation 2-204
2.16.3 Avoidance, Minimization, and Mitigation Measures 2-204
2.17 Transportation 2-205
2.17.1 Regulatory Setting 2-205
2.17.2 Discussion of Environmental Evaluation Question 2.17: Transportation and Traffic 2-206
2.17.3 Avoidance, Minimization, and Mitigation Measures 2-210
2.18 Tribal Cultural Resources 2-213
2.18.1 Regulatory Setting 2-213
2.18.2 Discussion of Environmental Evaluation Question 2.18: Tribal Cultural Resources 2-217
2.18.3 Avoidance, Minimization, and Mitigation Measures 2-218
2.19 Utilities and Service Systems 2-219
2.19.1 Regulatory Setting 2-219
2.19.2 Discussion of Environmental Evaluation Question 2.19: Utilities and Service Systems 2-220
2.19.3 Avoidance, Minimization, and Mitigation Measures 2-221
2.20 Wildfire 2-223
2.20.1 Regulatory Setting 2-223
2.20.2 Discussion of Environmental Evaluation Question 2.20: Wildfire 2-223
2.20.3 Avoidance, Minimization, and Mitigation Measures 2-225
2.21 Mandatory Findings of Significance 2-229
2.21.1 Discussion of Environmental Evaluation Question 2.21: Mandatory Findings of Significance 2-229
2.22 Cumulative Impacts 2-231
2.22.1 Aesthetics 2-237
2.22.2 Biological Resources 2-237
2.22.3 Cultural Resources and Tribal Cultural Resources 2-241
2.22.4 Geology/Soils/Paleontological Resources 2-242
2.22.5 Hazards/Hazardous Materials 2-243
2.22.6 Hydrology and Water Quality 2-244
2.22.7 Noise 2-245
2.22.8 Population and Housing 2-245
2.22.9 Public Services 2-246
2.22.10 Transportation 2-246
2.22.11 Utilities and Service Systems 2-247

2.22.12 Wildfire 2-247
2.22.13 Avoidance, Minimization, and Mitigation Measures 2-248
Chapter 3 List of Preparers 3-1
3.1 County of Riverside Transportation Department 3-1
3.2 ICF 3-1
Chapter 4 References 4-1
4.1 Chapter 1, Proposed Project 4-1
4.2 Chapter 2, CEQA Checklist 4-1
4.2.1 Aesthetics 4-1
4.2.2 Agricultural and Forestry Resources 4-2
4.2.3 Air Quality 4-2
4.2.4 Biological Resources 4-2
4.2.5 Cultural Resources 4-3
4.2.6 Energy 4-3
4.2.7 Geology, Soils, and Paleontological Resources 4-4
4.2.8 Greenhouse Gases 4-4
4.2.9 Hazards and Hazardous Materials 4-5
4.2.10 Hydrology and Water Quality 4-5
4.2.11 Land Use 4-6
4.2.12 Mineral Resources 4-6
4.2.13 Noise 4-6
4.2.14 Population and Housing 4-7
4.2.15 Public Services 4-7
4.2.16 Recreation 4-7
4.2.17 Transportation and Traffic 4-8
4.2.18 Tribal Cultural Resources 4-8
4.2.19 Utilities and Service Systems 4-8
4.2.20 Wildfire 4-8
4.2.21 Cumulative Impacts 4-9

List of Appendices

Appendix A Acronyms
Appendix B Emissions Estimates
Appendix C Mitigation Monitoring and Reporting Program
Appendix D Potential to Occur Table
Appendix E AB 52 Tribal Correspondence Record
Appendix F List of Technical Studies
Appendix G Response to Comments

List of Tables

Table		Page
Table 1.6-1	Permits, Reviews, and Approvals	1-16
Table 2.2-1	FMMP-Designated Land and Williamson Act Land within Study Area	2-17
Table 2.3-1	Construction-Period Regional Mass Emissions (pounds per day)	2-25
Table 2.3-2	Construction-Period Localized Emissions (pounds per day)	2-26
Table 2.3-3	Summary of Comparative Emissions Analysis	2-27
Table 2.3-4	Sensitive Receptors Located within 500 feet of the Project Site	2-28
Table 2.4-1	Summary of Potential USACE, RWQCB, and CDFW Impacts	2-45
Table 2.4-2	Oak Tree Inventory within Project LOD	2-47
Table 2.8-1	Modeled Annual CO_2e Emissions and Vehicle Miles Traveled, by Alternative	2-154
Table 2.13-1	Typical Construction Noise Levels	2-180
Table 2.13-2	Typical Combined Construction Noise Levels from the Two Loudest Pieces of Equipment	2-181
Table 2.13-3	Modeled Exterior Traffic Noise Levels: Existing and Build Alternative (Unmitigated)	2-184
Table 2.13-4	Mitigated Exterior Traffic Noise Levels	2-186
Table 2.15-1	Law Enforcement and Police Protection Services	2-201
Table 2.17-1	VMT within a 10-mile Radius	2-209
Table 2.22-1	Past, Present, and Reasonably Foreseeable Future Projects List	2-235

List of Figures

Figure		Page
Figure 1.2-1	Regional Vicinity	1-2
Figure 1.2-2	Project Location	1-3
Figure 1.2-3	Build Alternative	1-5
Figure 2.2-1	Farmland Mapping and Monitoring Program	2-19
Figure 2.3-1	Sensitive Receptors	2-31
Figure 2.4-1	MSHCP Survey Areas: Burrowing Owl Survey Area	2-69
Figure 2.4-2	Vegetation Communities	2-71
Figure 2.4-3	USACE/RWQCB Jurisdictional Results	2-75
Figure 2.4-4	CDFW Jurisdictional Results	2-89
Figure 2.4-5	Impacts to USACE/RWQCB Jurisdictional Results	2-103
Figure 2.4-6	Impacts to CDFW Jurisdictional Results	2-105
Figure 2.4-7	MSHCP Conservation Lands	2-107
Figure 2.4-8	Riparian/Riverine Resources Results	2-109
Figure 2.4-9	Riparian/Riverine Resources Impacts	2-123
Figure 2.4-10	MSHCP Survey Areas - Narrow Endemic Plants Survey Area	2-125
Figure 2.7-1	Geologic Hazards	2-145
Figure 2.13-1	Feasible Barrier and Noise Measurement and Modeling Location	2-191
Figure 2.17-1	Study Area Intersections	2-211
Figure 2.17-2	Roadway Segments	2-212
Figure 2.20-1	Fire Hazard Severity Zones	2-227
Figure 2.22-1	Past, Present, and Reasonably Foreseeable Future Project	2-233

This page intentionally left blank.

Chapter 1 Proposed Project

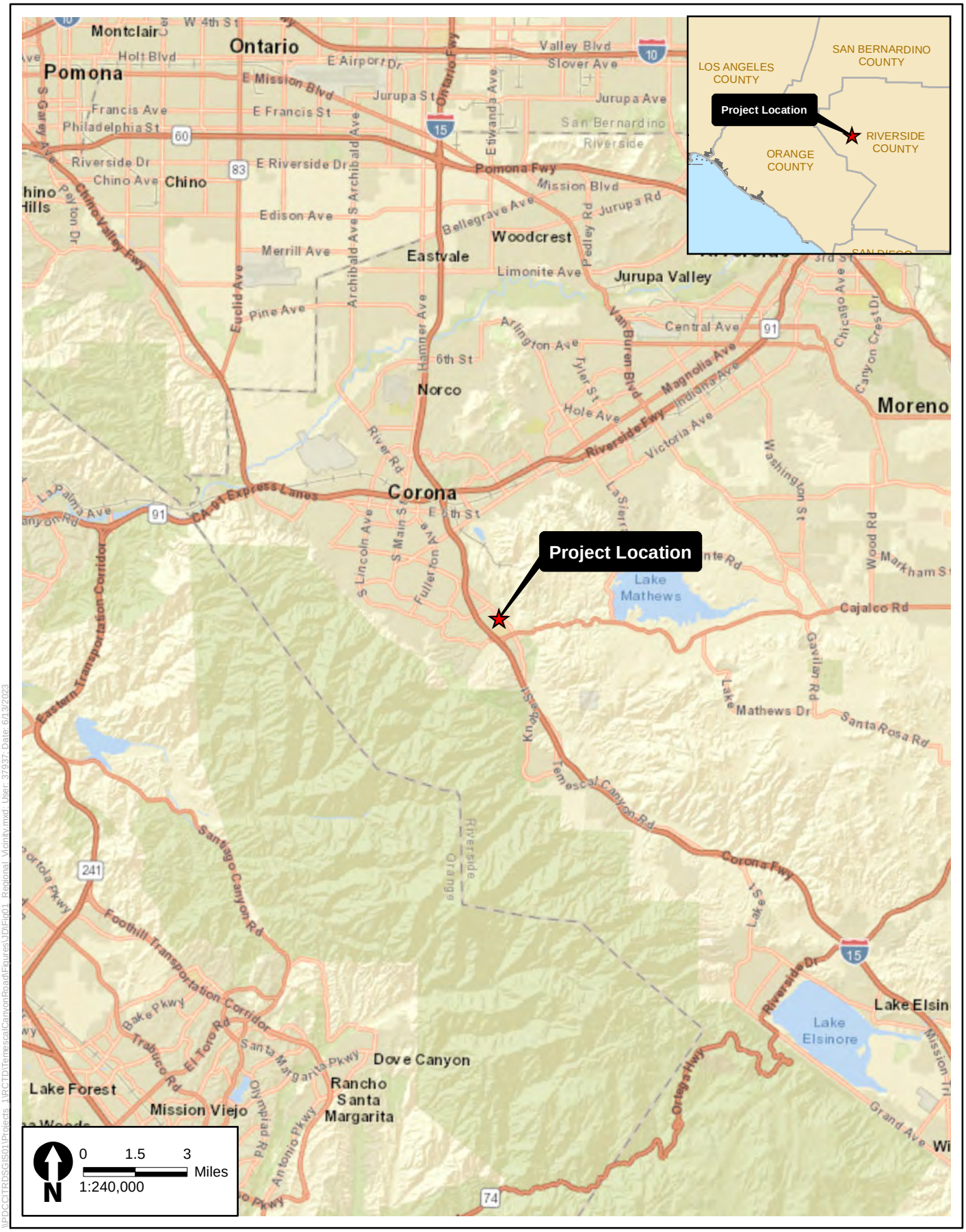
1.1 Introduction

The County of Riverside (County), in cooperation with the California Department of Transportation (Caltrans), is proposing to widen Temescal Canyon Road from two lanes to four lanes from north of El Cerrito Road to Tom Barnes Street, along with a 200-foot segment north of Cajalco Road, in the unincorporated community of El Cerrito in Riverside County and the city of Corona, California (Project). Refer to Figure 1.2-1 for the Project vicinity and Figure 1.2-2 for the Project location. A two-way left-turn lane and sidewalk would be included. The purpose of the Project is to alleviate congestion on Temescal Canyon Road resulting from increased regional traffic as well as overflow traffic from Interstate 15 (I-15) during peak traffic hours and provide a complete street to serve pedestrians, bicyclists, motorists, and transit riders of all abilities. See Figure 1.2-3 for a Build Alternative map.

1.2 Environmental Setting

The Project is located along Temescal Canyon Road, approximately 0.5 mile east of I-15 and the Santa Ana Mountains. Specifically, it is in southwest Riverside County in the unincorporated community of El Cerrito in Riverside County and the city of Corona, California. Temescal Canyon Road is called Ontario Avenue north of El Cerrito Road. The proposed widening along Temescal Canyon Road and Ontario Avenue would extend 0.8 mile. With striping transitions of approximately 0.6 mile, the total length of the Project would be approximately 1.4 miles. The Project is situated primarily within and adjacent to residential and commercial uses. The Project site is located in the Peninsular Ranges Geomorphic Province, which extends approximately 900 miles from the Transverse Ranges.

The Temescal Canyon Road alignment traverses moderate valleys and rolling terrain bounded by the Temescal Mountains to the east and the Santa Ana Mountains to the west. There are several drainages in the area, with Temescal Canyon Wash, located east of the alignment, being the largest. The elevation around the Project site varies from approximately 920 feet above mean sea level (AMSL) at the northern limits of the Project, near the I-15 and Temescal Canyon Road intersection, to 836 feet AMSL at the southern limits of the Project, near Blue Springs Road. The Project occurs within three Multiple Species Habitat Conservation Plan (MSHCP) Criteria Cells: 2304, 2400, and 2402. Project-related construction work would be performed within Criteria Cells 2304 and 2400; only temporary traffic control signage would occur within Criteria Cell 2402. There are no sensitive soils within the Project limits that would have higher potential to support special-status plants or jurisdictional resources. Clay soils and saline-alkali soils often support special-status plants and animals or sensitive water resources; neither of these soil types are mapped within the Project limits.



\\PDCCITRDSGIS01\Projects_1\RCTD\TemescalCanyonRoad\Figures\PDF\Fig01_Regional_Vicinity.mxd: User: 37937: Date: 6/13/2023

Figure 1.2-1
Regional Vicinity
Temescal Canyon Road Widening Project - El Cerrito Segment

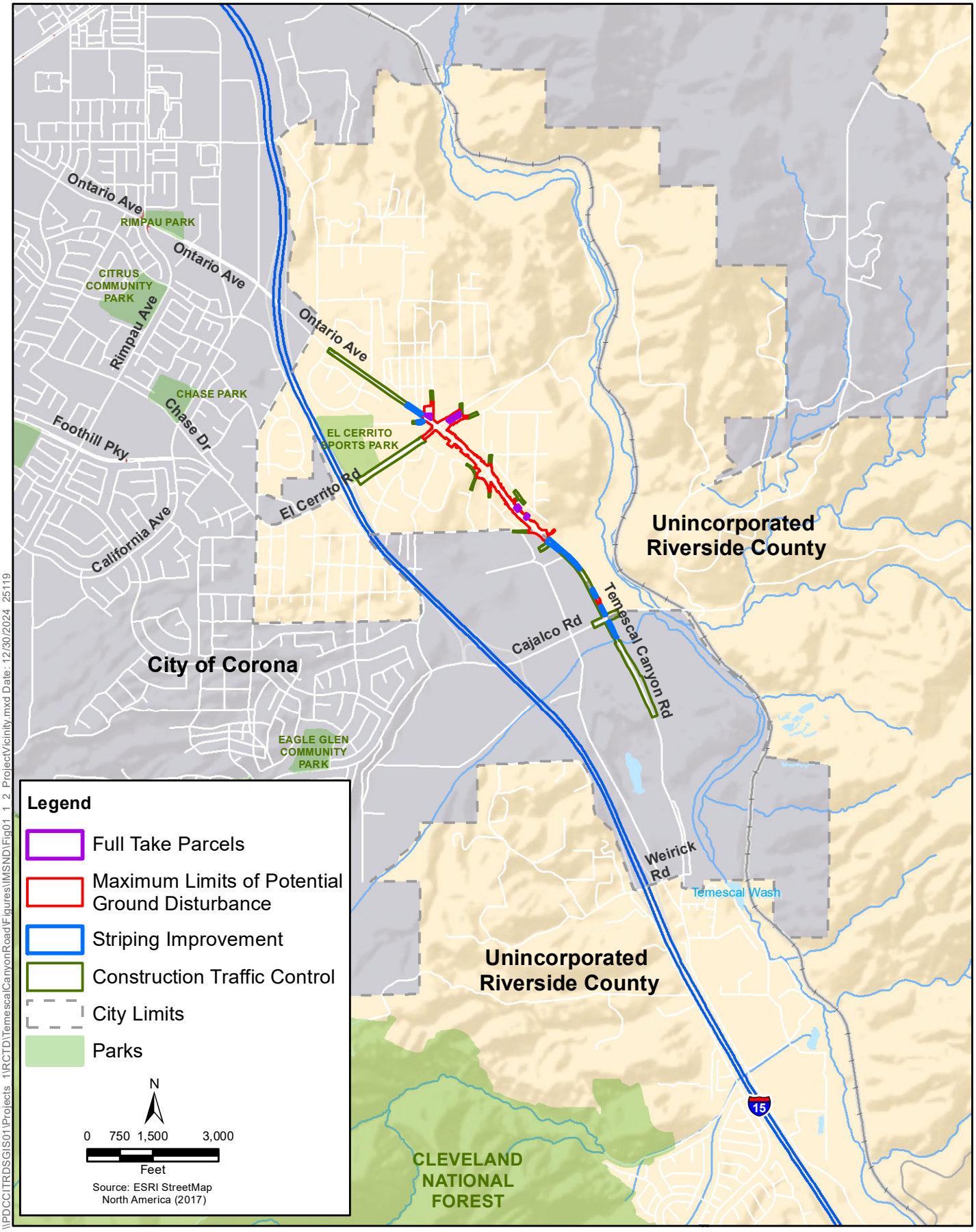
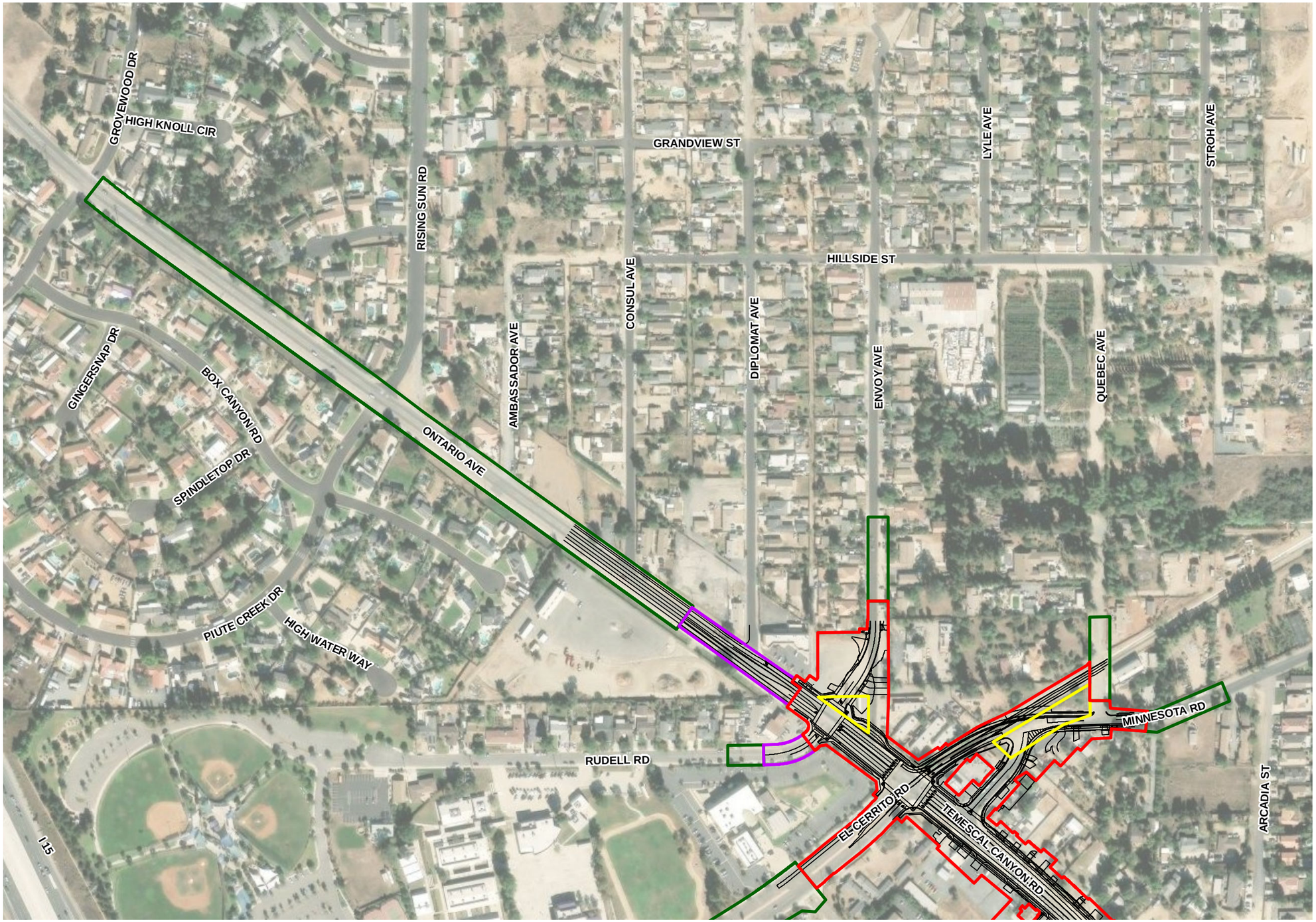
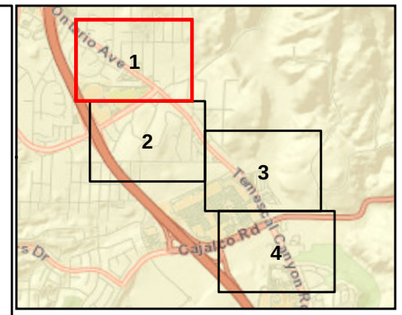


Figure 1.2-2
Project Location
Temescal Canyon Road Widening Project- El Cerrito Segment

This page intentionally left blank.





Legend

- Project Design
- Full Take Parcels
- Limits of Disturbance
- Striping Improvement Limits
- Construction Traffic Control Limits

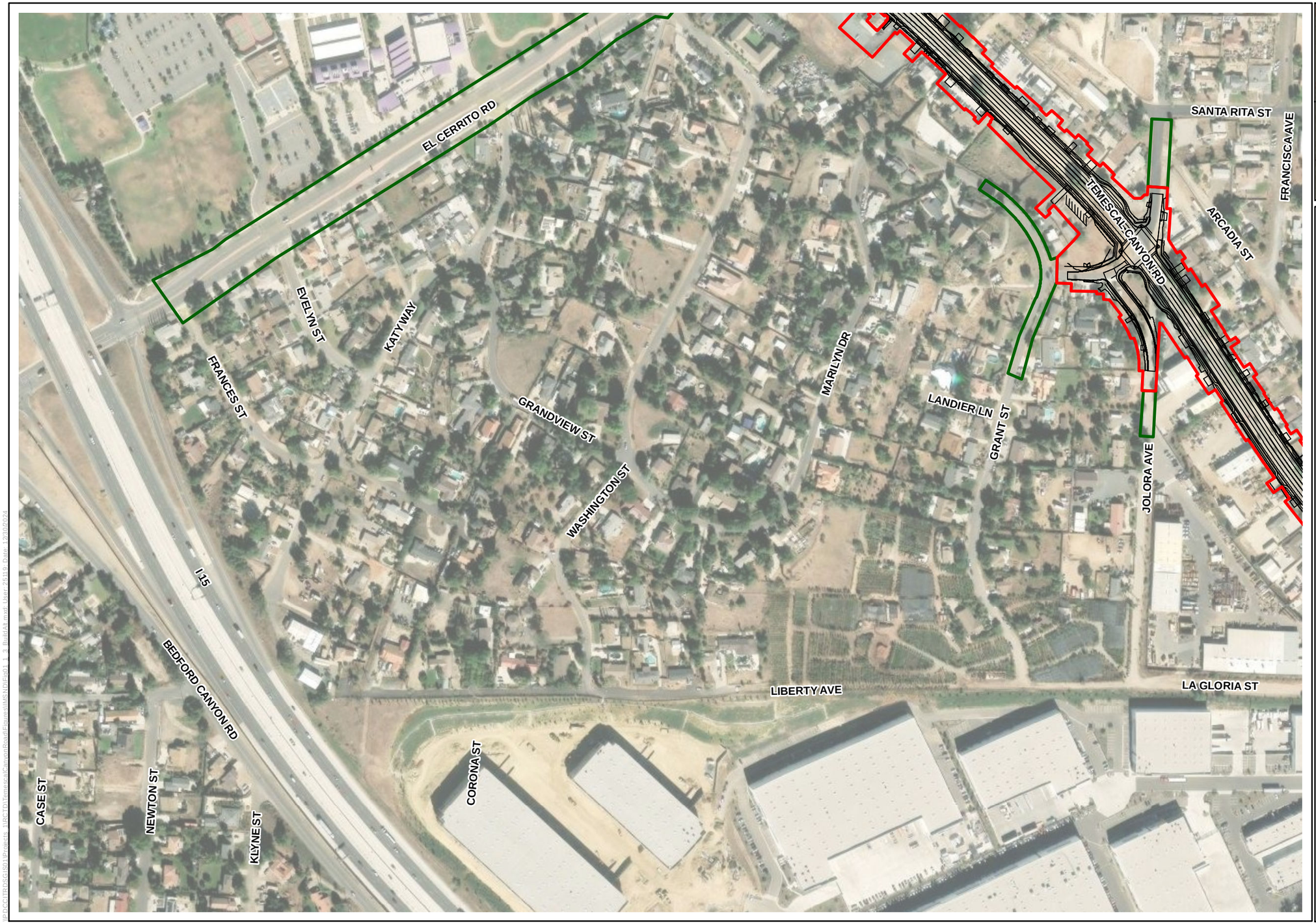
N

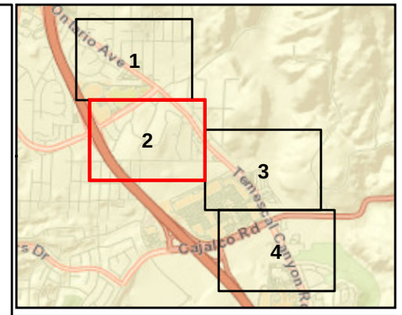
0 150 300 Feet

1 inch = 300 feet

Figure 1.2-3, Sheet 1 of 4
Build Alternative
Temescal Canyon Road Widening Project- El Cerrito Segment

This page intentionally left blank.





Legend

- Project Design
- Full Take Parcels
- Limits of Disturbance
- Striping Improvement Limits
- Construction Traffic Control Limits

N

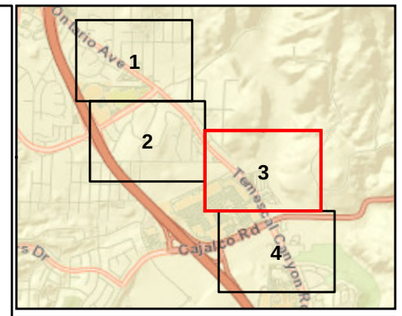
0 150 300 Feet

1 inch = 300 feet

Figure 1.2-3, Sheet 2 of 4
Build Alternative
Temescal Canyon Road Widening Project- El Cerrito Segment

This page intentionally left blank.





Legend

- Project Design
- Full Take Parcels
- Limits of Disturbance
- Striping Improvement Limits
- Construction Traffic Control Limits

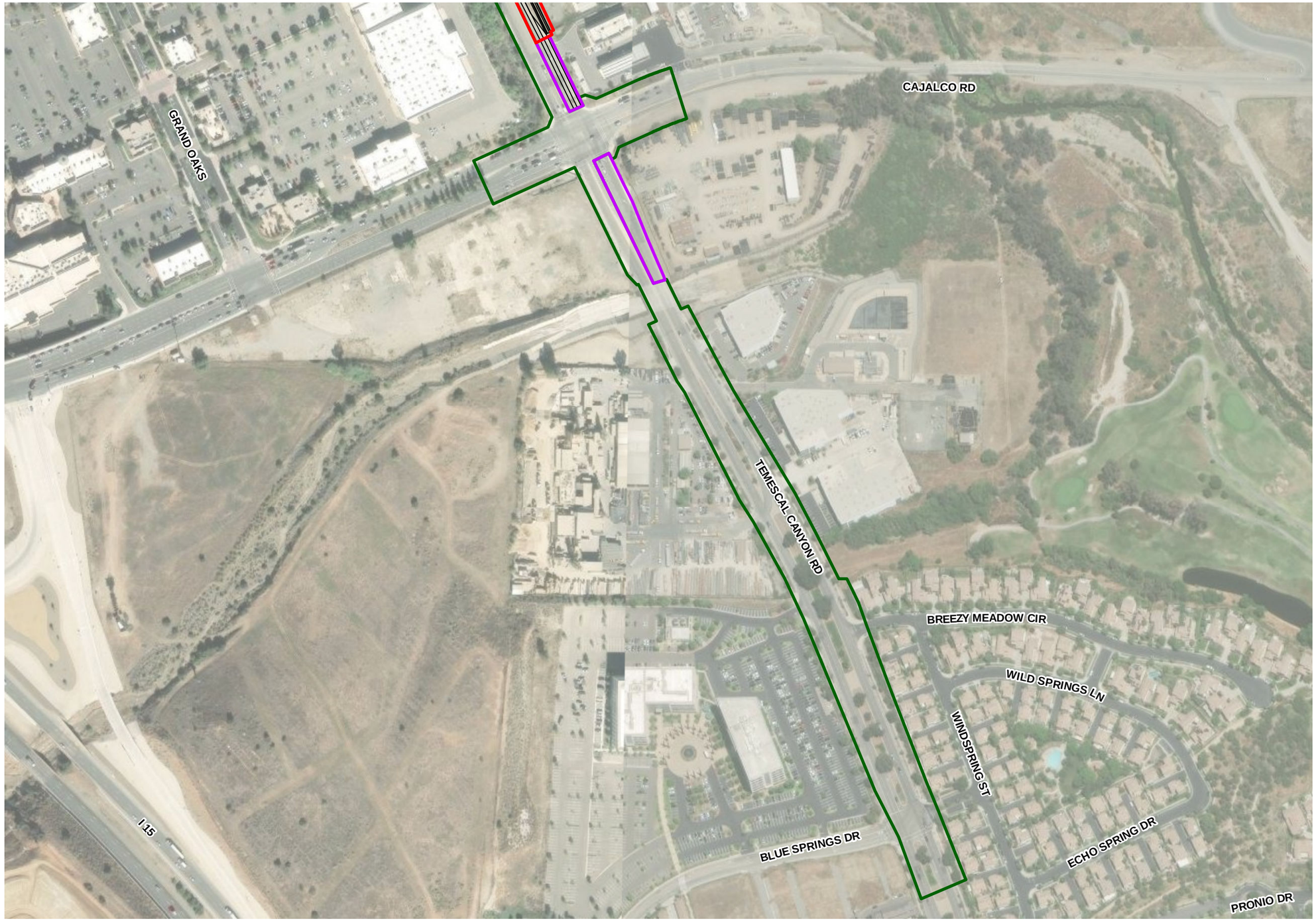
N

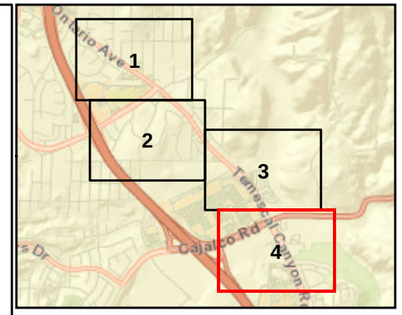
0 150 300 Feet

1 inch = 300 feet

Figure 1.2-3, Sheet 3 of 4
Build Alternative
Temescal Canyon Road Widening Project- El Cerrito Segment

This page intentionally left blank.





Legend

- Project Design
- Full Take Parcels
- Limits of Disturbance
- Striping Improvement Limits
- Construction Traffic Control Limits

N

0 150 300 Feet

1 inch = 300 feet

Figure 1.2-3, Sheet 4 of 4
Build Alternative
Temescal Canyon Road Widening Project- El Cerrito Segment

This page intentionally left blank.

1.3 Project Purpose and Need

1.3.1 Purpose

The purpose of this Project is to:

- Improve traffic flow and alleviate congestion on Temescal Canyon Road resulting from increased regional traffic and overflow from I-15 during peak traffic hours.
- Provide a complete street to serve pedestrians, bicyclists, motorists, and transit riders of all abilities.

1.3.2 Need

This Project is needed because currently six intersections and three roadway segments along Temescal Canyon Road and Ontario Avenue experience congestion and traffic delays due to overflow traffic from I-15. Traffic delays in the Project area are projected to only worsen in the future. The Project is needed to improve local and regional traffic conditions, reduce and alleviate traffic delays on Temescal Canyon Road, and improve operational efficiency at intersections within the Project area. Temescal Canyon Road/Ontario Avenue north of El Cerrito Road is a three-lane roadway with a two-way left-turn lane. South of El Cerrito Road, Temescal Canyon Road is a two-lane roadway without a two-way left-turn lane. By widening Temescal Canyon Road to four lanes, with a two-way left-turn lane from north of El Cerrito Road to Tom Barnes Street, the Project would increase vehicle capacity and improve operational efficiency for traffic along the corridor.

1.4 Project Description

The County, in cooperation with Caltrans, is proposing to widen Temescal Canyon Road from two to four lanes, with a two-way left-turn lane from north of El Cerrito Road to Tom Barnes Street, along with a 200-foot segment for widening north of Cajalco Road, in the unincorporated community of El Cerrito in Riverside County and the city of Corona, California. The purpose of the Project is to alleviate congestion on Temescal Canyon Road resulting from increased regional traffic and overflow traffic from I-15 during peak traffic hours and provide a complete street to serve pedestrians, bicyclists, motorists, and transit riders of all abilities.

Temescal Canyon Road is called Ontario Avenue north of El Cerrito Road. The proposed widening along Temescal Canyon Road and Ontario Avenue would extend 0.8 mile. With striping transitions of approximately 0.6 mile, the total length of the Project would be approximately 1.4 miles. Widening Temescal Canyon Road, as well as Ontario Avenue, to a four-lane facility would be consistent with the road's designation of Arterial Highway in the Circulation Element of the County's General Plan. In lieu of a raised median, a painted two-way left-turn lane would be provided to allow access to the multiple driveways along Temescal Canyon Road. In addition, travel-lane and parkway widths would be narrowed to reduce the Project's footprint and impact on adjacent properties.

El Cerrito Road is proposed to be extended from Temescal Canyon Road easterly to Minnesota Road (near Quebec Avenue). The existing traffic signal at Temescal Canyon Road/Ontario Avenue/ El Cerrito Road would be modified for the extension. A new traffic signal would be installed at the extended El Cerrito Road connection to Minnesota Road. A median would be installed on Temescal Canyon Road at Minnesota Road to eliminate left turns, and the existing traffic signal would be removed to improve traffic circulation.

The existing five-leg intersection at Temescal Canyon Road, Jolora Avenue, and Grant Street would be reconfigured as a four-leg intersection by aligning the south leg of Jolora Avenue with Grant Street. A traffic signal would be added at the intersection. Envoy Avenue would be aligned with Rudell Road at Ontario Avenue and a traffic signal would be added.

In addition to the improvements noted above, the scope of work would include removing existing pavement, vegetation, and trees, including oak trees; grading the roadway with import material; grading transitions and slopes at private properties; constructing retaining walls, curbs and gutters, sidewalks, curb ramps, driveway connections, and modifications to private properties; widening pavement; installing storm drains, catch basin inlets, connector pipes, and outlet structures; installing replacement fences/walls/gates, pavement markings, roadside signs, and street lights; relocating existing underground and aboveground utilities and appurtenances; and conducting related work as necessary.

Acquisition of the right-of-way (ROW) along the corridor would be required, including road, drainage, and temporary construction easements, full property acquisitions, and approximately four relocations that include a single-family residence, one residential mobile home, one residential duplex within a multifamily unit complex, and a retail/commercial business.

This section describes the Project's alternatives developed to avoid or minimize environmental impacts.

1.4.1 Build Alternative

The Build Alternative proposes to widen Temescal Canyon Road from two to four lanes, along with a 200-foot segment north of Cajalco Road. The Build Alternative would widen Temescal Canyon Road from two to four lanes with a two-way left-turn lane from north of El Cerrito Road to Tom Barnes Street, along with a 200-foot segment of widening north of Cajalco Road. In addition, instead of a raised median, a two-way left-turn lane would be painted to allow left-turn access to multiple driveways along Temescal Canyon Road. Travel-lane and parkway widths would be narrowed to reduce the Project's footprint and impact on adjacent properties. The Project would increase vehicle storage space to accommodate overflow traffic from I-15 and reduce traffic delays.

Under the Build Alternative, El Cerrito Road would be extended from Temescal Canyon Road easterly to Minnesota Road. The existing traffic signal at Temescal Canyon Road/Ontario Avenue/El Cerrito Road would be modified for the El Cerrito Road extension. A new traffic signal would be installed at the El Cerrito Road extension where it would connect with Minnesota Road. A median would be installed on Temescal Canyon Road at Minnesota Road to eliminate left turns, and the existing traffic signal would be removed to improve traffic

circulation. The existing five-leg intersection at Temescal Canyon Road, Jolora Avenue, and Grant Street would be reconfigured to a four-leg intersection by aligning the south leg of Jolora Avenue with Grant Street. A traffic signal would be added at the intersection. In addition, Envoy Avenue would be aligned with Rudell Road at Ontario Avenue and a traffic signal would be added. Reconfiguring the interchanges would improve operational efficiency for traffic.

In addition to the improvements noted above, the scope of work would include removing existing pavement, vegetation, and trees, including oak trees; grading the roadway with import material; grading transitions and slopes onto private property; widening pavement; constructing retaining walls, curbs and gutters, sidewalks, curb ramps, driveway connections, and modifications to private properties; installing storm drains, catch basin inlets, connector pipes, and outlet structures; installing replacement fences/walls/gates, roadside signs, and street lights; marking pavement; relocating existing underground and aboveground utilities and appurtenances; and performing related work as necessary. The Project aims to build more complete streets through roadway modifications that will improve the way in which the identified segments serve pedestrians, bicyclists, motorists, and transit riders of all abilities.

Under the Build Alternative, construction activities (e.g., mobilization, road widening, demobilization, and final striping) are anticipated to commence in 2026 and be completed by 2028. Construction is planned to last approximately 16 months.

1.5 Purpose of this Initial Study with Mitigated Negative Declaration

The California Environmental Quality Act (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 Initial Study (IS) is required.

An 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 a 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 or Mitigated Negative Declaration (MND).

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

1.6 Permits and Approvals Needed

The following permits, reviews, and approvals are required for Project construction:

Table 1.6-1 Permits, Reviews, and Approvals

Agency	Permit/Approval	Status
California Department of Fish and Wildlife (CDFW)	Section 1602 Streambed Alteration Agreement	Application to be submitted after approval of the environmental document.
	Consistency Review for Biological Resources with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)	In progress.
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.
State Water Resources Control Board (SWRCB)	National Pollutant Discharge Elimination System Construction General Permit and Stormwater Pollution Plan	Document to be prepared by contractor prior to construction.
U.S. Army Corps of Engineers (USACE)	CWA Section 404 Nationwide Permit 14	Permit application to be submitted prior to construction.
Western Riverside County Regional Conservation Authority (RCA)	MSHCP Consistency Review for Biological Resources	In progress.
U.S. Fish and Wildlife Service (USFWS)	MSHCP Consistency Review for Biological Resources	In progress.

Chapter 2 CEQA Checklist

Environmental Factors Potentially Affected

The environmental factors listed below potentially would be affected by this Project, involving at least one impact that is a Potentially Significant Impact, as indicated by the checklist below.

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

Determination

On the basis of this initial evaluation:

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

Jan Bulinski Signature Jan Bulinski Environmental Project Manager County of Riverside Transportation Department	Sept 25, 2025 Date

This page intentionally left blank.

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

California Environmental Quality Act

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 Section 21001[b]).

County of Riverside

County of Riverside General Plan

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:

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.
>
> **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 of Riverside General Plan, Land Use Element (County of Riverside 2021b), contains the following 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 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.
>
> **Policy C 4.6.** Consult the County of Riverside Transportation Department as part of the development review process regarding any development proposals where pedestrian facilities may be warranted. The County of Riverside may require both the dedication and improvement of the pedestrian facilities as a condition of development approval.
>
> **Policy C 4.9.** Review all existing roadways without pedestrian facilities when they are considered for improvements to determine if new pedestrian facilities are warranted. New roadways should also be assessed for pedestrian facilities.
>
> **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.
>
> **Policy C 20.10.** Avoid, where practicable, disturbance of existing communities and biotic resource areas when identifying alignments for new roadways, or for improvements to existing roadways and other transportation system improvements.

Temescal Canyon Area Plan

The County of Riverside General Plan, Temescal Canyon Area Plan (County of Riverside 2021a), contains the following policies relevant to the Project and aesthetics:

> **TCAP 1.5.** Preserve existing oak and sycamore trees.
>
> **TCAP 14.1.** Protect the scenic highways in the Temescal Canyon Area Plan from change that would diminish the aesthetic value of adjacent properties in accordance with policies in the Scenic Corridors sections of the Land Use, Multipurpose Open Space, and Circulation Elements.
>
> **TCAP 17.1** Protect viable oak woodlands through adherence to the Oak Tree Management Guidelines adopted by the County of Riverside.

City of Corona 2020–2040 General Plan

Community Design

The *City of Corona 2020–2040 General Plan*, Community Design Element (City of Corona 2020), contains the following policies relevant to the Project and aesthetics:

> **Policy CD-6.1.** Ensure unobstructed view corridors or viewsheds of the San Bernardino, Santa Ana, and San Gabriel Mountains, the Chino and La Sierra Hills, and other significant natural features from public spaces such as parks, termination of streets and community trails, community centers, and school properties, where feasible, as part of the design of development projects.
>
> **Policy CD-6.4.** Require that projects be designed and sited to maintain the natural topographic, physiographic, and aesthetic viewshed characteristics of those features, such as:
>
> - Minimize the height of retaining walls, and design with smooth flowing forms that follow topography and with material colors and textures that blend in with the surrounding landscape.
>
> **Policy CD-7.3.** Prohibit installation or expansion of poles, billboards, and other aboveground appurtenances from detracting from the views along the City's scenic highways and corridors; phase out uses that impair scenic views.

Land Use

The *City of Corona 2020–2040 General Plan*, Land Use Element (City of Corona 2020), contains the following policies relevant to the Project and aesthetics:

> **Policy LU-7.10.** Require that fencing and walls in residential neighborhoods achieve high aesthetic and safety standards considering the following principles:
>
> - Fencing and walls should not obstruct vehicle sight lines and create hazards for pedestrians and bicyclists.
> - Fencing and walls should be compatible with or complement the architectural design of nearby structures.
> - Fencing and walls shall be regularly maintained, repaired, and kept in excellent condition.
> - Fencing and walls should make a positive contribution to the character of the neighborhood.

Circulation

The *City of Corona 2020–2040 General Plan*, Circulation Element (City of Corona 2020), contains the following policies relevant to the Project and aesthetics:

> **Policy CE-5.3.** Provide for safe accessibility to and use of pedestrian facilities by people with disabilities to implement accessibility requirements under the American with Disabilities Act.

Environmental Resources

The *City of Corona 2020–2040 General Plan*, Environmental Resources Element (City of Corona 2020), contains the following policies relevant to the Project and aesthetics:

> **Policy ER-8.4.** Maintain and conserve superior examples of native trees (including oak trees), natural vegetation, stands of established trees, and other features for aesthetic and water conservation purposes.
>
> **Policy ER-8.5.** Conserve the oak tree resources in the City to the extent feasible.

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.

The Project and surrounding area's topography is generally flat to gently sloping in a north–south direction. As identified in the City of Corona 2020–2040 General Plan (City of Corona 2020), prominent scenic vistas include areas around Prado Basin; the I-15/State Route 91 interchange, which provides views to the Santa Ana Mountains; and south of Ontario Avenue, which provides southern views of the foothills and the Santa Ana Mountains from high elevations. The Project is not located within or adjacent to areas that are designated as scenic vistas, and there would be no impacts on scenic vistas as a result of the Project. Therefore, there would be no impact.

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

Less-than-Significant Impact

According to the Caltrans List of Eligible and Officially Designated State Scenic Highways (Caltrans 2019) and the County of Riverside General Plan, Circulation Element (County of Riverside 2020), I-15 is eligible for designation as a California State Scenic Highway for the portion of the freeway that runs parallel with the Project corridor. However, I-15 is approximately 0.40 mile west of the Project; views of the Project would not be available from I-15 because of intervening development, vegetation, and interchange grading. The only location where a view corridor to the Project would be available would be from the I-15 interchange at El Cerrito Road. However, travelers on I-15 pass by this view corridor so quickly that Project features would not be discernible.

Because the Project would be mostly obscured from view, or views of the Project would be indiscernible, where available, impacts on scenic highways would be very low.

The Project site would include a portion of Cajalco Road, which is eligible for designation as a County Scenic Corridor because it provides views of the valley floor and the backdrop of mountains (County of Riverside 2020). However, only construction traffic controls are proposed along Cajalco Road, which would be temporary and would cease upon completion of Project construction. Therefore, there would be no permanent impacts on this eligible County Scenic Corridor. In addition, there would be no permanent impacts on this eligible County Scenic Corridor.

The existing visual character of the Project vicinity would not be degraded or substantially altered by the Project. The visual character of the Project would be compatible with the existing visual character of the corridor. The Project would follow the same general alignment as the existing Temescal Canyon Road, widening to the west and east from two to four lanes, and would tie back into the existing roadway on the south end and north end of the Project corridor.

The form of the roadway would remain the same because it would be widened to retain a similar vertical and horizontal curve along Temescal Canyon Road and be made of similar materials as Temescal Canyon Road and the many other roadways in the vicinity. Because of the predominance of similar roadways and materials, it is anticipated that the Project would blend very well with the existing visual landscape. The additional pavement associated with the roadway widening would appear as a visual extension of Temescal Canyon Road.

The Project is not located within or adjacent to areas that are designated as scenic vistas, and there would be no impacts on scenic vistas as a result of the Project.

The Project provides limited views of the valleys and rolling terrain of the Santa Ana Mountains to the west and the Gavilan Hills to the east and south, which are a range of the Temescal Mountains. The widening of Temescal Canyon Road would not obstruct any views of valleys or rolling terrain associated with the Santa Ana Mountains or Gavilan Hills because the Project would not include the construction of any new large vertical structures such as buildings or bridges. Therefore, views of the rolling terrain of the Santa Ana Mountains and Gavilan Hills would be maintained.

The visual quality of the existing corridor would be altered by the Project. The most notable visual change associated with the Project would result from tree removal, including 11 oak trees, along Temescal Canyon Road. The Project would be in compliance with the County of Riverside Oak Tree Management Guidelines and County of Riverside Tree Removal Ordinance (Chapter 12.08.050).

Although the removal of mature trees would slightly degrade the visual quality of the Project corridor, the installation of curbs, gutters, and sidewalks along the length of the Project corridor would create a roadway that would be more visually unified. In addition, as noted in Section 2.4, *Biological Resources*, **MM BIO-18** provides potential remediation options to offset the tree removals. Also, the installation of sidewalks along the entire Project corridor would help provide complete streets for pedestrian travel and improve the streetscape design and visual character of Temescal Canyon Road within the Project corridor. Increased sidewalk coverage would also help separate the roadway from pedestrians; added benefits would ensure safety and mobility for both pedestrians and roadway users.

Fencing and gates would be removed from private property as a result of Project construction; they would be relocated, replaced, or restored in place and in kind to reduce visual impacts. The Project would also implement retaining walls, including the portion of the property at 19965 Temescal Canyon Road (Assessor's Parcel Number 279-062-012) that fronts the roadway. Optional decorative treatments for the retaining walls (see **AMM AES-2**) would be further evaluated during the Project's final design and expected to help improve views of the walls by providing aesthetic appeal and a unified design that would be compatible with the existing visual landscape.

Construction and operation of the Project would not substantially damage scenic resources within a state scenic highway. Therefore, the impact would be less than significant with mitigation.

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 Project's roadway improvements would maintain the general form of the existing roadway (e.g., through the use of materials similar to those used on many nearby roadways in the vicinity). The Project would not include any new large vertical structures, such as buildings or bridges, that would obstruct views of existing scenic resources or change the visual character or quality of the community. Because of the predominance of similar transportation roadways and materials, it is expected that the Project would blend very well with the existing visual landscape. The additional pavement associated with the roadway widening would be compatible with the existing Temescal Canyon Road.

Fencing and gates that would be removed from private property as a result of construction would be relocated, replaced, or restored in place, if feasible, to reduce visual impacts (**AMM AES-1**).

Implementation of retaining walls would be required by the Project, including along a portion of the property at 19965 Temescal Canyon Road (Assessor's Parcel Number 279-062-012) that fronts the roadway. Optional decorative treatments for the retaining walls would be further evaluated during the Project's final design. This would help improve views of the walls by providing aesthetic appeal and a unified design that would be compatible with the existing visual landscape (see **AMM AES-2**).

The Project corridor consists of existing sidewalks in spot locations along Temescal Canyon Road, approximately between Rudell Road and Minnesota Road; however, most of the Project corridor is missing sidewalks and has paved or unpaved shoulders. Installation of sidewalks along the entire Project corridor would help provide complete streets for pedestrian travel and improve the streetscape design and visual character of Temescal Canyon Road within the Project corridor. Increased sidewalk coverage would also help separate the roadway from pedestrians and would have the added benefit of providing safety and mobility for both pedestrians and roadway users. The implementation of sidewalks would be an added benefit to the overall visual character of the Project corridor.

The widening of Temescal Canyon Road would not obstruct any views of valleys or rolling terrain associated with the Santa Ana Mountains or Gavilan Hills because the Project would not include the construction of any new large vertical structures such as buildings and bridges. Therefore, views of the rolling terrain of the Santa Ana Mountains and Gavilan Hills would be maintained.

Changes associated with the Project would result in slight alterations to the existing visual character of the site but would still appear largely consistent with the existing visual environment. However, the installation of curbs, gutters, and sidewalks along the length of the Project corridor would create a roadway that would be more visually unified. The overall visual

impact of the Project on the existing visual character and quality of the Project area would be moderate to 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?

Less-than-Significant Impact.

Construction of the Project would occur primarily during daytime. **AMM AES-3** would ensure that lighting used for construction would be directed downward and that light spill would be minimized to the greatest extent possible. The use of any night construction lighting would be temporary and cease upon completion of the Project's construction activities.

The Project includes the extension of El Cerrito Road easterly to connect to Minnesota Road and the reconfiguration of the existing five-leg intersection at Temescal Canyon Road, Jolora Avenue, and Grant Street to create a four-leg intersection. In addition, Envoy Avenue would be aligned with Rudell Road at Ontario Avenue and a traffic signal would be added. Modifications to existing traffic signals would be required to accommodate these improvements in areas where existing traffic signals would be removed and new traffic signals would be installed. Implementation of the new traffic signals would result in only minor visual changes as the modifications occur and would not result in substantial visual changes once built because they would be minor changes and largely in keeping with existing conditions.

Street lighting is proposed along the Project corridor; this lighting, if not properly designed, could negatively affect nearby neighbors and roadway users. In particular, street lighting could include light-emitting diode (LED) lighting for security and safety purposes. LED lights can negatively affect humans by increasing nuisance light and glare, in addition to increasing ambient light glow, if shielding is not provided and blue-rich white light lamps are used (International Dark-Sky Association 2010a, 2010b, 2015). This would result in a substantial source of nighttime light and glare that could adversely affect nighttime views in the area. However, all overhead street lighting would be limited to the minimum required for driver and pedestrian safety. In addition, the overhead street lighting would be designed in accordance with County Road Standards (see **SM AES-4**).

All lighting during the construction and operation phase would be directed and shielded to prevent light or glare from spilling over onto adjacent properties. No long-term adverse impacts pertaining to light and glare would result. Overall, impacts would be less than significant.

2.1.3 Avoidance, Minimization, and Mitigation Measures

The following avoidance and minimization measures (AMMs) and standard measure (SM), in addition to **MM BIO-18,** as detailed in Section 2.4.3, would be implemented to avoid and or minimize impacts:

AMM AES-1: Replace or Relocate Site Features Affected by the Project

Where appropriate and to the degree possible, fencing and gates removed from private properties as a result of construction will be relocated, replaced, or restored in place and

in kind, or value compensated to the property owner, to reduce visual impacts. Replacement will be of value at least equal to that of existing features.

AMM AES-2: Decorative Treatments for Retaining Walls

During final design, the County will evaluate aesthetic design treatments for new retaining walls, which may include using roughened, textured surfaces. This will soften the verticality of surfaces by providing visual texture and will reduce the amount of smooth surfaces that can reflect light, reducing glare, and be attractive for graffiti.

AMM AES-3: Minimize Fugitive Light from Portable Sources Used for Construction

At a minimum, the construction contractor will minimize Project-related light and glare to the maximum extent feasible, given safety considerations. Portable lights will be operated at the lowest allowable wattage and height and will be raised to a height no greater than 20 feet. All lights will be screened and directed downward toward work activities and away from the night sky and roadway users and neighbors, particularly residential areas, to the maximum extent possible. The number of nighttime lights used will be minimized to the greatest extent possible.

SM AES-4: Apply Minimum Lighting Standards

All overhead street lighting is to be limited to the minimum required for driver and pedestrian safety and will be designed in accordance with County Road Standards. All lighting is to cause minimum impact on the surrounding environment and will use downcast, cut-off type fixtures that are shielded and direct the light only toward surfaces requiring illumination, thereby minimizing incidental light spill onto adjacent properties or backscatter into the nighttime sky. Lighting will have daylight sensors or be timed with an on/off program.

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

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 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 non-agricultural 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 used as a tool to determine agricultural suitability of land compared to demands created by non-agricultural 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 a project resulted in the conversion of farmland.

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 California 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 County of Riverside General Plan, this category can include forest land, cropland, 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

non-irrigated 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 County of Riverside 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 water bodies covering fewer than 40 acres and agricultural lands of fewer than 40 acres when surrounded by urban uses.

County of Riverside

County of Riverside General Plan

Multipurpose Open Space Element

The County recognizes the high socioeconomic value that agriculture has within the County of Riverside. The two major conservation rationales noted in the County of Riverside 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 County of Riverside General Plan Multipurpose Open Space Element (County of Riverside 2021a) contains the following policies relevant to agricultural resources:

- **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.

- **OS 7.3**: Encourage conservation of productive agricultural lands and preservation of prime agricultural lands.
- **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.
- **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 County of Riverside General Plan Land Use Element (County of Riverside 2021b) contains the following policies relevant to agricultural resources:

- **LU 7.4:** Retain and enhance the integrity of existing residential, employment, agricultural, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic. (AI 3)
- **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.
- **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. (AI 3)
- **LU 20.4:** Encourage conservation of productive agricultural lands. Preserve prime agricultural lands for high-value crop production.
- **LU 20.5:** Continue to participate in the California Land Conservation Act (the Williamson Act) of 1965.

- **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. (AI 8)
- **LU 20.7:** Adhere to Riverside County's Right-to-Farm Ordinance.
- **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.

County of Riverside Ordinances

Ordinance No. 509 (Establishing Agricultural Preserves)

Agricultural preserves are lands identified for, and devoted to, agricultural and compatible uses. They are established through resolutions adopted by the County of Riverside 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 Section 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 the County of Riverside 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 pre-existing 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 the County of Riverside 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 the County of Riverside, 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 County of Riverside Board of Supervisors on the administration of agricultural preserves, as well as Williamson Act contract-related matters. In particular, CAPTAC is charged with reviewing 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 County of Riverside 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 County of Riverside 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?

No Impact.

The State of California Department of Conservation FMMP identifies Farmland of Local Importance, Grazing Land, and Prime Farmland adjacent to the Project's limits of disturbance (LOD).[2] Table 2.2-1 demonstrates the amount of Important Farmland, separated by designation, within the 0.50-mile study area. Although there are 158.18 acres of FMMP lands in the study area, it is not anticipated that there would be an acquisition or conversion of any Prime

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

[2] Direct effects are evaluated within the Project's LOD. The LOD represents the area proposed for direct impact, including permanent and temporary effects.

Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, there would be no impact. Refer to Figure 2.2-1 for surrounding farmlands.

Table 2.2-1 FMMP-Designated Land and Williamson Act Land within Study Area

Categories	Total in Study Area (acres)
Prime Farmland	0
Farmland of Statewide Importance	0
Farmland of Local Importance	147.08
Unique Farmland	11.10
Grazing Land	301.79
Other Lands	193.94
Water Bodies	0
Total FMMP	**2,209.32**
Total Important Farmland	**158.18**
Williamson Act Land	**0**

Source: California Department of Conservation 2020
FMMP = Farmland Mapping and Monitoring Program

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

No Impact.

There are no Williamson Act contract lands within the LOD of the 0.5-mile study area. There would be no conflicts with existing zoning for agricultural use or Williamson Act contracts. Therefore, there would be no impact.

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 would 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 the study area. The use does not conflict with the existing zoning or require rezoning. 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 of forest land because there is no forest land within the LOD. Therefore, there would be no impact.

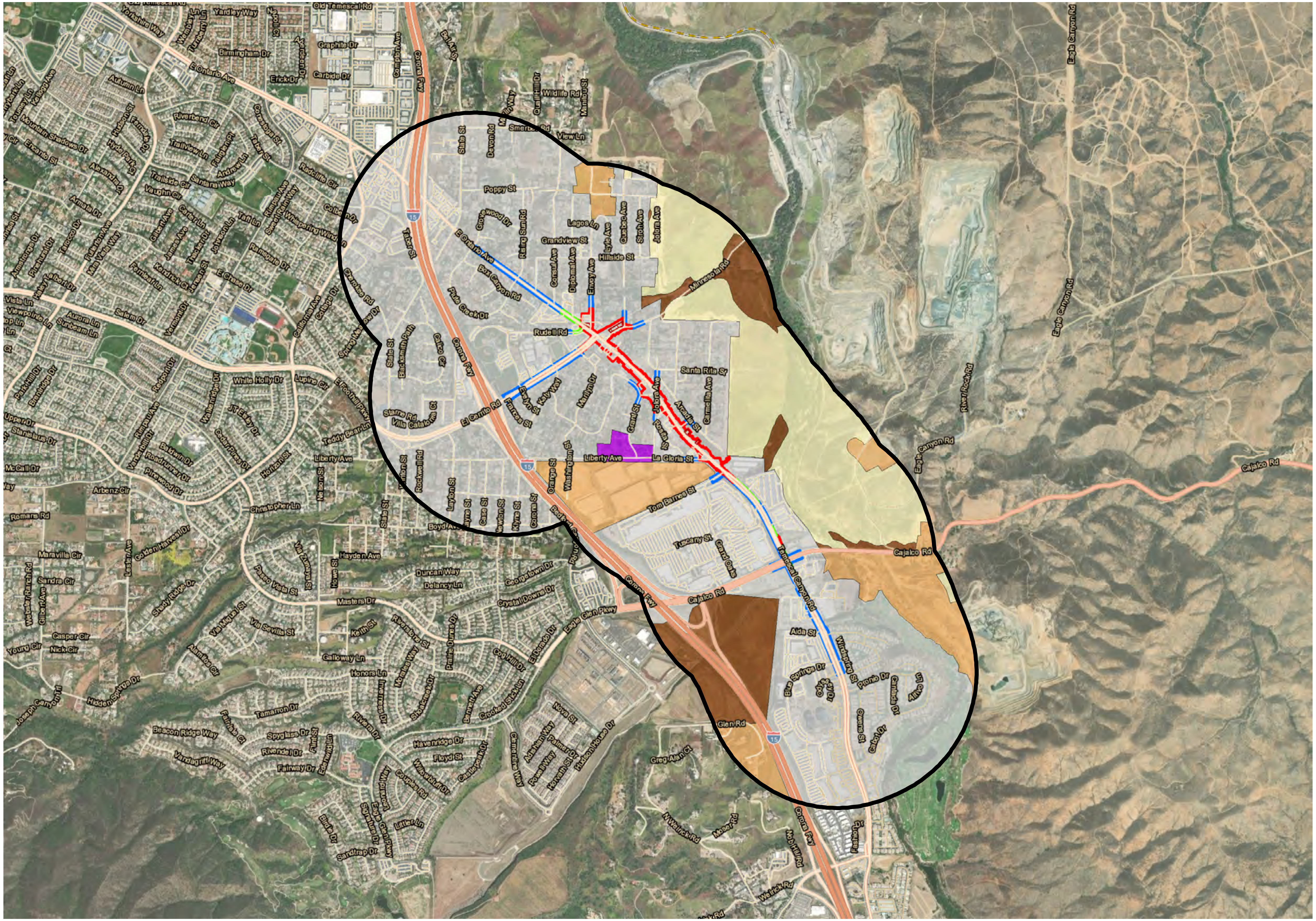
e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

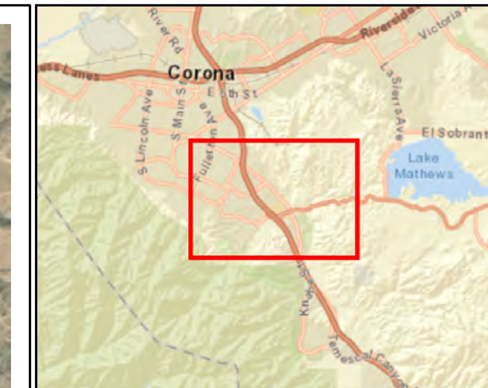
No Impact.

There would be no other foreseen changes resulting from the Project that would result in the conversion of farmland to non-agricultural use or forest land to non-forest use. There would be no impact.

2.2.3 Avoidance, Minimization, and Mitigation Measures

No AMMs are required.





Legend

Resource Study Area (1/2 Mile Buffer)

Farmland

- Unique Farmland
- Farmland of Local Importance
- Grazing Land
- Other Land
- Urban and Built-up Land

Project Components

- Full Take Parcels
- Max Disturbance Limits
- Striping Improvement Limits
- Construction Traffic Control Limits

Source: Farmland Mapping and Monitoring Program, California Department of Conservation 2020

\\PDCCITRDSGIS01\Projects_1\RCTD\TemescalCanyonRoad\Figures\CIA\Fig00_FMMP.mxd; User: 37937; Date: 8/16/2024

N

0 1,000 2,000 Feet

1 inch = 2,000 feet

Figure 2.2-1
Farmland Mapping and Monitoring Program
Temescal Canyon Road Widening Project – El Cerrito Segment

This page intentionally left blank.

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

Federal

The Clean Air Act (CAA) was enacted in 1963 but amended numerous times in subsequent years (i.e., 1967, 1970, 1977, and 1990). The CAA establishes National Ambient Air Quality Standards (NAAQS) and specifies future dates for achieving compliance. The CAA also mandates that the states submit and implement a State Implementation Plan (SIP) for local areas not meeting those standards. The plans must include pollution control measures that demonstrate how the standards would be met. The Project area is within a basin that is designated as a nonattainment area for ozone (O_3) and particulate matter 2.5 micrometers or less in diameter ($PM_{2.5}$) and a maintenance area for carbon monoxide (CO), particulate matter 10 micrometers or less in diameter (PM_{10}), and nitrogen dioxide under the CAA.

The 1990 amendments to the CAA identify specific emission-reduction goals for areas not meeting NAAQS. These amendments require both a demonstration of reasonable further progress toward attainment and the incorporation of additional sanctions for failure to attain or meet interim milestones. The sections of the CAA that would most substantially affect development of the Project include Title I (Nonattainment Provisions) and Title II (Mobile-Source Provisions).

Title I provisions were established with the goal of attaining the NAAQS for criteria pollutants. The Riverside County portion of the South Coast Air Basin (Basin) where the Project is located fails to meet national standards for O_3 and $PM_{2.5}$ and therefore is considered a federal nonattainment area for those pollutants.

State

The California Clean Air Act, signed into law in 1988, requires all areas of the state to achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practical date. CAAQS incorporate additional standards for most criteria pollutants and set standards for other pollutants that the State recognizes. In general, State of California standards are more health-protective than the corresponding NAAQS. The State has also set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. The Basin is in attainment with these California standards for sulfates, hydrogen sulfide, visibility-reducing particles, and vinyl chloride, but is a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$.

Local

The Project lies within the Riverside County portion of the Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD has jurisdiction over an area of approximately 10,743 square miles, including all of Orange County, Los Angeles County (except for Antelope Valley), the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County; the Basin is a subregion of SCAQMD jurisdiction. Although air quality in this area has improved, the Basin requires continued diligence to meet air quality standards.

SCAQMD has adopted a series of air quality management plans (AQMPs) to meet CAAQS and NAAQS. These plans require, among other emissions-reducing activities, control technology for existing sources, control programs for area sources and indirect sources, an SCAQMD permitting system designed to allow no net increase in emissions from any new or modified (i.e., previously permitted) emission sources, and transportation-control measures (TCMs). The 2022 AQMP is the most recent plan that the SCAQMD Governing Board adopted (December 2, 2022). The 2022 AQMP demonstrates that the Basin and the Coachella Valley meet the federal CAA requirements for the 70 parts per billion O_3 standard. The 2022 AQMP includes the integrated strategies and measures needed to meet the NAAQS (SCAQMD 2022).

In addition to the air quality efforts of SCAQMD, the Southern California Association of Governments (SCAG), which serves as the Metropolitan Planning Organization (MPO) for the six-county Southern California region, is mandated to comply with federal and State transportation and air quality regulations. Federal transportation law requires that SCAG develop a Regional Transportation Plan (RTP) for a 20-year minimum period. SCAG must also develop a Federal Transportation Implementation Program (FTIP) that allocates monies over a 4-year period to implement the RTP. The FTIP must be consistent with the RTP (e.g., projects, scope, implementation schedules). In addition, in the federal nonattainment or maintenance areas, the RTP and FTIP must comply with the transportation conformity requirements of the U.S. Environmental Protection Agency (EPA) Transportation Conformity Regulations.

To comply with the CAA in achieving NAAQS, SIPs are required to be developed for federal nonattainment and maintenance areas. In California, SIP development is a joint effort of the local air agencies and the California Air Resources Board (CARB) working with federal, State, and local agencies (including the MPOs). Local AQMPs are prepared in response to federal and State requirements.

The SIP may include two important components relative to transportation conformity requirements—emissions budgets (for all criteria pollutant SIPs) and TCMs (for O_3 and CO SIPs only). Emissions budgets set an upper limit, which transportation activities (for SIP purposes motor vehicles are also known as on-road mobile sources) are permitted to emit. TCMs, required for "serious and above" O_3 nonattainment areas and "serious" CO nonattainment areas, are strategies to reduce emissions from on-road mobile sources. The latest RTP/Sustainable Communities Strategy (SCS) adopted by SCAG, the 2024–2050 RTP/SCS, must conform to the applicable SIPs (i.e., emissions budgets and TCMs) in the SCAG region (SCAG 2024).

2.3.2 Discussion of Environmental Evaluation Question 2.3: Air Quality

The following discussions are based on information from the *Temescal Canyon Road Widening Project – El Cerrito Segment, Air Quality Report* (Caltrans 2024).

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

No Impact.

The State of California is divided geographically into 15 air basins for the purpose of managing the State's air resources on a regional basis. Each air basin generally has similar meteorological and geographic conditions throughout. Local districts are responsible for preparing the portion of the SIP applicable within their boundaries for achieving attainment of ambient air quality standards, as required under the federal CAA. The Project is in the Basin; SCAQMD has responsibility for managing the Basin's air resources and is responsible for bringing the Basin into attainment for federal and State air quality standards. To achieve this goal, each agency must prepare plans for the attainment of air quality standards, as well as plans for maintenance of those standards, once achieved.

On-road emissions budgets are developed based on the regional transportation planning documents that SCAG prepares. The Project is included in the SCAG 2024–2050 RTP/SCS under project number 3A04WT197-RIV150901A and incorporated into the SCAG 2023 FTIP under project number RIV150901A (SCAG 2024). The 2024–2050 RTP/SCS was adopted by the SCAG Regional Council on April 4, 2024; and the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) made a regional conformity determination finding on May 10, 2024. Further, the 2023 FTIP was adopted by SCAG on October 6, 2022, and found to conform by FHWA and FTA on December 16, 2022. The design concept and scope of the Project are consistent with the Project description in the 2024–2050 RTP/SCS, 2023 FTIP Amendment #23-26, and the open-to-traffic assumptions of the most recent SCAG regional emissions analysis. The air quality conformity analysis prepared for the 2024–2050 RTP/SCS and 2023 FTIP found that the plans, which account for regionally significant projects and financial constraints, would conform to the SIP for attaining and maintaining the NAAQS, as provided in Section 176(c) of the federal CAA. In addition, as discussed below in Section 2.3.2(b), implementing the Project is projected to reduce criteria pollutant emissions in 2025 and 2048 compared to the estimated emissions without the Project. As such, the Project is expected to result in an long-term net emissions reduction compared to

conditions without the Project. Therefore, implementing the Project would not be expected to conflict with the applicable air quality plan, the 2022 AQMP, or conflict with regional goals for attaining and maintaining the CAAQS.

The 2022 AQMP was adopted by the SCAQMD Governing Board on December 2, 2022. It incorporates the latest scientific and technological information and planning assumptions, including the 2020–2045 RTP/SCS and updated emission inventory methodologies for various source categories. Further, because the Project is listed, as currently proposed, in the region's conforming 2024–2050 RTP/SCS and 2023 FTIP regional transportation planning documents, Project emissions are consistent with the applicable 2022 AQMP. Therefore, there would be no impact.

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?

Less-than-Significant Impact.

The Basin region of Riverside County is classified as a nonattainment area for the federal 8-hour O_3 standard, a serious nonattainment area for the federal $PM_{2.5}$ standard, and a maintenance area for the federal CO and PM_{10} standards. The Basin is also classified as a nonattainment area for the State 8-hour O_3, PM_{10}, and $PM_{2.5}$ standards. Therefore, the primary pollutants of concern for the Project consist of PM_{10}, $PM_{2.5}$, CO, as well as volatile organic compounds (VOCs) and nitrogen oxides (NO_X [precursors to O_3]).

Construction

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (i.e., airborne dust) generated by excavation, grading, hauling, and other construction-related activities. Emissions from construction equipment also are expected and would include CO, NO_X, sulfur dioxide (SO_2), VOCs, directly emitted particulate matter (PM_{10} and $PM_{2.5}$), and toxic air contaminants such as diesel exhaust particulate matter. O_3 is a regional pollutant derived from NO_X and VOCs in the presence of sunlight and heat.

Site preparation and roadway construction typically involve clearing, cut-and-fill activities, grading, removing or improving existing roadways, and paving roadway surfaces. Construction-related effects on air quality from most highway projects would generally be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transportation of soils to and from the site. These activities could temporarily generate enough PM_{10}, $PM_{2.5}$, SO_2, NO_X, and VOCs to be of concern. Sources of fugitive dust[3] would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site could deposit mud on local streets, which could be an added source of airborne dust after it dries. Fugitive dust emissions would be expected to vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. Fugitive dust emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of equipment in operation. Larger dust particles

[3] Fugitive dust is PM suspended in the air primarily from soil that has been disturbed by wind or other activities.

would generally settle near the source, whereas fine particles would be dispersed over greater distances from the construction site.

Table 2.3-1 shows the estimates of regional pollutants that would be generated during the construction period from both on-site sources (e.g., construction equipment) and off-site sources (e.g., worker vehicles). As shown therein, emissions would be greatest during the grading/ excavation period, with anticipated daily emissions of 4 pounds of VOC, 41 pounds of NO_X, 43 pounds of CO, 12 pounds of PM_{10}, and 4 pounds of $PM_{2.5}$. Emissions were estimated using the Road Construction Emissions Model (RCEM) (version 9.0.0) that the Sacramento Metropolitan Air Quality Management District developed using Project-specific parameters that the Project design team provided. Although RCEM was developed for the Sacramento Metropolitan Air Quality Management District, the model includes emission factors applicable statewide and is therefore recognized as a tool for analyzing air quality in other air districts.

Table 2.3-1 Construction-Period Regional Mass Emissions (pounds per day)

	ROG[a]	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Construction Phase						
Land Clearing/Grubbing	1[b]	8	10	< 1	10	2
Grading/Excavation	4	42	43	< 1	12	4
Drainage/Utilities/Sub-Grade	3	26	28	< 1	11	3
Paving	1	15	18	< 1	< 1	< 1
Maximum Daily Emissions (lbs/day)	**4**	**42**	**43**	**< 1**	**12**	**4**
SCAQMD Regional Construction Threshold[c]	**75**	**100**	**550**	**150**	**150**	**55**

Source: Emissions estimates conducted by ICF using the Road Construction Emissions Model version 9.0.0. Model assumes no overlap between Project phases. See Appendix B.
[a] The terms VOCs and ROG are used interchangeably. ROG is used in this table based on the Road Construction Emissions Model.
[b] Values are rounded to the nearest whole number.
[c] Lead is not emitted from construction equipment and vehicles due to the use of unleaded fuels.
CO = carbon monoxide; NO_X = nitrous oxides; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; PM_{10} = particulate matter 10 microns or less in diameter; ROG = reactive organic gases; SCAQMD = South Coast Air Quality Management District; SO_X = sulfur oxides; VOCs = volatile organic compounds

EPA estimates that construction activities for large development projects add 1.2 tons of fugitive dust per acre of soil disturbed per month of activity. If water or other soil stabilizers are used to control dust, then emissions can be reduced by up to 50 percent. SCAQMD Rule 403, which requires the Project to use water or dust palliative compounds, would reduce potential fugitive dust emissions during construction. The Project would implement all applicable fugitive dust control measures required by SCAQMD Rule 403 during Project construction as defined in **SM AQ-1**.

In addition to dust-related PM_{10} emissions, heavy-duty trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NO_X, VOCs, and some soot particulate (i.e., PM_{10} and $PM_{2.5}$) in exhaust emissions. The sensitive land uses in the Project vicinity include residences adjacent to the central and northern portions of the Project alignment and a school in the northern portion of the Project alignment, as discussed further below. Total

localized emissions, which include on-site emissions from construction equipment, were estimated using RCEM to determine the extent to which local receptors would be affected, as shown below in Table 2.3-2.

Table 2.3-2 Construction-Period Localized Emissions (pounds per day)

	CO	NO_X	PM_{10}	$PM_{2.5}$
Construction Phase				
Grubbing/Land Clearing	10.1	8.2	0.3	0.3
Grading/Excavation	41.4	39.2	1.6	1.4
Drainage/Utilities/Sub-Grade	27.5	23.5	0.9	0.9
Paving	17.3	11.5	0.5	0.5
Maximum Daily On-Site Emissions	41.4	39.2	1.6	1.4
SCAQMD Localized Significance Threshold for Construction[a]	1,700	270	12	8

Source: Emissions estimates conducted by ICF using the Road Construction Emissions Model version 9.0.0. See Appendix B.
[a] A 5-acre site and 25-meter receptor distances in Source Receptor Area 22 Norco/Corona was used; no Localized Significance Thresholds have been established for VOC and SO_X.
CO = carbon monoxide; NO_X = nitrous oxides; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; PM_{10} = particulate matter 10 microns or less in diameter; SCAQMD = South Coast Air Quality Management District

SO_2 is generated by oxidation during the combustion of organic sulfur compounds contained in diesel fuel. Under California State law and CARB regulations, off-road diesel fuel used in the State of California must meet the same sulfur and other standards as on-road diesel fuel (i.e., not more than 15 parts per million of sulfur), so SO_2-related issues due to diesel exhaust would be minimal.

Most of the construction impacts on air quality would be short term in duration and, therefore, would not result in long-term adverse conditions. Implementation of **SM AQ-1** would avoid or further reduce any potential air quality impacts resulting from construction activities. Impacts would be less than significant.

Operation

Operational emissions take into account long-term changes in emissions due to a project (excluding the construction phase). Operational emissions analysis compares forecast emissions under existing (2021), opening-year (2025) and design-year conditions (2048) with and without the Project.

For roadway improvement projects, regional emissions are a function of regional vehicle miles traveled (VMT) and travel speeds. As such, the operational emissions analysis takes into account the long-term changes in VMT and travel speeds expected to occur under the Build Alternative, excluding the construction phase, and compares them to conditions expected to occur without the Project. Regional VMT data regarding existing and future year conditions, along with the 2021 Caltrans EMission FACtors model (CT-EMFAC2021) emission rates, were used to calculate CO, NO_X, PM_{10}, and $PM_{2.5}$ emissions under existing/baseline 2021, opening-year 2025, and design-year 2048 conditions. The results of the modeling are summarized in Table 2.3-3 and included in Appendix B.

Table 2.3-3 summarizes modeled emissions by each scenario. The differences in anticipated emissions between scenarios with and without the Project represent emissions generated directly from implementing the Build Alternative. Implementing the Build Alternative is projected to reduce criteria pollutant emissions in 2025 and 2048 compared to the estimated emissions without the Project. Vehicular emission rates are anticipated to lessen in future years because of continuing improvements in engine technology and the retirement of older, higher-emitting vehicles. The emissions analysis presented in Table 2.3-3 indicates that $PM_{2.5}$ and PM_{10} emissions would increase under 2025 and 2048 Build Alternative conditions compared with existing (2021) conditions but NO_X and CO emissions would decrease. This is true as well for conditions without the Project in 2025 and 2048 compared to the existing (2021) conditions. These results are due to factors both internal and external to the Project. The increase in particulate matter is partly due to background growth in VMT from 2021 to 2048 because particulate matter fugitive dust emissions are a function of VMT. Although particulate matter exhaust emission factors decrease over time, fugitive dust particulate matter emission factors remain constant. Consequently, total particulate matter emissions increase over time as a function of increases in VMT. The decreases in other pollutants are due to expected improvements in vehicle engine technology and fuel efficiency, as well as the turnover of older, more heavily polluting vehicles, which would reduce exhaust emissions.

Table 2.3-3 Summary of Comparative Emissions Analysis

Scenario/Analysis Year	CO (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)	NO_X (surrogate for NO_2) (lbs/day)
2021				
Baseline (Existing Conditions) No Build	17,810.1	6,808.6	1,149.4	5,146.8
Baseline with Project	17,800.0	6,804.7	1,148.8	5,143.9
Increase from No Build	-10.1	*-3.8*	*-0.6*	*-2.9*
2025				
No Build	13,779.1	7,032.2	1,169.8	3,284.7
Increase from Existing	*-4,031.0*	*223.6*	*20.4*	*-1,862.1*
Build Alternative	13,771.7	7,028.4	1,169.2	3,283.0
Increase from Existing	*-4,038.4*	*219.8*	*19.7*	*-1,863.9*
Increase from No Build	*-7.4*	*-3.8*	*-0.6*	*-1.8*
2048				
No Build	9,534.1	9,528.9	1,548.1	2,140.8
Increase from Existing	*-4,237.6*	*2,500.5*	*378.9*	*-1,142.2*
Build Alternative	9,530.2	9,525.0	1,547.5	2,139.9
Increase from Existing	*-8,279.8*	*2,716.4*	*398.0*	*-3,007.0*
Increase from No Build	*-3.9*	*-3.9*	*-0.6*	*-0.9*

The Project is in an attainment/maintenance area for federal CO standards. As discussed in the Temescal Canyon Road Widening Project – El Cerrito Segment Air Quality Report, the Project is not expected to result in any concentrations exceeding the 1-hour or 8-hour CO standards (Caltrans 2024). The Project is located within the nonattainment area for federal $PM_{2.5}$ standards

and within attainment/serious maintenance area for federal PM_{10} standards. The Project-level particulate matter hot-spot analysis was presented to SCAG's Transportation Conformity Working Group (TCWG) for discussion and review on May 23, 2023. The particulate matter hot-spot analysis reflects the Project description, limits, and traffic volumes and is consistent with the description in the 2024–2050 RTP/SCS and 2023 FTIP. The Build Alternative has undergone interagency consultation and was determined to not be a project of air quality concern (POAQC) on May 23, 2023. The Project does not qualify as a POAQC and the Build Alternative meets the CAA requirements and 40 Code of Federal Regulations (CFR) 93.116 without any explicit hot-spot analysis and is not expected to create a new violation or worsen an existing $PM_{2.5}$ or PM_{10} violation.

Finally, the Project directly supports the 2024–2050 RTP/SCS mobility and accessibility performance outcome by reducing vehicle delay and congestion. Therefore, Project operations would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or State ambient air quality standard, including PM_{10}, $PM_{2.5}$, CO, as well as ROG and NO_X (precursors to O_3). Impacts would be less than significant.

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

Less-than-Significant Impact.

Sensitive land uses include residences, hospitals, schools, daycare centers, and other locations as the air district or CARB may determine to house individuals who are more susceptible to adverse health effects from air pollution (California Health and Safety Code Section 42705.5[a][5]). Due to the transient nature of air pollution, air pollution from the Project would have the potential to influence receptors at great distances from the Project site. Therefore, sensitive receptors within 500 feet of the Project boundary have been identified. Sensitive land uses within 500 feet of the Project boundary include a school and residences, as documented below in Table 2.3-4. See Figure 2.3-1 for the location of these sensitive receptors near the Project alignment.

Table 2.3-4 Sensitive Receptors Located within 500 feet of the Project Site

Receptor	Description	Distance between Receptor and Project (feet)
Existing residences	Residences	32–500
Olive Branch Christian Academy	School	77

Construction

As discussed above in Response "b," the Project would generate pollution emissions during the construction period, which would be temporary and limited to the immediate area surrounding the construction activities and in the vicinity of identified sensitive receptors. However, given the linear nature of the Project, construction activities would proceed in a linear manner and would not be localized at any given location near sensitive receptors for a substantial period of time. Therefore, impacts related to exposing sensitive receptors to substantial pollutant concentrations would be less than significant. In addition, all criteria pollutants are associated with some form of health risk, such as asthma and other respiratory conditions. However, negative health effects

associated with criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, the number and character of exposed individuals [e.g., age, health, gender]). In particular, O_3 can be formed through complex chemical reactions over long distances. Directly emitted particulate matter also does not always equate to a specific localized impact because emissions can be transported and dispersed. Given the factors that influence the formation and transport of pollution, quantifying specific health consequences from the Project's construction emissions is not feasible because the models designed to evaluate future O_3 and particulate matter levels and resulting health effects are based on regional or national conditions. In other words, the minor increases in air pollution from the Project's construction activities would not result in material changes to ambient air quality or human health.

As shown above in Table 2.3-1, the Project's estimated regional construction emissions would not be anticipated to exceed any of SCAQMD's regional significance thresholds for criteria pollutants. Furthermore, it should be noted that NAAQS and CAAQS are health-protective standards and define the maximum amount of ambient pollution that can be present without harming public health. SCAQMD's Localized Significance Thresholds (LSTs) represent the level of pollutant emissions from on-site sources from a project that would not exceed the most stringent applicable federal or State ambient air quality standards. As such, projects with emissions below the applicable LSTs would not be in violation of NAAQS or CAAQS, and, thus, EPA's and CARB's health-protective standards. As shown above in Table 2.3-2, the maximum daily on-site emissions are not projected to exceed the applicable LSTs. Therefore, there would be no violations of the health-protective CAAQS or NAAQS, and impacts would be less than significant.

Operation

As shown above in Table 2.3-3, implementation of the Project would be expected to reduce operational emissions under existing (2021), opening-year (2025) and design-year (2048) conditions. However, under the Build Alternative, there would be localized areas where VMT is estimated to increase. Therefore, it is likely that localized increases in some traffic emissions would occur under the Build Alternative compared to conditions without the Project. However, such emissions would be substantially reduced in the future with implementation of EPA's vehicle and fuel regulations. Emissions in future years are expected to be lower than present levels as a result of EPA's national control programs, which are projected to reduce the annual Mobile-Source Air Toxics (MSAT) emissions by more than 75 percent from 2020 to 2060. As such, emissions of MSATs for the Project during the opening (2025) and horizon (2048) year conditions are expected to be less than under the existing (2021) conditions. Therefore, Project operations would not be expected to expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant.

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

Some phases of construction, particularly asphalt concrete paving, would result in emissions that may cause short-term odors in the immediate area of each paving site. Such odors would be quickly dispersed at the site and as distance from the site increases. Impacts from objectionable odors would be less than significant.

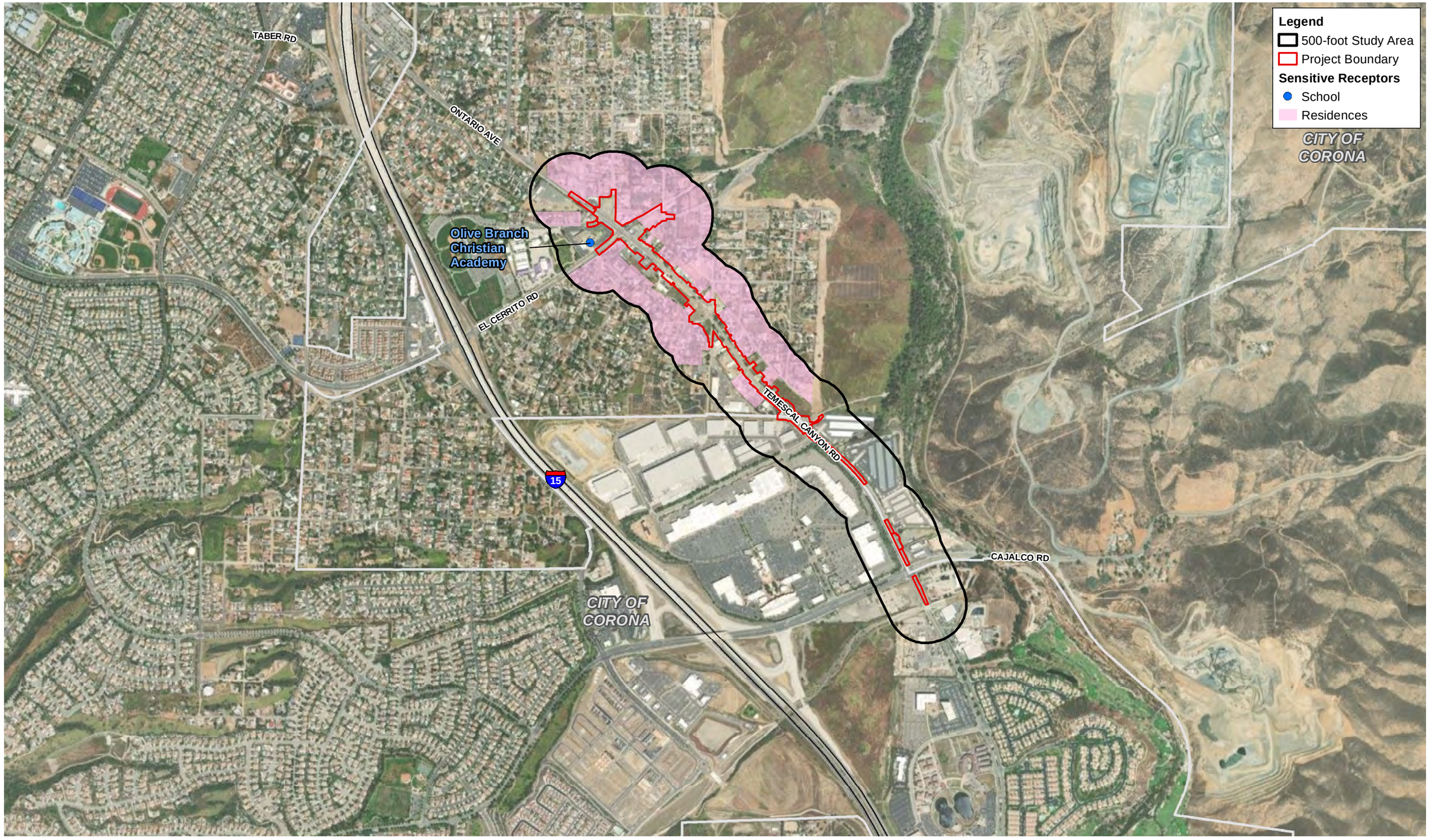
Project operation is not anticipated to create objectionable odors. Impacts from objectionable odors would be less than significant.

2.3.3 Avoidance, Minimization, and Mitigation Measures

The following SM would be implemented to avoid and or minimize impacts:

SM AQ-1

During clearing, grading, earthmoving, or excavation operations, fugitive dust emissions will be controlled by regular watering or other dust preventive measures using the following procedures, as specified in South Coast Air Quality Management District (SCAQMD) Rule 403. All material excavated or graded will be sufficiently watered to prevent excessive amounts of dust. Watering will occur as required by SCAQMD and the County, with complete coverage, preferably in the late morning and after work is done for the day. All material transported on site or off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust. The areas disturbed by clearing, grading, earthmoving, or excavation operations will be minimized so as to prevent excessive amounts of dust. These control techniques will be indicated in the Project specifications. Visible dust beyond the property line emanating from the Project will be prevented to the maximum extent feasible.



0 550 1,100 Feet
1:14,400

N

Figure 2.3-1
Sensitive Receptors
Temescal Canyon Road Widening Project- El Cerrito Segment

D:\CCTD\5050\Projects_1\RCTD_TemescalCanyonRoad\Figures\AQ\Fig03_SensitiveRecpnd_User_3737 Date: 9/5/2024

This page intentionally left blank.

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 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 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 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) regulate primarily 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) to oversee water quality. Discharges under Porter-Cologne 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. Please see Section 2.10, *Hydrology and Water Quality*, for additional details.

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 FESA can be found at USC 16, Section 1531, et seq.; see also 50 CFR Part 402. The regulatory requirements for 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, California PRC, Sections 2100–21177.

Animal Species

Many State and federal laws regulate impacts on wildlife. USFWS, the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (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 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 (NEPA)
- Migratory Bird Treaty Act (MBTA) (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 FESA (16 USC Section 1531, et seq.; see also 50 CFR Part 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 Service 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: CESA, California Fish and Game Code Section 2050, et seq. 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 CESA. Fish and Game Code Section 2081 prohibits take of any species determined to be an endangered or threatened species or candidate species, and Sections 3503–3503.5 state 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." CESA allows for take incidental to otherwise lawful development projects; for these actions, CDFW issues an incidental take permit. For species listed under both 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

Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), a comprehensive regional Habitat Conservation Plan, was adopted in June 2003. Major participants in the regional planning effort included, but were not limited to, Caltrans, CDFW, USFWS, the County of Riverside, County of Riverside Transportation Commission, 14 cities, and interested individuals and groups. The purpose of the MSHCP is to develop methods and procedures that provide for development, while protecting environmental resources in the western Riverside County area over a 75-year period.

The Project involves an existing road and is a Covered Activity under Volume I, Section 7.3.4 (Existing Roads within the Criteria Area) of the MSHCP. The Project is in the Temescal Canyon Area Plan, Subunit 3 (Temescal Wash West) in Criteria Cells 2304, 2400, and 2402. No Criteria Cells with conservation areas, Public/Quasi-Public[4] (PQP) lands, Additional Reserve Lands, or MSHCP cores or linkages are located within the biological study area (BSA).

[4] PQP lands are conservation lands that are managed by local, state, and federal agencies and the backbone of the MSHCP reserve system.

Portions of the Project occur in the following MSHCP survey areas:

- Burrowing Owl Survey Area
- Narrow Endemic Plant Survey Area 7

The Project does not occur within a Criteria Area species survey area or MSHCP Additional Survey Areas for mammals or amphibians.

Although the MSHCP does not provide survey areas for least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*), or western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), if potential habitat were present and potential direct or indirect effects could occur, then focused surveys would be necessary. The MSHCP also requires a full review of potential riparian/riverine and vernal pool resources.

The Project occurs within MSHCP Criteria Areas and, therefore, would require a Joint Project Review (JPR). The JPR package, including a Public Projects JPR Form, MSHCP Consistency Analysis Report, and Determination of Biologically Equivalent or Superior Preservation Report (DBESP), would be approved by USFWS, CDFW, and the Western Riverside County Regional Conservation Authority (RCA) prior to approval of the final environmental document. Concurrence from the wildlife agencies occurred on August 13, 2025; USFWS and CDFW approved the JPR package and agreed with the findings by RCA. They also provided additional avoidance, minimization, and mitigation measures to adhere to for Project compliance.

2.4.2 Discussion of Environmental Evaluation Question 2.4: Biological Resources

Information used in this section is from the Natural Environment Study (Minimal Impacts) (NESMI) (July 2024) (Caltrans 2024a) and Jurisdictional Delineation (July 2024) (Caltrans 2024b).

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 Impact.

A literature review of the California Natural Diversity Database (CNDDB; CDFW 2025); California Native Plant Society Inventory of Rare, Threatened, and Endangered Plants of California (CNPS 2025); and USFWS Information for Planning and Consultation Proposed, Threatened, and Endangered Species, and Critical Habitats Resource List (USFWS 2025) determined that 64 special-status plant species may potentially occur within the BSA. Eight of these species are federally and/or State listed as threatened and/or endangered or candidate species: Munz's onion (*Allium munzii*), San Diego ambrosia (*Ambrosia pumila*), Braunton's milkvetch (*Astragalus brauntonii*), Nevin's barberry (*Berberis nevinii*), thread-leaved brodiaea

(*Brodiaea filifolia*), San Fernando Valley spineflower (*Chorizanthe parryi* var. *fernandina*), Slender-horned spineflower (*Dodecahema leptoceras*), Santa Monica dudleya (*Dudleya cymosa* ssp. *ovatifolia*), and Santa Ana River woollystar (*Eriastrum densifolium* ssp. *sanctorum*). The BSA for special-status plants included a 100-foot buffer from the edge of the proposed permanent disturbance limits determined from the preliminary engineering design.

Of the 64 special-status plant species identified as generally occurring in the surrounding region of the Project area, 56 were considered absent because the Project was outside of their known range, there was lack of suitable habitat (e.g., suitable soils, elevation, wetlands, marshes, other key habitat features), and/or the species was not observed during the rare plant survey conducted on May 19, 2022 (see Appendix D for details). These species are not discussed further. One listed species, San Diego ambrosia, and seven non-listed special-status plant species were determined to have a potential to occur on site and were investigated further: Brewer's calandrinia (*Calandrinia breweri*), lucky morning glory (*Calystegia felix*), smooth tarplant (*Centromadia pungens* ssp. *laevis*), paniculate tarplant (*Chorizanthe leptotheca*), many-stemmed dudleya (*Dudleya multicaulis*), mud nama (*Nama stenocarpa*), and San Bernardino aster (*Symphyotrichum defoliatum*).

Marginally suitable habitat to support San Diego ambrosia (sparse nonnative grasslands) and the seven non-listed special-status plant species (nonnative grasslands, disturbed areas, riparian habitat) is found within the BSA and outside of the LOD. No individuals of any of these species were observed during the rare plant focused study or incidentally during vegetation mapping or other surveys; therefore, they were determined not to occur within the BSA. As such, no impacts on any special-status plant species, including the listed San Diego ambrosia, are anticipated as a result of the Project and no AMMs or compensatory mitigation is required.

Special-Status Wildlife Species

Less-than-Significant Impact.

A literature review of the CNDDB (CDFW 2025) and USFWS Information for Planning and Consultation Proposed, Threatened, and Endangered Species, and Critical Habitats Resource List (USFWS 2025) determined that 51 special-status wildlife species may occur within the BSA. Twenty-two of these species are federally and/or State-listed endangered or threatened or a candidate species: Crotch bumblebee (*Bombus crotchii*), monarch butterfly (*Danaus plexippus*), Quino checkerspot butterfly (*Euphydryas editha quino*), San Diego fairy shrimp (*Branchinecta sandiegonensis*), Riverside fairy shrimp (*Streptocephalus woottoni*), Santa Ana sucker (*Catostomus santaanae*), steelhead (Southern California Coast Distinct Population Segment; *Oncorhynchus mykiss*), arroyo toad (*Anaxyrus californicus*), western spadefoot (*Spea hammondii*), southwestern pond turtle (*Actinemys pallida*), tricolored blackbird (*Agelaius tricolor*), burrowing owl (BUOW; *Athene cunicularia*), Swainson's hawk (*Buteo swainsoni*), western snowy plover (*Charadrius alexandrinus nivosus*), western yellow-billed cuckoo (*Coccyzus americanas occidentalis*), southwestern willow flycatcher (*Empidonax traillii extimus*), bald eagle (*Haliaeetus leucocephalus*), California black rail (*Laterallus jamaicensis coturniculus*), coastal California gnatcatcher (*Polioptila californica californica*), least Bell's vireo (*Vireo bellii pusillus*), San Bernardino kangaroo rat (*Dipodomys merriami parvus*), and Stephens' kangaroo rat (*Dipodomys stephensi*). The BSA included a 300-foot buffer that was

used for general habitat assessments for special-status wildlife species and a 500-foot buffer that was used for protocol surveys for BUOW; buffers were applied from the edge of the proposed permanent disturbance limits determined from the preliminary engineering design.

Of the 51 special-status wildlife species identified as generally occurring in the surrounding region of the Project area, 39 were considered absent because the Project was outside of their known range, there was lack of suitable habitat, and/or the species was not observed during the surveys conducted for the Project in May, July, and August 2022 as well as January and March 2023 (see Appendix D for details). These species are not discussed further. Four listed species, BUOW (State candidate for listing), Swainson's hawk (State-listed threatened), Stephens' kangaroo rat (federally listed endangered, State-listed threatened), least Bell's vireo (federally listed endangered, State-listed endangered), and eight non-listed special-status wildlife species were determined to have a potential to occur on site and were investigated further: coastal western whiptail (*Aspidoscelis tigris stejnegeri*), Belding's orange-throated whiptail (*Aspidoscelis hyperythrus beldingi*), white-tailed kite (*Elanus leucurus*), golden eagle (*Aquila chrysaetos*), northern harrier (*Circus hudsonius*), yellow warbler (*Dendroica petechia brewsteri*), San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), and San Diego desert woodrat (*Neotoma lepida intermedia*). These species are discussed below.

Burrowing Owl

A petition to the California Fish and Game Commission was submitted on March 5, 2024, to list western BUOW as a threatened or endangered species under CESA. As of October 25, 2024, the California Fish and Game Commission reached a decision to make the species a candidate for listing under CESA and, therefore, BUOW is now afforded the same legal protection as other threatened or endangered species as a candidate listing species. Protocol surveys for BUOW in August 2022 were completed prior to the species' candidate listing, as BUOW was formerly a non-listed special-status species only designated as a species of special concern.

BUOW is found in predominantly open areas including grassland, agricultural areas, playas, sparse coastal sage scrub and desert scrub, rangelands, prairies, dune, deserts, golf courses, vacant lots, and irrigation ditches. Within mapped habitat, additional surveys for this species are required for compliance with the MSHCP.

Portions of the BSA are within the MSHCP BUOW Survey Area (Figure 2.4-1). A habitat assessment and a survey for suitable burrows were conducted on July 28, 2022, prior to protocol surveys in August 2022. Suitable habitat to support BUOW was identified within the eastern portion of the BSA outside of the LOD. Because the BUOW survey area was on private property and permission was not obtained to access these parcels, the assessment and protocol surveys were conducted from public access areas and involved visual inspections from adjacent fence lines. No suitable burrows were identified as a result, but certain features (i.e., rock outcrops) and habitat were considered to be potentially suitable for BUOW and were included for inspection during the protocol surveys. No BUOW or signs of BUOW were observed within the BSA during the protocol surveys performed for the Project; therefore, this species is considered absent.

Based upon the survey results from the August 2022 surveys, the Project is not expected to affect BUOW during construction or other related activities because BUOW is absent from the BUOW study area. Because all suitable habitat to support this species is outside of the LOD, no suitable habitat would be permanently removed or temporarily disturbed as a result of Project construction activities. Although the Project is currently unoccupied by BUOW, the species is highly mobile and could occupy areas within the BSA in the future.

Potential indirect effects on BUOW could occur if BUOW are unexpectedly found prior to construction. These impacts could include effects from construction such as dust, trampling or inadvertent loss of habitat due to inadequate demarcation of the LOD, degradation of habitat due to the introduction of invasive species and/or waste, or erosion and sedimentation leading to a loss of habitat. No direct impacts would occur because all potentially suitable BUOW habitat occurs outside of the LOD.

Inclusion of **AMM BIO-1** through **AMM BIO-10**, **AMM BIO-13**, and **AMM BIO-24**, as described in full in Section 2.4.3, will ensure full compliance and consistency with Section 6.3.2 of the MSHCP and the JPR package, and impacts that may occur on individuals that may be nesting in the vicinity of the Project will be fully avoided and/or minimized. Therefore, the Project would be consistent with the MSHCP. No further AMMs are required.

Swainson's Hawk

Swainson's hawk is a State-listed threatened species and is the only potentially occurring wildlife species within the BSA that is not covered under the MSHCP. This bird typically only occurs as a migrant in Southern California, although nesting occurs within the Apple Valley, and can occur in a group foraging over recently disked agricultural fields. The species breeds in the western plains of North America to as far north as the Yukon; it does not nest in the Project region.

The BSA contains only marginally suitable habitat for foraging Swainson's hawk in open land adjacent to Temescal Wash outside of the LOD. It was determined that this species has a very low potential to occur in the BSA, with no nesting potential; as a result, focused surveys were not conducted. Most of the habitat throughout the BSA is disturbed or developed, with very few areas within the BSA that are relatively undisturbed with intact native habitat. Swainson's hawk would be expected to forage only in the minimal open land areas of the BSA, and even this is highly unlikely due to the nature of the developed area and fragmented habitat available for foraging. No Swainson's hawks were incidentally observed during any of the field studies performed for the Project.

Because there is no nesting habitat for Swainson's hawk within the BSA, and foraging habitat is limited to outside the LOD, the likelihood for this species to occur is low. No direct impacts on any individuals are anticipated. Any indirect impacts (e.g., noise, human presence) resulting from Project activities are not expected to affect Swainson's hawk beyond existing baseline conditions, should any individuals be present at the time of construction. Furthermore, **AMM BIO-2** through **AMM BIO-9** (as described in full in Section 2.4.3) shall be included to avoid possible indirect impacts on its suitable habitat occurring within the surrounding area, such as

increased dust and fire risk resulting from construction activities. No further AMMs or compensatory mitigation is necessary for this species.

Stephens' Kangaroo Rat

Stephens' kangaroo rat is found almost exclusively in open grasslands or sparse shrublands with cover of less than 50 percent during the summer. They typically use sandy or sandy loam soils for burrowing, but they occasionally use existing burrows of California ground squirrel (*Otospermophilus beecheyi*) when avoiding rockier soils. This species is covered under the MSHCP and requires surveys when the LOD overlaps the designated mammal survey areas, but it is also a State- and federally listed species and therefore requires a separate discussion outside the scope of the MSHCP (a MSHCP-specific discussion for this species is provided under Response "f," below).

Marginally suitable habitat for Stephens' kangaroo rat only exists well outside of the LOD in a small portion of the eastern border of the BSA northeast of the La Gloria Street and Temescal Canyon Road intersection. As a result, neither Stephens' kangaroo rat nor its suitable habitat would experience direct impacts because of the Project. In addition, since there is no designated survey area requirement for this species in the BSA, no further surveys are required to confirm its presence. Furthermore, **AMM BIO-2** through **AMM BIO-9** (as described in Section 2.4.3) would be included to avoid indirect impacts on the marginally suitable habitat occurring within the surrounding area, such as increased dust and fire risk resulting from construction activities. As a result, no further avoidance and minimization efforts or compensatory mitigation measures are required.

It is Caltrans' determination, as the federal NEPA Lead Agency for the Project, that the Project would have no effect on Stephens' kangaroo rat because the Project would not have any temporary or permanent direct impacts on this species or its suitable habitat. Baseline conditions for this species would not be exceeded as a result of this Project, and inclusion of AMMs would avoid possible indirect impacts on its suitable habitat. No further USFWS consultation for this species is required.

Least Bell's Vireo

Least Bell's vireo is a federally listed endangered and State endangered species. This species is covered under the MSHCP but is not yet adequately conserved. Focused studies are required when the species potentially occupies riparian-riverine vegetation and could be directly and/or indirectly affected (MSHCP Volume I, Section 6.1.2).

Least Bell's vireo is found as a summer resident of southern California, where it inhabits low riparian growth in the vicinity of water or dry river bottoms below 2,000 feet. Nests are found in dense vegetation located low in the riparian zones, most frequently in 5- to 10-year-old stands. When least Bell's vireo nest in mature riparian woodlands, they nest in areas with a substantial robust understory of willows, as well as other plant species.

Marginally suitable riparian habitat is present along Temescal Canyon Road south of the intersection with the Tom Barnes Street. This habitat could potentially support dispersing

juveniles or transient vireos but is generally not considered suitable for nesting. Vireo are known to nest in the habitat approximately 300 feet east of the Project within Temescal Wash, so there is low potential for individuals of this species to forage within the limited and disturbed riparian habitat along Temescal Canyon Road outside of the LOD. Furthermore, **AMM BIO-2** through **AMM BIO-9** (as described in Section 2.4.3) and **AMM BIO-23**, as identified through the JPR process, would be included to avoid indirect impacts on vireo and the marginally suitable habitat occurring within the surrounding area, such as indirect effects like increased noise, dust, and fire risk from Project activities.

Caltrans has determined that the Project would receive a "may affect, not likely to adversely affect" finding for least Bell's vireo as there would be no direct effects on least Bell's vireo. Marginally suitable habitat exists within the surrounding study area, but not within the LOD.

Non-Listed Special-Status Wildlife Species

The following non-listed special-status wildlife species have a low potential to occur within the BSA: coastal western whiptail, Belding's orange-throated whiptail, white-tailed kite, golden eagle, northern harrier, yellow warbler, San Diego black-tailed jackrabbit, and San Diego desert woodrat (see Appendix D for details).

None of the aforementioned species were observed during field surveys within the BSA. The potential for these species to occur within the BSA is considered low due to the nature of the development that occurs along Temescal Canyon Road. There are high levels of existing disturbance throughout the BSA (e.g., human activity, traffic, noise, lighting) that generally preclude these species from using the limited and fragmented habitat available within the BSA. There is somewhat higher potential for raptors to use the open, undeveloped lands within the BSA that occur outside of the LOD northeast of the La Gloria Street and Temescal Canyon Road intersection for hunting. However, most of the suitable foraging habitat in the area occurs farther to the east, outside of the BSA, within the terrain associated with Temescal Wash.

Narrow strips of riparian vegetation associated with landscaped cottonwood and willow trees south of Tom Barnes Street (stretching to Cajalco Road) and west of Temescal Canyon Road could support foraging yellow warblers, but this habitat is very fragmented and encapsulated by a high degree of development on all sides. There is not enough of this type of habitat to support nesting for this species; therefore, the likelihood of this species occurring is low.

Project construction and operation may result in direct or indirect mortality of these species, should they unexpectedly be present. Where animals (particularly reptiles and small mammals) are inside of burrows or are under vegetation for shelter, they may be crushed by construction equipment or vehicles, resulting in injury or mortality. However, suitable burrows that could provide refuge for these species were not observed within the LOD; therefore, the potential for mortality of these species is very low.

Birds nesting in the surrounding area may be disturbed by construction noise, human presence, and general disturbance during the construction period, and any increase in long-term use of the road may reduce nesting opportunities within the BSA. Small amounts of habitat may be lost, but

this is generally habitat that is highly disturbed and already contains an abundance of invasive species.

Because all of these species are fully covered under the MSHCP, no compensatory mitigation or avoidance efforts are necessary other than what is required to maintain consistency with the MSHCP's conservation goals (as described under Response "f," below). With the inclusion of the AMMs and best management practices (BMPs) required under the MSHCP (**AMM BIO-1** through **AMM BIO-10**, **AMM BIO-12**, **AMM BIO-16**, and **AMM BIO-17**), as described in full in Section 2.4.3, impacts on non-listed special-status wildlife species, if present, would be avoided and/or minimized. No further measures are necessary for these species. Nest clearance surveys, as described in **AMM BIO-11**, will avoid and/or minimize the potential for nesting birds to be affected during construction. The Project would be consistent with the MSHCP in this regard. No further AMMs are required. The impact 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 Game or U.S. Fish and Wildlife Service?

Less-than-Significant Impact.

The BSA is situated primarily within and adjacent to residential and commercial development in the city of Corona and the unincorporated community of El Cerrito within Riverside County (see Figure 1.2-2. The majority of the BSA consists of developed land with intermittent pockets of varying fragmented vegetation communities and land cover types. Most parcels adjacent to the ROW consist of a mix of residential housing and commercial development bordering Temescal Canyon Road. There are only a few areas of open, undeveloped land, consisting of disturbed or otherwise ruderal vegetation. Only small, fragmented patches of native scrub or riparian habitat are found within the BSA. The BSA for vegetation community and riparian/riverine resources mapping included a 300-foot buffer from the edge of the proposed permanent disturbance limits determined from the preliminary engineering design (Figure 2.4-2).

Based on the records search, 12 sensitive natural communities are reported to occur within the U.S. Geological Survey 7.5-minute quadrangle that includes the BSA (Corona South) and surrounding quadrangles (Prado Dam, Corona North, Riverside West, Lake Mathews, Alberhill, Santiago Peak, El Toro, and Black Star Canyon): California walnut woodland, Canyon live oak ravine forest, Riversidian alluvial fan sage scrub, Southern California arroyo chub/Santa Ana sucker stream, southern coast live oak riparian forest, southern cottonwood-willow riparian forest, southern interior cypress forest, southern riparian forest, southern riparian scrub, southern sycamore alder riparian woodland, southern willow scrub, and valley needlegrass grassland (CDFW 2025). One sensitive natural community listed in the records search, southern cottonwood-willow riparian forest, was detected within the BSA. This community is classified as sensitive by CDFW. In addition, one vegetation community, coastal sage scrub, not included in the literature search was detected. Coastal sage scrub is not considered by CDFW to be a sensitive natural community but is considered rare per the MSHCP. No other riparian habitats or other sensitive natural communities were observed within the BSA during the field survey.

A total of 1.88 acres of southern cottonwood-willow riparian forest, just west of Temescal Canyon Road and south of Tom Barnes Street, and 0.18 acre of coastal sage scrub, primarily within the riparian habitat strip northwest of the intersection between Cajalco Road and Temescal Canyon Road, are present within the BSA. Both of these communities are small strips of isolated habitat that are surrounded by development. All of the southern cottonwood-willow riparian forest and coastal sage scrub habitat within the BSA occurs outside of the LOD; therefore, construction of the Project is not expected to result in direct impacts on either of these vegetation communities. There is potential for indirect impacts to occur on southern cottonwood-willow riparian forest and coastal sage scrub habitat adjacent to the Project work area during construction activities, including increased sedimentation and dust, chemical spills, an increased risk of fire, and the introduction of invasive plants. However, with the inclusion of AMMs and BMPs required under the MSHCP (**AMM BIO-2** through **AMM BIO-9**), as well as **AMM BIO-19** and **AMM BIO-20**, as described in the JPR package and Section 2.4.3 below, impacts on sensitive natural communities located within the BSA would be minimized or fully avoided. Therefore, the Project would be consistent with the MSHCP and no compensatory mitigation measures are required.

No USFWS-designated critical habitat occurs within the BSA (USFWS 2025). Therefore, no impacts on critical habitat would occur, and no further action is required.

Overall, impacts would be less than significant and no compensatory mitigation measures are 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 with Mitigation Incorporated.

Jurisdictional delineations of aquatic resources were conducted on August 4 and 17, 2022, March 17, 2023, and May 2, 2014. The jurisdictional delineation study area (JSA) included a 100-foot buffer from the edge of the proposed permanent disturbance limits determined from the preliminary engineering design. Wetland sample points were evaluated where a dominance of hydrophytic vegetation was present. Four features were mapped within the JSA that were potentially subject to the jurisdiction of the USACE, RWQCB, and CDFW. Mapped within the JSA are 0.19 acre of USACE/RWQCB non-wetland waters of the United States, 0.13 acre of USACE/RWQCB wetland waters of the United States, 0.30 acre of CDFW streambed, and 0.60 acre of associated riparian vegetation (Figure 2.4-3 and Figure 2.4-4).

Minor temporary and permanent impacts on USACE/RWQCB non-wetland water of the United States and CDFW unvegetated streambed associated with Feature 1 and Feature 3 would occur as a result of Project construction; no direct impacts on Features 2 or 4 would occur. No impacts on USACE/RWQCB wetlands, CDFW vegetated streambed, or CDFW-associated riparian vegetation would occur. Impacts on potential USACE, RWQCB, and CDFW jurisdictional aquatic resources are provided in Table 2.4-1 and are illustrated in Figure 2.4-5 and Figure 2.4-6.

With the inclusion of AMMs required under the MSHCP (**AMM BIO-2** through **AMM BIO-9**), and with the implementation of **MM BIO-14,** as described in full in Section 2.4.3, below, no further measures are needed to address impacts on jurisdictional features other than requirements that may be identified in the aquatic resources permits issued for the Project.

Table 2.4-1 Summary of Potential USACE, RWQCB, and CDFW Impacts

	USACE/RWQCB[a]		CDFW	
	Non-Wetland (acres/linear feet)		Unvegetated Streambed (acres/linear feet)	
Feature	Permanent	Temporary	Permanent	Temporary
Feature 1	—	0.02/149	—	0.03/149
Feature 2	—	—	—	—
Feature 3	0.01/40	0.02/99	0.01/40	0.03/99
Feature 4	—	—	—	—
Total	**0.01/40**	**0.04/248**	**0.01/40**	**0.06/248**

[a] No USACE/RWQCB jurisdictional wetlands would be affected by the Project.
"—" denotes no impact.

The Project would require authorization from USACE (pursuant to CWA Section 404), RWQCB (pursuant to CWA Section 401 and Porter-Cologne), and CDFW (pursuant to California Fish and Game Code Section 1602) as a result of impacts on jurisdictional aquatic resources. The jurisdictional delineation report will be submitted to the RWQCB and CDFW as part of the Project permitting process to obtain concurrence regarding determinations and a Nationwide permit (if applicable), waste discharge requirements under Porter-Cologne, and/or 401 water quality certification. Only the regulatory agencies can conclusively determine jurisdiction and specific permitting requirements. AMMs required under the MSHCP (**AMM BIO-2** through **AMM BIO-9**) would reduce or avoid impacts on aquatic resources. However, permanent impacts on aquatic resources would still occur from the Project. Therefore, implementation of **MM BIO-14** as well as **MM BIO-21** and **AMM BIO-22**, as described in the JPR package and in Section 2.4.3 below, would be incorporated into the Project to mitigate impacts on aquatic resources. Implementation of these measures would compensate fully for any impacts on aquatic resources. Impacts would be considered less than significant with mitigation incorporated.

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.

There are no identified wildlife movement corridors or linkages on or adjacent to the BSA, including missing linkages, essential habitat connectivity areas, landscape blocks, or essential fish habitat (CDFW 2025;, NOAA Fisheries 2024). Most of the BSA consists of developed areas alongside Temescal Canyon Road, including a mix of residential and commercial development. There is a swath of undeveloped, hilly terrain to the east of the BSA near the La Gloria Street and Temescal Canyon Road intersection that separates the Project area from Temescal Wash, which is identified as part of the Proposed Extension of Existing Core 2 under the MSHCP.

However, Temescal Wash is entirely outside of the BSA and wildlife movement would likely only occur north–south within the wash, as opposed to east–west movements across Temescal Canyon Road. Temescal Canyon Road receives a relatively high amount of traffic, and overland travel through the BSA is generally not safe for terrestrial wildlife.

The only feature that could support wildlife movement within the BSA would be the concrete El Cerrito Channel, near the northeastern portion of the BSA. However, most of the El Cerrito Channel that occurs within the BSA is underground, including all portions within the LOD. The channel was converted from an open channel to a closed box culvert between Temescal Canyon Road and Quebec Avenue in May 2024 under a separate project independent from the Temescal Canyon Road Widening Project. The channel was previously a subgrade, concrete-lined channel west of Temescal Canyon Road. In the eastern portion of the BSA, east of Quebec Avenue, the channel is open and accessible for terrestrial wildlife such as rodents, raccoons, skunks, coyotes, or other small to medium-sized mammals to potentially use for travel.

Bedford Wash is another feature in the surrounding area that could facilitate wildlife movement. It is approximately 430 feet south of Cajalco Road within the traffic control portion of the Project outside of the LOD. This wash is an open, earthen channel to both the west and east of Temescal Canyon Road, with concrete bed and bank under the roadway. It drains west to east to Temescal Wash. Aside from the El Cerrito Channel and Bedford Wash crossings, there are multiple residential parcels and property lines with associated fence lines and barbed wire fences that could restrict wildlife movement across the landscape.

No Project work is anticipated to occur in the El Cerrito Channel or Bedford Wash; therefore, no impacts are anticipated that would affect wildlife movement within the BSA because these are the only features that could support wildlife movement within the BSA. Any road-widening or traffic control activities near these drainages are not anticipated to have an effect on the function of these movement corridors given the nature of the highly developed surrounding urban area. Post-construction, these crossings are expected to still be used by small to medium-sized mammals, such as raccoons, skunks, and coyotes, similar to what occurs currently. The inclusion of **AMM BIO-4** and **AMM BIO-5**, as described in Section 2.4.3, below, is expected to fully avoid or reduce Project-related impacts on any potential wildlife corridors. These measures would help ensure that Project activities are contained within agreed-upon construction limits and would prevent wildlife from entering the Project area through demarcation with ESA fencing. Therefore, implementation of the Project would not adversely affect the regional movements of fish or other wildlife, and no compensatory mitigation is required.

The BSA contains suitable nesting habitat (e.g., mature trees, shrubs, grasses, open areas for ground nesting birds) for a variety of avian species, including raptors, protected by the Migratory Bird Treaty Act or California Fish and Game Code sections. Vegetation within the BSA provides suitable habitat for nesting birds and is likely utilized by many birds in the Project area, although disturbances (e.g., traffic, noise, night lighting, human activity) from the surrounding heavily urbanized area would preclude nesting by species that are sensitive to human presence, including most special-status species. The Project has the potential to affect active native resident and/or migratory bird nests if, and to the extent that, those trees and shrubs are trimmed or removed, or ground cover is removed, during the avian nesting season and they contain nests. In addition, construction could occur adjacent to active nests causing nest failures or abandonment.

Therefore, **AMM BIO-11** (as described in Section 2.4.3, below) would be included to avoid and/or minimize any potential impacts on nesting birds. The 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.

Protected trees are trees or tree communities that have been identified as having special significance and are provided protection by, and specifically identified in, county and city ordinances, codes, or general plans. Within the BSA, oak trees are protected by the County of Riverside Oak Tree Management Guidelines and County of Riverside Tree Removal Ordinance (Chapter 12.08.050) because all oak trees within the BSA fall within the unincorporated community of El Cerrito within Riverside County.

Per Title 12, Chapter 12.08.050 of the County of Riverside Tree Removal Ordinance, "no person, firm, corporation, public district, public agency or political subdivision shall remove or severely trim any tree planted in the ROW of any county highway without first obtaining a permit from the county transportation director to do so."

Per the County of Riverside Oak Tree Management Guidelines, an inventory of on-site oak trees through a biological study would be required as well as identifying and quantifying potential tree impacts. Avoidance measures under County guidelines are in place to protect the oak trees as feasibly as possible if tree removal can be avoided. The guidelines include the following design provisions: no construction activities or placement of structures are to occur within the protected zone of any oak tree (i.e., the dripline), no cut or fill slopes are to extend within the protected zone of any oak tree, sedimentation and siltation are to be controlled to avoid filling around the base of an oak tree, and the protected zone around an oak tree is to be clearly delineated to prevent impacts from construction operations as well as storage or parking of equipment within this zone.

A tree inventory was previously performed as part of a 2017 Temescal Canyon Oak Tree Corridor Study for the County, and this inventory included some oak trees present within this current Project's LOD (Dokken 2017). The report did not include the full scope of oak trees present for this current Project; namely, it excluded oak trees along abutting side streets where the LOD extends (e.g., Minnesota Road, Jolora Avenue). Therefore, an updated tree inventory was performed as a part of the NESMI to identify oak trees present within the current Project LOD as well as to collect data on diameter at breast height (DBH), approximate tree canopy width, and Global Positioning System (GPS) coordinates. A total of 13 coast live oak trees were identified within the LOD (Table 2.4-2).

Table 2.4-2 Oak Tree Inventory within Project LOD

Tree No.	Species	Trunks	DBH[a] (inches)	Canopy Cover (feet)	Coordinates
1	Coast live oak	1	2	6	33.836471˚, -117.520725˚

Tree No.	Species	Trunks	DBH[a] (inches)	Canopy Cover (feet)	Coordinates
2	Coast live oak	1	23	22	33.834390˚, -117.520869˚
3	Coast live oak	1	13	20	33.834340˚, -117.521027˚
4	Coast live oak	1	36	58	33.832871˚, -117.518760˚
5	Coast live oak	1	27	53	33.832609˚, -117.518860˚
6	Coast live oak	1	13	18	33.832527˚, -117.518798˚
7	Coast live oak	1	11	23	33.832459˚, -117.518733˚
8	Coast live oak	1	14	23	33.832394˚, -117.518679˚
9	Coast live oak	1	20	23	33.832159˚, -117.518493˚
10	Coast live oak	1	18	30	33.832106˚, -117.518416˚
11	Coast live oak	1	20	22	33.830446˚, -117.516637˚
12	Coast live oak	1	28	32	33.829810˚, -117.516149˚
13	Coast live oak	2	5, 5	12	33.829801˚, -117.516177˚

[a] DBH = diameter at breast height

The Project would be in compliance with the County of Riverside Oak Tree Management Guidelines and County of Riverside Tree Removal Ordinance (Chapter 12.08.050), as well as any other municipal codes that pertain to biological resources. The County tree guidelines include the following design provisions: no construction activities or placement of structures are to occur within the protected zone of any oak tree (i.e., the dripline), no cut or fill slopes are to extend within the protected zone of any oak tree, sedimentation and siltation are to be controlled to avoid filling around the base of an oak tree, and the protected zone around an oak tree is to be clearly delineated to prevent impacts from construction operations as well as storage or parking of equipment within this zone. Construction limits adjacent to oak tree avoidance areas will be demarcated using ESA fencing (e.g., orange snow fencing, silt fencing, signage). Currently for the Project, 11 of the 13 oak trees along Temescal Canyon Road are proposed for removal by the Project (the remaining two trees would be protected in place). The County will follow the County of Riverside Tree Removal Ordinance accordingly (see **MM BIO-18**). This would require proceeding with potential remediation options to offset impacts from the tree removal. Therefore, the Project would not conflict with the County of Riverside Oak Tree Management Guidelines and County of Riverside Tree Removal Ordinance (Chapter 12.08.050), or any other local policies or ordinances. As such, there would be no impact on any local policies or ordinances that pertain to biological resources. No additional avoidance and minimization or compensatory mitigation measures are required.

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.

Western Riverside County Multiple Species Habitat Conservation Plan

The entire BSA is within the boundaries of the MSHCP. The Project site involves an existing road within the Criteria Area (Section 7.3.4 of the MSHCP, Volume I); therefore, it is a Covered Activity.

The MSHCP fully addresses impacts under CEQA on the majority of the biological resources that have been identified as being potentially affected by the Project. To ensure consistency with the MSHCP, measures are presented in this section, where appropriate, that follow the MSHCP requirements in Volume I, Sections 6.1.2 through 6.1.4, 6.3, and 7.5, of the plan. For compliance with the MSHCP, a consistency review will be required from the RCA, USFWS, and CDFW with concurrence that the Project is consistent with the requirements of the MSHCP. This will be provided as a part of the JPR package, which will include a Public Projects JPR Form, MSHCP Consistency Analysis Report, and DBESP.

MSHCP Conserved Lands

The MSHCP has developed a region-wide approach to ensuring that connections between natural lands are maintained. PQP lands have been assessed for their long-term conservation value and provide functions and values to species and/or habitat that is considered valuable to the MSHCP. In addition, the MSHCP has established a system for acquiring Additional Reserve Lands, which contribute to Reserve Assembly.[5] Criteria Cells are approximately 160-acre square areas that have been established throughout the Conservation Area and comprise the Criteria Area.[6] These Criteria Cells help to guide the assembly of the Additional Reserve Lands by establishing conservation goals for each cell.

No Additional Reserve Lands or PQP lands are within the BSA (Figure 2.4-7). The closest Additional Reserve Lands to the BSA are approximately 700 feet northeast of the LOD, within Criteria Cell 2402, as part of Temescal Wash. The nearest PQP lands are approximately 1.5 miles southeast of the BSA and associated with the Lake Mathews and Estelle Mountain Reserve.

The Project occurs in the Temescal Canyon Area Plan (Subunit 3: Temescal Wash West) and spans Criteria Cells 2304 (not in a Cell Group), 2400 (Cell Group C), and 2402 (Cell Group C);

[5] The Reserve Assembly is the conservation of lands (i.e., PQP lands and Additional Reserve Lands) within the Conservation Areas through acquisition or other means to assemble the MSHCP Reserve System. The MSHCP Plan has an overall goal of protecting 500,000 acres of conserved lands within the Reserve Assembly. The baseline conservation lands at inception of the MSHCP Plan was 347,000 acres of PQP lands, with the goal of acquiring an additional 153,000 acres of Additional Reserve Lands.

[6] The area comprises Criteria Cells depicted on Figure 3-1 of the MSHCP, Volume I.

however, it does not fall within areas within the Criteria Cells that are intended for preservation and does not conflict with the conservation goals identified for the Criteria Cells.

Per Section 6.1.4 of the MSHCP, guidelines for controlling the adverse effects of development in the vicinity of MSHCP Conservation Areas should be followed accordingly. The Project site includes a tributary drainage that flows downstream into Temescal Wash, which is an area described for conservation, and approximately 350 feet southeast of the Project adjacent to Temescal Canyon Road is an existing MSHCP Conservation Area, which is a drainage tributary to Temescal Wash. Due to the Project occurring in the vicinity of this MSHCP Conservation Area, **AMM BIO-25** as proposed in the JPR package will be implemented as applicable to prevent construction-related effects on the nearby Conservation Area and would therefore be consistent with the MSHCP guidelines. **AMM BIO-20** from the JPR package will be implemented to ensure compliance with Section 6.7 of the MSHCP by avoiding or minimizing potential impacts on out-of-balance Rough Step vegetation. Also, general BMPs and construction guidelines for compliance under the MSHCP are provided in measures **AMM BIO-26** and **AMM BIO-27**.

There are no PQP lands, Additional Reserve Lands, or portions of Criteria Cells that contain Conservation Areas present within the BSA. Therefore, the Project would have no impacts on these resources, and no further AMMs or compensatory mitigation are required. The Project would be consistent with the MSHCP in this regard.

MSHCP Riparian/Riverine Resources

The MSHCP classification of riparian/riverine resources under Section 6.1.2 of the plan includes any areas that contain riparian vegetation, as well as any unvegetated areas that have flow year-round or only for portions of the year; connect to downstream riparian habitats; and provide biological functions or values to MSHCP Covered species. Section 6.1.2 of the plan also includes vernal pools and fairy shrimp habitat as well as habitat that serves to protect riparian bird species. Least Bell's vireo, southwestern willow flycatcher, and western yellow-billed cuckoo are covered species under the MSHCP. However, additional survey requirements must be met for these species if potentially suitable habitat is present.

Based on both the jurisdictional delineation and vegetation mapping, it was determined that MSHCP riparian/riverine resources are present within the JSA. MSHCP riparian resources within the JSA are equivalent to CDFW-associated riparian vegetation as well as riparian habitats that were mapped as a part of the vegetation communities mapping for the Project in May 2022; in many cases these resources overlap. All MSHCP riverine resources within the JSA are equivalent to CDFW jurisdictional unvegetated streambeds.

There are 1.22 acres of riparian/riverine resources within the JSA, of which 0.93 acre is riparian and 0.29 acre is riverine. Riparian vegetation is present within two of the vegetation communities: coastal and valley freshwater marsh and southern cottonwood-willow riparian forest. All riparian/riverine resources are within Criteria Cell 2400. Refer to Figure 2.4-8 for the locations of riparian and riverine resources within the JSA.

The entirety of the riparian resources within the JSA occur outside of the LOD (Sheets 6 and 7 of Figure 2.4-8). The resources are limited to an isolated strip of riparian habitat along the west side of Temescal Canyon Road between Tom Barnes Street and Cajalco Road that is fragmented from Temescal Wash by the roadway and commercial development. The riparian habitat is composed primarily of native tree species such as Goodding's black willow (*Salix gooddingii*), arroyo willow (*Salix lasiolepis*), and Fremont cottonwood (*Populus fremontii*), with an understory of California blackberry (*Rubus ursinus*), coyote brush (*Baccharis pilularis* ssp. *pilularis*), desert wild grape (*Vitis girdiana*), broad-leaved cattail (*Typha latifolia*), castorbean (*Ricinus communis*), and nonnative grasses and forbs. It also contains ornamental plantings, along with scattered patches of upland coastal sage scrub. Water associated with this area is fed from nearby storm drains stemming from the surrounding roads. Although the riparian resources area within the JSA contains mature riparian trees and shrubs, it provides somewhat limited habitat value to wildlife. It is isolated from other riparian areas, surrounded by roads and development, and lacking connectivity to other riparian habitat. Therefore, it provides limited functions and values for breeding/nesting, foraging, roosting, shelter, and rearing of wildlife species, including the listed riparian bird species that require additional surveys under the MSHCP if suitable habitat is present (i.e., least Bell's vireo, western yellow-billed cuckoo, or southwestern willow flycatcher). The riparian habitat is too narrow and lacks large enough stands of riparian habitat to provide live-in, nesting, or long-term foraging habitat for any of these three species. Should any individuals be present, they would be limited to transient migrant birds passing through the area. Therefore, focused surveys for riparian birds were not required or conducted, and these species are not expected to be present within the BSA. However, the riparian resource areas may provide habitat for commonly occurring wildlife, and the drainages could provide a water source for wildlife in the area when water is present, particularly during and following precipitation events.

Riverine resources within the JSA occur both inside and outside of the LOD (Sheets 1, 5, and 6 of Figure 2.4-8). All of the riverine features within the JSA are human-made channels or ditches that convey runoff from the surrounding developed area. They are composed of either concrete or earthen bottoms with concrete, riprap, randomly placed rocks, or earthen banks and have ephemeral to intermittent flows. Historical aerials for Feature 1 and Feature 3, the only riverine features present within the LOD through 1945, show Temescal Canyon Road occurring in the same footprint, with no apparent natural hydrological features in the present location. It appears that both of these features were engineered for roadway shoulder drainage and development in the vicinity. However, although the riverine features within the JSA were artificially created by human activity, do not contain any wetland habitat, and provide minimal functions and value to wildlife, they do drain east and have downstream connections to Temescal Wash; therefore, they are considered MSHCP riverine resources.

Project impacts on riverine resources at Feature 1 and Feature 3 would occur during construction (Figure 2.4-9); no other riparian/riverine resources would be directly affected. However, although the Project would temporarily disturb 0.06 acre and permanently remove 0.01 acre of areas mapped as riverine; these areas are along the road shoulder or at a culvert outfall and are disturbed with no vegetation. Therefore, they provide minimal functions and value to wildlife. Temporary impacts on Feature 1 include relocating the lower reach within the LOD to the north and removing the miscellaneous rock/cobble currently present. The relocated Feature 1 would remain earthen; it is therefore considered a temporary beneficial impact with the removal of the

rock/cobble. Feature 3 will have permanent impacts due to rock riprap placement at the culvert outfall to protect against scour.

The potential exists for short-term, temporary indirect effects from construction activities—including dust, increases in fire risks, the introduction of invasive plant species, erosion and sedimentation, the introduction of hazardous materials, and the introduction of trash—on riparian/riverine resources adjacent to the LOD. These indirect effects would be avoided or minimized with implementation of the measures described below.

A full list of AMMs required under the MSHCP for the Project is provided in Section 2.4.3. Those that are intended to avoid or minimize potential direct and indirect impacts on riparian/riverine resources and sensitive natural riparian communities and associated native flora and fauna in the JSA are **AMM BIO-1** through **AMM BIO-12**, **AMM BIO-16**, and **AMM BIO-17. MM BIO-21** and **AMM BIO-22** are provided in the JPR package and serve to offset permanent impacts on riparian/riverine resources through mitigation bank credit purchases as well as post-construction hydroseeding of affected riparian/riverine resource areas. **AMM BIO-26** and **AMM BIO-27** as provided in the JPR package will ensure implementation of general BMPs and adherence to MSHCP construction guidelines to protect riparian/riverine resources on site.

Because there would be minimal to no change in how Temescal Canyon Road or its associated drainage channels would be used post-construction (e.g., volume of vehicles, stormwater and drainage flow) and hydrologic conditions would remain essentially the same following completion of the Project, the Project is not expected to negatively affect the functions and values of downstream MSHCP conservation resources. A detailed review is provided under separate cover in the DBESP that was prepared for the Project.

The proposed impacts on riparian/riverine resources from the Project would require mitigation. Under the MSHCP, required mitigation for these losses have been identified in the Project DBESP report, and these mitigation measures shall be implemented, as outlined in that report. A mitigation ratio of 3:1 replacement within Feature 3 consisting of at least a 1:1 component of re-establishment for permanent impacts on riverine resources of equal or better value would provide equivalent preservation and no net loss of these resources in both conserved and non-conserved areas (i.e., no riparian resource areas would be affected by the Project). No mitigation is proposed for permanent impacts on Feature 1 as this feature will be relocated and will be equal or superior to baseline conditions. There will be no net loss within Feature 1. All temporary impacts would be replaced in kind at their current locations. Permanent impacts would be mitigated through the purchase of mitigation credits, permittee-responsible mitigation, or other approved mitigation program (**MM BIO-15**). Mitigation ratios for MSHCP riparian/riverine resources would be finalized prior to approval of the final environmental document. Final mitigation ratios for aquatic resources permitting would be confirmed during the final design phase of the Project.

MM BIO-15 ensures no net loss of riparian/riverine resources. **MM BIO-15** identified in Appendix C and the DBESP would be implemented and would fully compensate for any impacts on riparian/riverine resources. Such compensation would be coordinated with acquisition of a State Lake and Streambed Alteration Agreement (California Fish and Game Code Section 1602).

CWA Section 401 and 404 permits would also be required for the Project. With implementation of these measures, the Project would be consistent with the MSHCP in this regard.

No vernal pools or fairy shrimp habitat were identified within the BSA. Therefore, no impacts would occur to these habitats, and no AMMs or compensatory mitigation is required.

MSHCP Covered Species

MSHCP Plants

The MSHCP requires additional data collection for plants listed as Narrow Endemic Plant Survey Areas (NEPSA) species within designated survey areas under Section 6.1.3 (Riverside County Integrated Project 2003). If a project lies within the boundaries of a NEPSA (as defined and mapped by the MSHCP), habitat evaluations are required. If suitable habitat is present, then focused surveys must be performed to determine whether the species occur within the Project area.

Plant species that are listed as fully covered species under the MSHCP do not require surveys, and take authorization is provided under the MSHCP. For plant species that are listed under species-specific objectives, conservation requirements must be met prior to the species being classified as a covered species. Surveys may be required for certain plant species that are part of wetlands mapping, occur within Criteria Areas, or occur within MSHCP-designated mapped areas, such as NEPSA or Criteria Area species.

The Project occurs within MSHCP NEPSA 7 for San Diego ambrosia, Brand's star phacelia, and San Miguel savory, and it requires habitat evaluations for these species (Figure 2.4-10). There is no Criteria Area species survey area within the BSA. An additional four MSHCP NEPSA species were identified during the literature review (Yucaipa onion [*Allium marvinii*; NEPSA 8], Munz's onion [*Allium munzii*; NEPSA 1, 2, and 4], slender-horned spineflower [*Dodecahema leptoceras*; NEPSA 1 and 5], and many-stemmed dudleya [*Dudleya multicaulis*; NEPSA 1, 2, and 10]). However, the Project site does not occur within these NEPSAs; therefore, focused surveys for these species were not required.

None of the fully covered special-status plant species identified in the literature review and none of the MSHCP NEPSA 7 species were detected within the BSA during the rare plant surveys (see Appendix D for details). As such, no impacts on any MSHCP plants are anticipated as a result of the Project, and no AMMs or compensatory mitigation is required. The Project would be consistent with the MSHCP in this regard.

MSHCP Wildlife

Section 6.3.2 of the MSHCP requires additional data collection for amphibian species, mammal species, and BUOW. When a project falls within the boundaries of a survey area for one of these wildlife species (as defined and mapped by the MSHCP), habitat evaluations are required. If suitable habitat to support survey area–listed wildlife species is found to be present, then focused surveys must be performed to determine whether the species occur within the Project area.

Wildlife species that are listed as fully covered species under the MSHCP do not require surveys, and take authorization is provided under the MSHCP. For wildlife species that are listed under species-specific objectives, conservation requirements must be met prior to the species being classified as a covered species. Surveys may be required for certain wildlife species that are part of wetlands mapping, occurring within Criteria Areas, or occurring within MSHCP-designated mapped species survey areas.

A total of nine special-status wildlife species are fully covered under the MSHCP and have low potential to occur within the BSA: coastal western whiptail, Belding's orange-throated whiptail, white-tailed kite, golden eagle, northern harrier, yellow warbler, San Diego black-tailed jackrabbit, Stephens' kangaroo rat, and San Diego desert woodrat (Appendix D for details). Only two species that require further analysis under the MSHCP through additional surveys, BUOW and least Bell's vireo, have low potential to occur within the BSA. The Project does not occur within any MSHCP Additional Survey Areas for mammals or amphibians.

None of the aforementioned species covered under the MSHCP were observed during focused surveys within the BSA. The potential for these species to occur within the BSA is low due to the nature of the development that occurs along Temescal Canyon Road (see the discussion for Response "a," above for details).

Project construction and operation may result in direct or indirect mortality of these species, should they unexpectedly be present. Where animals (particularly reptiles and small mammals) are inside of burrows or are under vegetation for shelter, they may be crushed by construction equipment or vehicles, resulting in injury or mortality. However, suitable burrows that could provide refuge for these species were not observed within the LOD; therefore, the potential for mortality of these species is very low.

Birds nesting in the surrounding area may be disturbed by construction noise, human presence, and general disturbance during the construction period, and any increase in long-term use of the road may reduce nesting opportunities within the BSA. Small amounts of habitat may be lost, but this is generally habitat that is highly disturbed and already contains an abundance of invasive species.

Because all of these species are fully covered under the MSHCP, no compensatory mitigation or avoidance efforts are necessary other than what is required to maintain consistency with the MSHCP's conservation goals. With the minimization measures and BMPs that are required under the MSHCP (**AMM BIO-1** through **AMM BIO-10**, **AMM BIO-12**, **AMM BIO-16**, **AMM BIO-17**, **AMM BIO-23**, and **AMM BIO-24**), as described in full in Section 2.4.3, no further measures are necessary for these species. Nest clearance surveys, as described in **AMM BIO-11**, would reduce the potential for nesting birds to be affected during construction. With implementation of these measures, the Project would be consistent with the MSHCP in this regard.

MSHCP Cores and Linkages

The Project reach for Temescal Canyon Road is a highly used transportation route for commuting traffic, and the presence of commercial and residential development on both sides of

the roadway serves to diminish movement opportunities for terrestrial wildlife (see Response "d," for details). There are no MSHCP cores or linkages within the BSA. Within the Project region, Temescal Wash serves as a primary movement corridor for wildlife that are avoiding the development associated with El Cerrito Road and Temescal Canyon Road and traveling in a north–south direction. MSHCP Proposed Extension of Existing Core 2, which includes Temescal Wash, is approximately 0.20 mile east of the Project and occurs entirely outside of the BSA (Figure 2.4-7). Wildlife movement would very likely occur only north/south within the wash, as opposed to east/west movements across Temescal Canyon Road. Temescal Canyon Road receives a relatively high amount of traffic, and overland travel through the BSA is generally not safe for terrestrial wildlife.

No direct impacts would occur on any MSHCP cores or linkages because none are present within the BSA. In addition, the Proposed Extension of Existing Core 2 occurs entirely outside of the LOD and therefore would not experience direct impacts as a result of the Project. No edge effects, including lighting, invasive species, urban runoff, toxins, and domestic predators, are anticipated because the only Project work that would be performed in the portion of the Project that occurs near (but outside of) Proposed Extension of Existing Core 2 would be striping and traffic control, which would not result in any change in conditions from those already experienced from the existing roadway. Furthermore, a strip of development between Temescal Canyon Road and Proposed Extension of Existing Core 2 in this area would serve as a buffer between the Project work area and Proposed Extension of Existing Core 2. Consequently, no impacts on Proposed Extension of Existing Core 2 are expected as a result of the Project, and no AMMs or compensatory mitigation is required. The Project would be consistent with the MSHCP in this regard.

MSHCP Consistency Summary

With implementation of the minimization measures and BMPs required under the MSHCP (**AMM BIO-1** through **AMM BIO-13**, **MM BIO-15**, **AMM BIO-16**, **AMM BIO-17**, **AMM BIO-20**, **MM BIO-21**, **AMM BIO-22**, and **AMM BIO-25** through **AMM BIO-27**), as described in full in Section 2.4.3, the Project would be consistent with the MSHCP. Therefore, the Project would not conflict with the plan; as such, there would be no impact on the MSHCP. No additional avoidance and minimization or compensatory mitigation measures are required.

2.4.3 Avoidance, Minimization, and Mitigation Measures

The following avoidance, minimization, and mitigation measures would be implemented to avoid or minimize potential impacts:

AMM BIO-1: Vegetation Clearing Restrictions

Clearing of natural vegetation (including sage scrub) will be performed outside of the active breeding season for birds (February 1 through August 31). If construction activities and disturbances to vegetation cannot be avoided during the active breeding season, **AMM BIO-11** is required (refer to **AMM BIO-11** for the nesting bird survey requirements).

AMM BIO-2: Dust Control

Active construction areas will be watered regularly to control dust and thus minimize impacts on adjacent vegetation.

AMM BIO-3: Fire Prevention

When work is conducted during the fire season (as identified by the Riverside County Fire Department), appropriate fire-fighting equipment (e.g., extinguishers, shovels, water tankers) will be available on the Project site during all phases of Project construction to help minimize the chance of human-caused wildfires. Shields, protective mats, and/or other fire preventive methods will be used during grinding, welding, and other spark-inducing activities. Personnel trained in fire hazards, preventive actions, and responses to fires will advise contractors regarding fire risk from all construction-related activities.

AMM BIO-4: Biological Monitoring

The qualified Project biologist will monitor construction activities for the duration of the proposed Project at a frequency necessary to ensure that practicable measures are being employed and avoid incidental disturbance of habitat and species of concern outside the Project footprint. Special attention will be provided to ensure that any environmentally sensitive area (ESA) fencing required in **AMM BIO-5** is maintained. Additionally, monitoring and reporting will occur weekly if active nests are present for the duration of the construction activity to ensure implementation of best management practices (BMPs). This will be done in tandem with **AMM BIO-5**, below, which includes the fencing of sensitive areas (oak tree and aquatic resources avoidance areas).

AMM BIO-5: Construction Limits and ESA Fencing

Construction personnel will strictly limit their activities, vehicles, equipment, and construction materials to the proposed Project footprint and designated staging areas and routes of travel. The construction area(s) will be the minimal area necessary to complete the proposed Project and will be specified in the construction plans. Construction limits adjacent to oak tree and aquatic resources avoidance areas will be demarcated, using environmentally sensitive area (ESA) fencing (e.g., orange snow fencing, silt fencing, signage), by a qualified biologist. The ESA fencing will be reviewed at a frequency deemed necessary by the biological monitor (as indicated in **AMM BIO-4**) 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.

AMM BIO-6: Exotic Species

Exotic plant species removed during construction will be properly handled to prevent sprouting or regrowth. Vegetation removed from the Project site will be covered while being carried on trucks, and vegetation materials removed from the site will be disposed of in accordance with applicable laws and regulations.

AMM BIO-7: Equipment Cleaning

Construction equipment will be cleaned of mud or other debris that may contain invasive plants and/or seeds and inspected to reduce the potential of spreading noxious weeds before mobilizing to the site and before leaving the site during the course of construction. The cleaning of equipment will occur at least 300 feet from environmentally sensitive area (ESA) fencing to prevent the spread of invasives.

AMM BIO-8: Water Pollution Control Plan

Plans for water pollution and erosion control (i.e., Stormwater Pollution Prevention Plan [SWPPP]) will be prepared in accordance with Project aquatic resource permits and other Project requirements. The plans will describe sediment and hazardous materials control, dewatering or diversion structures, fueling and equipment management practices, and use of plant material for erosion control. Plans will be reviewed and approved by the County prior to construction.

AMM BIO-9: Biological Training

A qualified biologist will conduct a training session for Project and construction personnel prior to any construction activities. The training will include a description of the species of concern and their habitats, the general provisions of the Federal Endangered Species Act (FESA) and California Endangered Species Act (CESA) and the Multiple Species Habitat Conservation Plan (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 proposed Project.

AMM BIO-10: Waste Management

To avoid attracting predators of the species of concern, the Project site will be kept as clean of debris as possible. All food-related trash items will be enclosed in sealed containers and regularly removed from the site(s). Waste, dirt, or rubble, or trash will not be deposited on native habitat.

AMM BIO-11: Nesting Bird Preconstruction Surveys

A preconstruction survey for nesting birds will occur within 3 days prior to construction activities by an experienced avian biologist. The survey will occur within all suitable nesting habitat within the Project impact area and a 500-foot buffer where access is permitted. If nesting birds are found, an avoidance area will be established as determined by a qualified biologist around the nest until it has been determined that and no sign is present that the nest is being used. The Project site will need to be re-surveyed if there is a lapse in construction activities for more than 7 days during the nesting season.

AMM BIO-12: Sensitive Wildlife Preconstruction Clearance Surveys

One preconstruction sweep will be conducted by a qualified biologist prior to clearing/grubbing in areas of suitable habitat to support terrestrial wildlife. The goal of the survey will be to identify any special-status species not covered by the Multiple Species Habitat Conservation Plan (MSHCP) that may be present within the Project

footprint, and to remove the animal(s) from the Project footprint as possible to avoid any injury or mortality. No nesting birds will be flushed during the nesting season. Amphibians, reptiles, and burrowing wildlife will be relocated from the site of temporary or permanent impacts as feasible during preconstruction clearance surveys by the qualified biologist.

AMM BIO-13: Burrowing Owl Preconstruction Surveys

A 30-day preconstruction survey for BUOW is required prior to initial ground-disturbing activities (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering) to ensure that no burrowing owl (BUOW) have colonized the site in the days or weeks preceding the ground-disturbing activities. Preconstruction surveys will be conducted in the morning 1 hour before sunrise to 2 hours after sunrise or in the early evening 2 hours before sunset to 1 hour after sunset within areas providing suitable habitat for BUOW. The survey will include the proposed Project limits and a 500-foot buffer. If BUOWs are present within 500 feet of Project activities, the following measures will be implemented, as applicable:

- If BUOWs have colonized the Project site prior to the initiation of ground-disturbing activities, the qualified biologist will immediately inform and coordinate further with the Wildlife Agencies and the Western Riverside County Regional Conservation Authority, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. The Protection and Relocation Plan will provide any additional avoidance/minimization, relocation/exclusion, and monitoring methods that will be used, nest buffers, and any additional mitigation requirements, which may include the following:

    - If BUOW are found outside of the Project site but within 500 feet of Project activities during preconstruction take avoidance surveys during the nesting season, the BUOW will be fully avoided by establishing an appropriate buffer in coordination with California Department of Fish and Wildlife (CDFW). No work will occur within the buffered area until a qualified biologist has verified that BUOW young have fledged, or owls are no longer occupying the burrow.
    - If BUOW are found during preconstruction take avoidance surveys outside of the nesting season, passive relocation by a qualified avian biologist will be conducted once it has been confirmed that pairing activities are not observed. Passive relocation efforts will be conducted in coordination with CDFW.
    - If construction activities have ceased or the site has been left undisturbed for more than 30 days, a preconstruction survey must be repeated to ensure that BUOW has not recolonized the site. If BUOW is found, the same coordination described above will be necessary.

MM BIO-14: Aquatic Resources Compensation (Mitigation)

To address effects on aquatic resources (e.g., Fish and Game Cose section 1602), a compensatory mitigation plan will be developed during the permitting phase of the Project, which will include a minimum 1:1 ratio for permanent impacts on aquatic

resources. The required mitigation will be implemented through the use of an agency-approved mitigation bank, permittee-responsible mitigation, on site restoration, or any other agency-approved mitigation provider, or through a combination of any of these..

MM BIO-15: Riparian/Riverine Resources Compensation (Mitigation)

Compensation for permanent impacts on riparian/riverine resources will occur at a 3:1 ratio with a minimum 1:1 ratio of re-establishment. For permanent impacts, compensation can occur through the purchase of mitigation bank credits through an agency-approved mitigation bank, in-lieu fee provider, permittee-responsible mitigation, or any other agency-approved mitigation provider. Mitigation for all riparian/riverine resources will be biologically superior or equivalent to resources occurring on site. Temporary impacts on riparian/riverine resources may be replaced through restoration of the temporarily affected area to pre-Project conditions. Compensatory mitigation will be coordinated with U.S. Army Corps of Engineers (USACE) Clean Water Act (CWA) 404 authorization, Regional Water Quality Control Board (RWQCB) CWA 401 Certification, California Department of Fish and Wildlife (CDFW) Fish and Game Code 1602 Streambed Alteration Agreement acquisition, and Multiple Species Habitat Conservation Plan (MSHCP) riparian/riverine requirements to ensure efficiencies with the mitigation effort (see **MM BIO-14**). Final mitigation ratios will be determined after consultation with USACE, RWQCB, U.S. Fish and Wildlife Service (USFWS), and CDFW. Western Riverside County Regional Conservation Authority (RCA) and the wildlife agencies will be notified for concurrence once final mitigation ratios are determined; this will occur prior to the start of Project construction, including any ground disturbance work and/or vegetation clearing.

AMM BIO-16: Aquatic Resources Avoidance

The limits of disturbance (LOD), including the upstream, downstream, and lateral extents on either side of any stream adjacent to the Project impact footprint, will be clearly defined and marked in the field. Monitoring personnel (biology) will review the LOD prior to initiation of construction activities. This will ensure avoidance of jurisdictional areas and riparian habitat.

AMM BIO-17: MSHCP Covered Species Avoidance

During construction, the placement of equipment within a stream or on adjacent banks or adjacent upland habitats occupied by Multiple Species Habitat Conservation Plan (MSHCP) covered species that are outside of the Project footprint will be avoided.

MM BIO-18: Protection of Oak Trees (Mitigation)

The County or its contractor will protect oak trees to the maximum extent possible by adhering to the County of Riverside Oak Tree Management Guidelines. The guidelines include the following design provisions: no construction activities or placement of structures are to occur within the protected zone of any oak tree (i.e., the dripline); no cut or fill slopes are to extend within the protected zone of any oak tree; sedimentation and siltation are to be controlled to avoid filling around the base of an oak tree; and the protected zone around an oak tree is to be clearly delineated to prevent impacts from

construction operations and to prevent storage or parking of equipment within this zone. Construction limits adjacent to oak tree avoidance areas will be demarcated using environmentally sensitive area (ESA) fencing (e.g., orange snow fencing, silt fencing, signage). If an oak tree is required for removal after avoidance measures are not sufficient to avoid impacts (e.g., utility relocations), then the County of Riverside Tree Removal Ordinance shall be followed accordingly, including a replacement ratio of 1:1 for each affected tree.

AMM BIO-19: Invasive Species/Upland Temporary Impacts (JPR)

For temporary Impact areas, for the duration of construction, if construction activities are stopped for a duration of 30 days or greater, any lands disturbed and left bare will be inspected by a qualified restoration ecologist for growth of non-native plant species listed as Moderate or High by the California Invasive Plant Council (Cal-IPC) (e.g., stinknet [*Oncosiphon pilulifer*], tocalote [*Centaurea melitensis*]). If detected, these species, with the exception of non-native grasses, shall be removed by within 5 days of detection. All material from species with a Cal-IPC rating of Moderate or High will be bagged, removed, and disposed of off site. This measure will only be required if Project construction is ceased for 30 days or more.

Areas containing vegetation will be returned to pre-Project or better condition upon completion of construction. A native seed mix will be developed by a qualified restoration ecologist and be reviewed and approved in writing by the RCA. Hydroseeding will occur within 30 days of completion of construction. The hydroseed mix must avoid use of invasive, non-native plant species listed in Table 6-2 of the MSHCP. These areas will be inspected by a qualified resource ecologist for growth of non-native plant species listed as Moderate or High by Cal-IPC on a quarterly basis (June through January) and monthly during the growing season (approximately February through May) following hydroseeding. All species listed as Moderate or High by Cal-IPC will be removed by mechanical means (e.g., mowing, string trimming) or application of herbicide by a California licensed applicator within 5 days of detection.

Maintenance/monitoring will cease once the absolute cover of native species reflect pre-Project condition and absolute cover of vegetation within the temporary impact areas are equal to or better than pre-Project condition. A memo will be provided to the RCA demonstrating completion (including photographs). These activities will be included in and implemented as part of the Project construction schedule.

AMM BIO-20: Rough Step Measure (JPR)

In accordance with MSHCP Volume I, Section 6.7, it is the Permittees responsibility that "[i]f the rough step rule is not met during any analysis period (performed annually by the Regional Conservation Authority [RCA]), the Permittees must conserve appropriate lands supporting a specified vegetation community within the analysis unit to bring the Plan back into the parameters of the rule prior to authorizing additional loss of the vegetation community for which the rule was not achieved." The Permittee is encouraged to consult with the RCA on current rough step allowances prior to developing grading plans. The Permittee must not cause additional loss of any rough step vegetation that is out of

balance. Prior to Project ground disturbance, the Permittee will confirm with the RCA that the Project will not impact out-of-balance Rough Step vegetation in the applicable Rough Step unit.

MM BIO-21: Riparian/Riverine Mitigation Measure (JPR - Mitigation)

Permanent impacts on 0.01 acre of riparian/riverine resources associated with Feature 3 will be offset by purchase of credits from an approved mitigation bank within the MSHCP Plan Boundary (e.g., Riverpark Mitigation Bank) at a 2:1 ratio, including establishment/re-establishment credits at a minimum 1:1 ratio and the remainder 1:1 ratio can be a combination of establishment/re-establishment and rehabilitation credits; or permittee-responsible mitigation with prior review and approval from the RCA, California Department of Fish and Wildlife, and United States Fish and Wildlife Service.

AMM BIO-22: Hydroseeding Measure (JPR - Mitigation)

The temporarily impacted portions of Feature 3 will be hydroseeded and returned to pre-Project grade and condition upon completion of construction. The replacement Feature 1 reach will be hydroseeded for erosion control purposes. A native seed mix will be developed by a qualified biologist and reviewed and approved in writing by the RCA. Hydroseeding will occur during the first fall (September-October) following the completion of construction. The hydroseed mix must avoid use of invasive, non-native plant species listed in Table 6-2 of the MSHCP. A memo will be provided to the RCA demonstrating completion (including photographs). These activities will be included in and implemented as part of the Project construction schedule.

AMM BIO-23: Least Bell's Vireo Avoidance (JPR)

To avoid indirect impacts, all Project construction and site preparation activities within 300 feet of suitable least Bell's vireo habitat will be conducted outside of the least Bell's vireo breeding season from March 15 to September 30. If construction activities must occur during the breeding season, pre-construction surveys to determine if least Bell's vireo occurs within 300 feet of Project construction will be conducted once a week for three consecutive weeks within the breeding season, with the last visit no more than three (3) days prior to commencement of construction activities within 300 feet of the riparian habitat. The preconstruction survey visits for least Bell's vireo will be conducted by a qualified biologist familiar with vocalization characteristics, breeding behavior, nesting habits, and plumage characteristics of adult and juvenile vireos. Surveys will be conducted between dawn and 11:00 a.m. Surveys will not be conducted during periods of excessive or abnormal cold, heat, wind, rain, or other inclement weather that individually or collectively may reduce the likelihood of detection. Furthermore, weekly clearance surveys will be performed during the nesting season at the riparian area if construction activities are planned to occur within 300 feet of suitable least Bell's vireo habitat within Feature 2. If at any time it is determined by the qualified biologist that construction activities are negatively affecting least Bell's vireo present (e.g., construction activities are flushing away vireo or discouraging vireo use of suitable riparian habitat), work will be halted then notification will be sent to the California Department of Fish and Wildlife and U.S. Fish Wildlife Service to obtain further guidance.

Daily noise monitoring will be required during the breeding season if least Bell's vireo are detected at any point during preconstruction surveys or weekly clearance surveys completed within Feature 2. Daily noise monitoring will be required during the breeding season if construction activities occur within 300 feet of riparian habitat within Feature 4. A qualified biological monitor must be present to measure noise levels at the edge of all suitable habitat and work shall cease if, at any time, noise levels exceed 60 dB due to construction activities, or the existing ambient level if that is over 60 dB. Noise monitoring will continue throughout the breeding season or until construction activities have halted within 300 feet of occupied least Bell's vireo habitat. CDFW and USFWS can be contacted on next steps if the Project is not able to reduce the noise. For areas where pre-construction ambient noise levels exceed 60 dB, pre-construction, ambient noise measurements can be taken by a qualified entity during the full daylight period (sunrise to sunset), and subsequently, the median average ambient noise level can be used as the baseline in lieu of 60 dB. For projects that need to perform nighttime construction activities the same would be done as above but with measurements taken during the full nighttime period (sunset to sunrise).

Although not required, it may be sensible to construct a temporary noise wall between the construction area and the habitat to maximize avoidance of indirect effects on least Bell's vireo and reduce potential for Project halts. Preconstruction ambient noise levels will be taken into consideration when deciding whether noise attenuation measures are practical. The preconstruction and clearance surveys will still be required to ensure full avoidance has been met by the Project during the least Bell's vireo breeding season unless USFWS and CDFW have confirmed in writing that such surveys are not necessary.

AMM BIO-24: Burrowing Owl Avoidance (JPR)

Due to the presence of potentially suitable habitat, a 30-day preconstruction survey for burrowing owls is required prior to initial ground-disturbing activities (including vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, grading, etc.) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized the Project site prior to the initiation of ground-disturbing activities, the Project proponent will immediately inform the Regional Conservation Authority (RCA) and the Wildlife Agencies, and will need to coordinate further with RCA and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure burrowing owl has not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination described above will be necessary.

AMM BIO-25: Section 6.1.4 Measures (JPR)

Although the proposed Project is not directly adjacent (i.e., only in the vicinity of) to the MSHCP Conservation Area, the following Urban Wildlands Interface Guidelines (UWIG) may apply during Project construction. Accordingly, the Permittee should include the following measures as Project conditions of approval when applicable:

i. Incorporate measures to control the quantity and quality of runoff from the site entering the MSHCP Conservation Area. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into MSHCP Conservation Areas. Best Management Practices (BMPs) will be implemented to prevent the release of toxins, chemicals, petroleum products, exotic plant materials, or other elements that might degrade or harm downstream biological resources or ecosystems.

ii. Land uses proposed in proximity to the MSHCP Conservation Area that use chemicals or generate bioproducts, such as manure, that are potentially toxic or may adversely affect wildlife species, habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharge to the MSHCP Conservation Area. The greatest risk is from landscaping fertilization overspray and runoff.

iii. Night lighting shall be shielded and directed downward and away from the MSHCP Conservation Area to protect species from direct night lighting. Post-Project ambient light levels within the MSHCP Conservation Area shall not exceed that of pre-Project conditions as a result of light spill from the Project site. It is understood the Project does not propose new lighting.

iv. Proposed noise-generating land uses affecting the MSHCP Conservation Area, including designated avoidance areas, shall incorporate setbacks, berms, or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations, and guidelines related to land use noise standards.

v. Avoid use of invasive, non-native plant species listed in Table 6-2 of the MSHCP in approving landscape plans for the portions of the Project that are adjacent to the MSHCP Conservation Area, including avoidance areas. Considerations in reviewing the applicability of this list shall include proximity of planting areas to the MSHCP Conservation Areas and designated avoidance areas, species considered in the planting plans, resources being protected within the MSHCP Conservation Area and their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography, and other features.

vi. Manufactured slopes associated with proposed site development shall not extend into the MSHCP Conservation Area.

vii. Weed abatement and fuel modification activities are not permitted in the Conservation Area, including designated avoidance areas.

AMM BIO-26: Appendix C Measures (JPR)

i. A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for Project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the

provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the Project, and the access routes to and Project site boundaries within which the Project activities must be accomplished.

ii. Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements.

iii. The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.

iv. The upstream and downstream limits of Project disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work.

v. Projects should be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern.

vi. Projects that cannot be conducted without placing equipment or personnel in sensitive habitats should be timed to avoid the breeding season of riparian species identified in MSHCP Global Species Objective No. 7.

vii. When stream flows must be diverted, the diversions shall be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing of other sediment trapping materials shall be installed at the downstream end of construction activity to minimize the transport of sediments off site. Settling ponds where sediment is collected shall be cleaned out in a manner that prevents the sediment from reentering the stream. Care shall be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream.

viii. Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, USFWS, CDFW, and RWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.

ix. Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks.

x. The qualified Project biologist shall monitor construction activities for the duration of the Project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the Project footprint.

xi. The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species.

xii. Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible.

xiii. To avoid attracting predators of the species of concern, the Project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s).

xiv. Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed Project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the Project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas.

xv. The Permittee shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project approval conditions, including these BMPs.

AMM BIO-27: Section 7.5.3 Construction Guidelines (JPR)

i. Plans for water pollution and erosion control will be prepared for all discretionary projects involving the movement of earth in excess of 50 cubic yards. The plans will describe sediment and hazardous materials control, dewatering or diversion structures, fueling and equipment management practices, and use of plant material for erosion control. Plans will be reviewed and approved by the County of Riverside and participating jurisdiction prior to construction.

ii. Timing of construction activities will consider seasonal requirements for breeding birds and migratory non-resident species. Habitat clearing will be avoided during species' active breeding season, defined as March 1 to June 30.

iii. Sediment and erosion control measures will be implemented until such time soils are determined to be successfully stabilized.

iv. Short-term stream diversions will be accomplished by use of sandbags or other methods that will result in minimal instream impacts. Short-term diversions will consider effects on wildlife.

v. Silt fencing or other sediment trapping materials will be installed at the downstream end of construction activities to minimize the transport of sediments off site.

vi. Settling ponds where sediment is collected will be cleaned in a manner that prevents sediment from re-entering the stream or damaging/disturbing adjacent areas.

Sediment from settling ponds will be removed to a location where sediment cannot re-enter the stream or surrounding drainage area. Care will be exercised during removal of silt fencing to minimize release of debris or sediment into streams.

vii. No erodible materials will be deposited into water courses. Brush, loose soils, or other debris material will not be stockpiled within stream channels or on adjacent banks.

viii. The footprint of disturbance will be minimized to the maximum extent feasible. Access to sites will occur on pre-existing access routes to the greatest extent possible.

ix. Equipment storage, fueling and staging areas will be sited on non-sensitive upland habitat types with minimal risk of direct discharge into riparian areas or other sensitive habitat types.

x. The limits of disturbance, including the upstream, downstream and lateral extents, will be clearly defined and marked in the field. Monitoring personnel will review the limits of disturbance prior to initiation of construction activities.

xi. During construction, the placement of equipment within the stream or on adjacent banks or adjacent upland habitats occupied by Covered Species that are outside of the Project footprint will be avoided.

xii. Exotic species removed during construction will be properly handled to prevent sprouting or regrowth.

xiii. Training of construction personnel will be provided.

xiv. Ongoing monitoring and reporting will occur for the duration of the construction activity to ensure implementation of best management practices.

xv. When work is conducted during the fire season (as identified by the Riverside County Fire Department) adjacent to coastal sage scrub or chaparral vegetation, appropriate fire-fighting equipment (e.g., extinguishers, shovels, water tankers) shall be available on the site during all phases of Project construction to help minimize the chance of human-caused wildfires. Shields, protective mats, and/or other fire preventative methods shall be used during grinding, welding, and other spark-inducing activities. Personnel trained in fire hazards, preventative actions, and responses to fires shall advise contractors regarding fire risk from all construction-related activities.

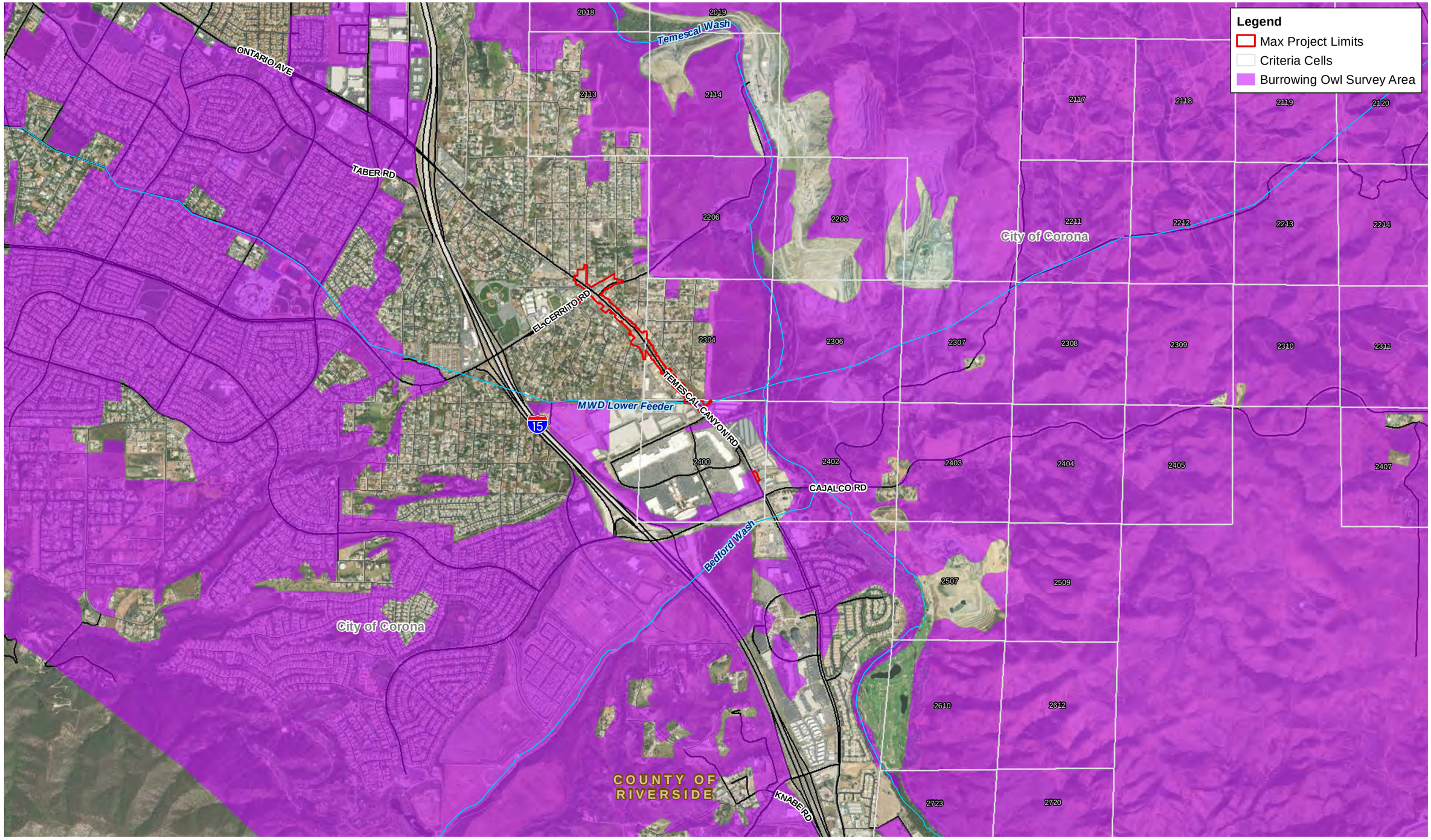
xvi. Active construction areas shall be watered regularly to control dust and minimize impacts to adjacent vegetation.

xvii. All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other toxic substances shall occur only in designated areas within the proposed

grading limits of the Project site. These designated areas shall be clearly marked and located in such a manner as to contain run-off.

xviii. Waste, dirt, rubble, or trash shall not be deposited in the Conservation Area or on native habitat.

This page intentionally left blank.



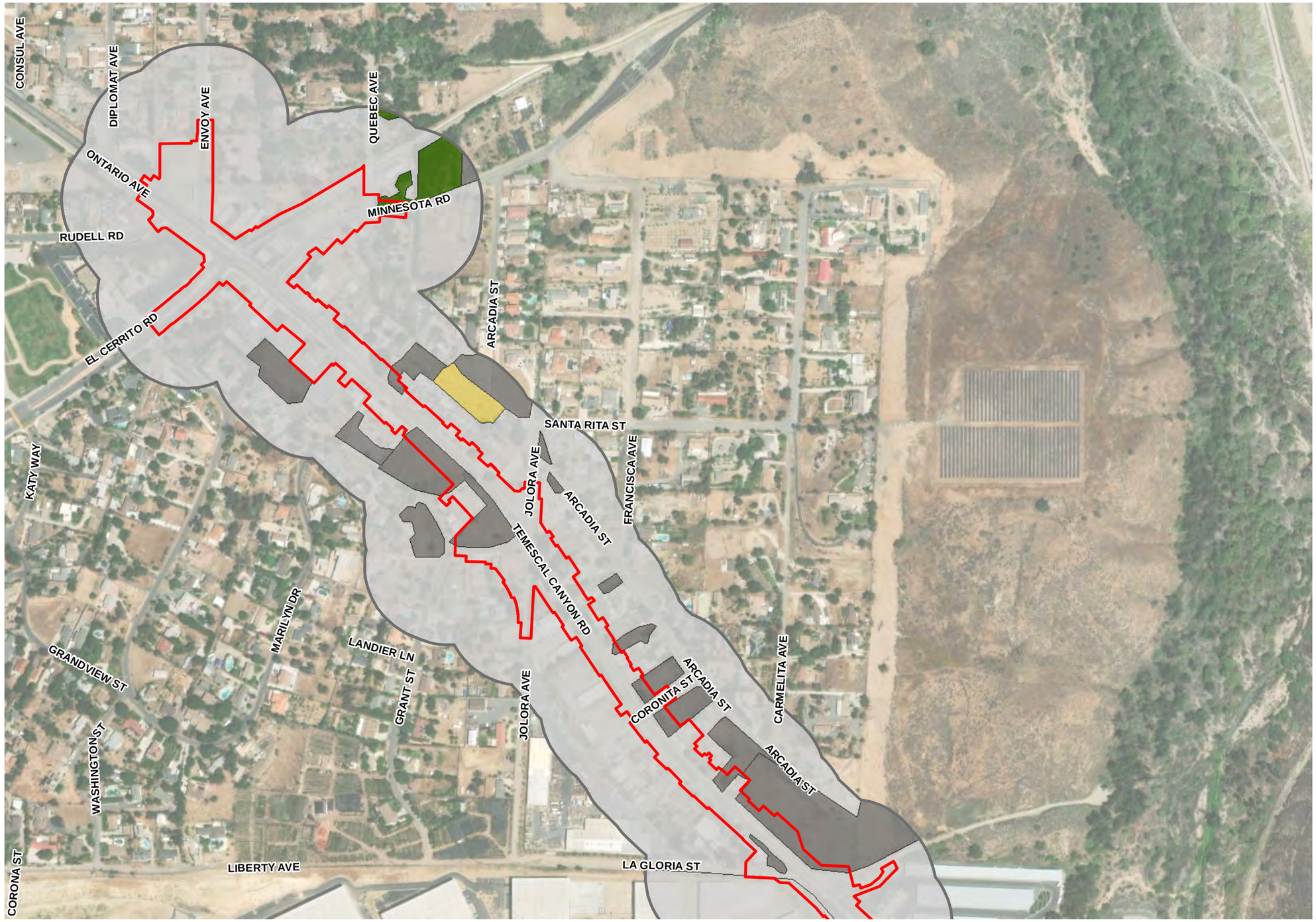
N

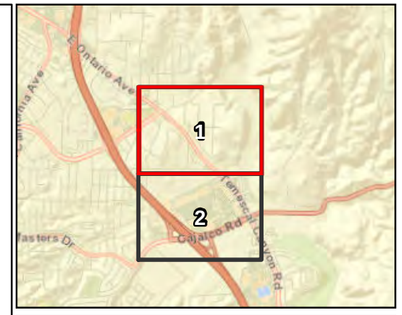
0 1,000 2,000 Feet

1:24,000

Figure 2.4-1
MSHCP Survey Areas - Burrowing Owl Survey Area
Temescal Canyon Road Widening Project- El Cerrito Segment

This page intentionally left blank.





Legend

- Study Area (300-ft Buffer)
- Limits of Disturbance

Legend

- Developed
- Disturbed
- Non-native Grassland
- Non-native Woodland

N

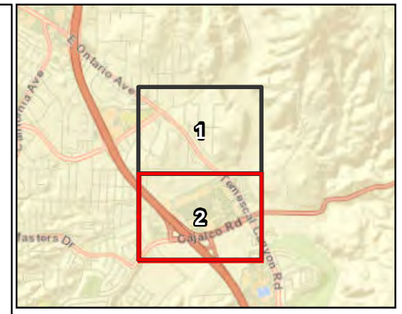
0 200 400 Feet

1 inch = 400 feet

Figure 2.4-2, Sheet 1 of 2
Vegetation Communitites
Temescal Canyon Road Widening Project- El Cerrito Segment

This page intentionally left blank.





Legend

- Study Area (300-ft Buffer)
- Limits of Disturbance

Legend

- Coastal Sage Scrub
- Coastal and Valley Freshwater Marsh
- Developed
- Developed/Ornamental Landscape
- Southern Cottonwood – Willow Riparian Forest
- Tamarisk Scrub

N

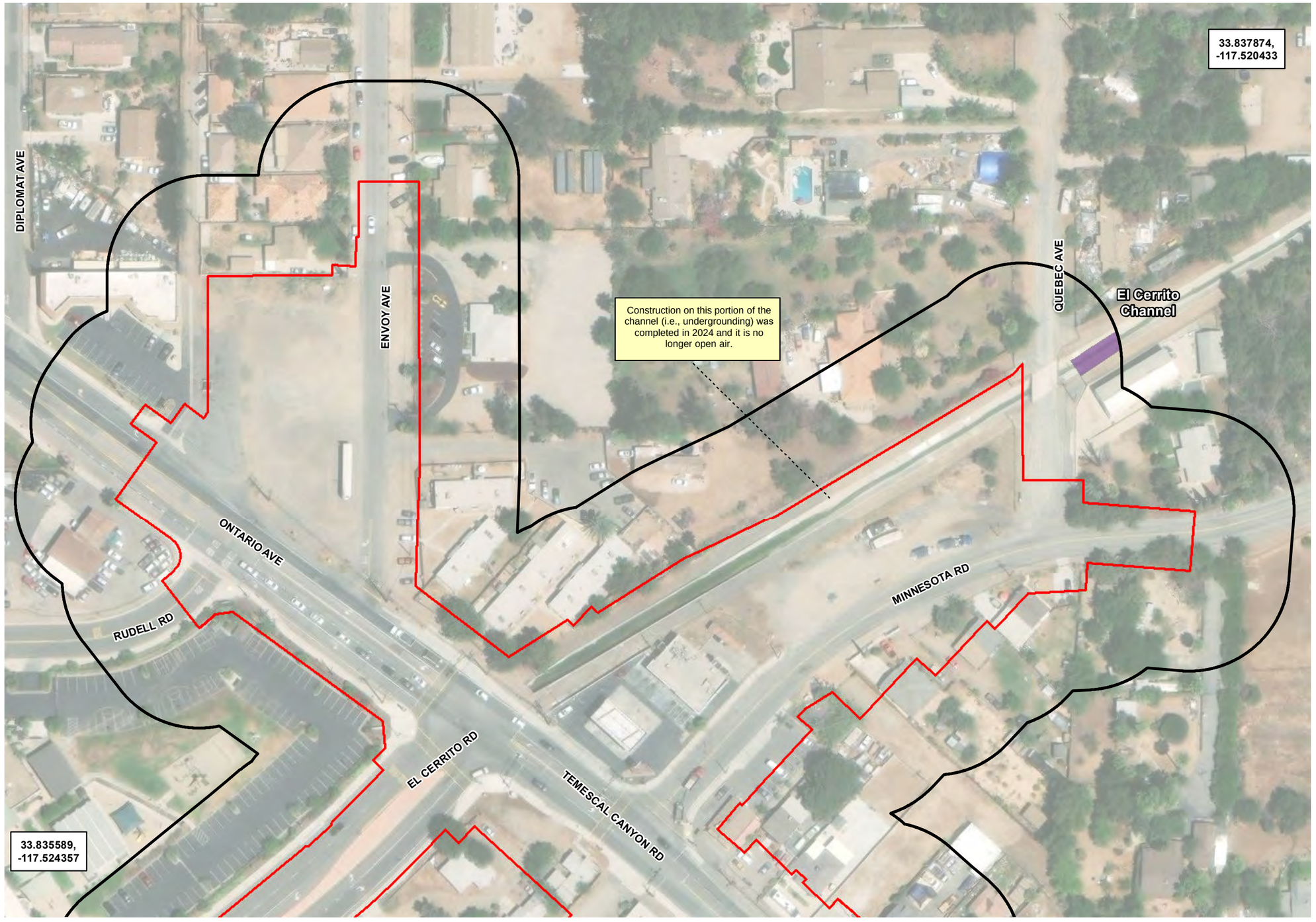
0 200 400 Feet

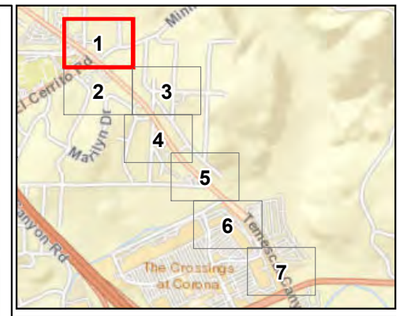
1 inch = 400 feet

Figure 2.4-2, Sheet 2 of 2
Vegetation Communitites
Temescal Canyon Road Widening Project- El Cerrito Segment

P:\CCTRD\SSSD\Projects_1\RCTD\TemescalCanyonRoad\Figures\NES\MXD\07_Vegetation.mxd User: SBeb Date: 7/9/2024

This page intentionally left blank.





Legend

- Limits of Disturbance
- Study Area (100-ft Buffer)*
- Non-Jurisdictional Swale
- Non-Jurisdictional Basin

USACE/RWQCB Jurisdiction

- El Cerrito Channel**
- Non-wetland Waters of the U.S.
- Wetland Waters of the U.S.

**Note: The 100-foot buffer was expanded following LOD refinements; follow-up field surveys for jurisdictional aquatic resources were completed in the revised buffer.*

***Note: The scope of work does not include any review, environmental studies, evaluations, or analysis related to the existing El Cerrito Channel, as improvements to this channel (i.e., undergrounding) were completed in May 2024 under a separate project independent of this Project, and the Project would not result in any impacts on the channel. The portion of El Cerrito Channel between Temescal Canyon Road and Quebec Avenue has since been constructed and is no longer open air.*

N

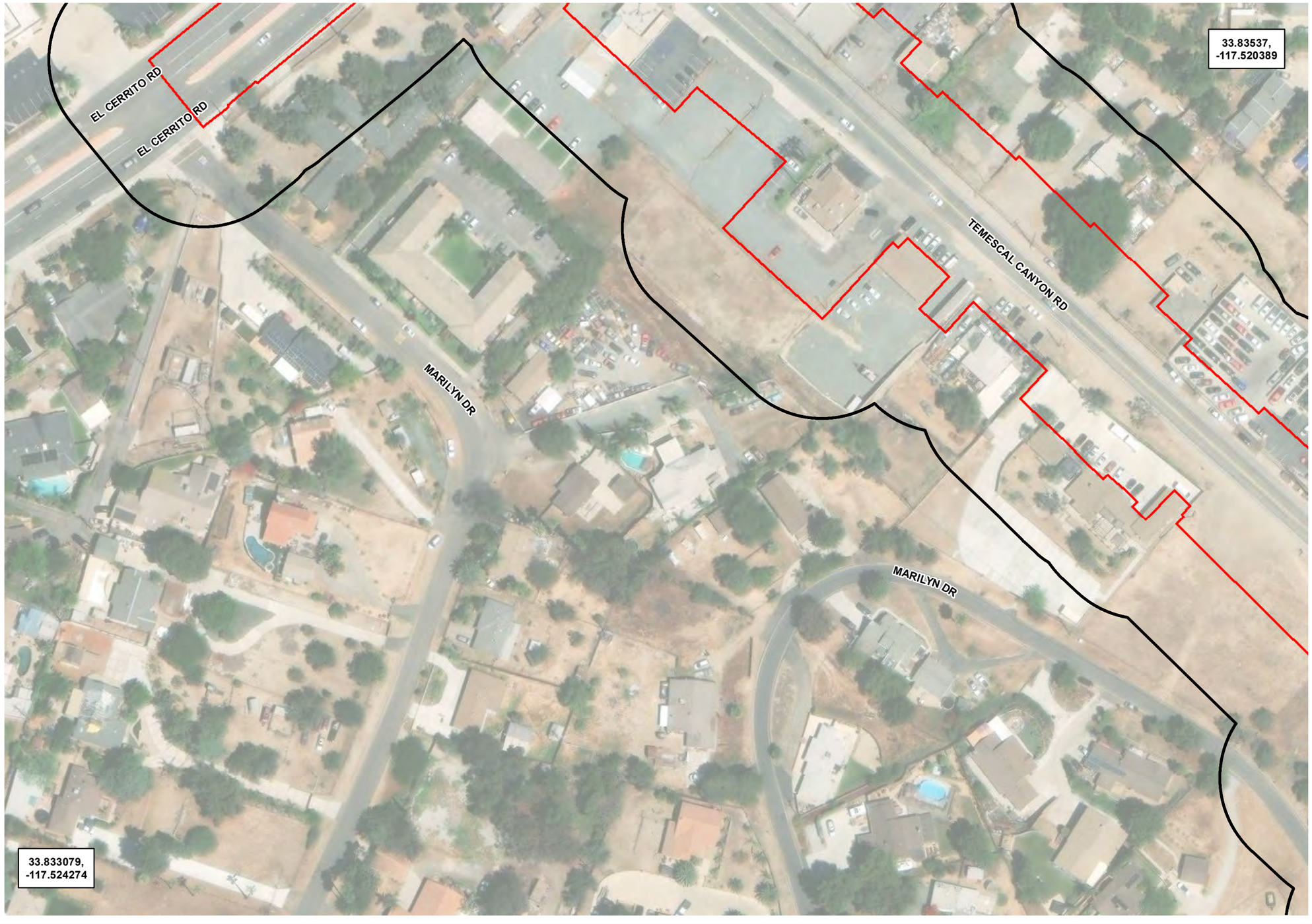
0 100 Feet

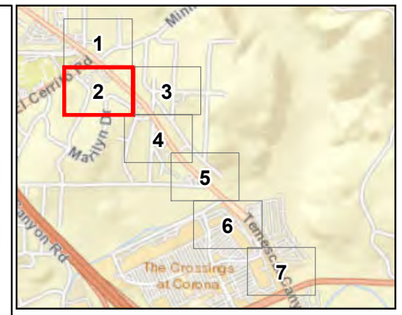
1 inch = 100 feet

Figure 2.4-3, Sheet 1 of 7
USACE/RWQCB Jurisdictional Results
Temescal Canyon Road Widening Project - El Cerrito Segment

DC:\PROJECTS\GIS\Projects_LRC\TDA\TemescalCanyonRoad\Planning\NE\MXD\mxd_USACE_v2.mxd User: SBeal Date: 7/9/2024

This page intentionally left blank.





Legend

- Limits of Disturbance
- Study Area (100-ft Buffer)*
- Non-Jurisdictional Swale
- Non-Jurisdictional Basin

USACE/RWQCB Jurisdiction

- El Cerrito Channel**
- Non-wetland Waters of the U.S.
- Wetland Waters of the U.S.

**Note: The 100-foot buffer was expanded following LOD refinements; follow-up field surveys for jurisdictional aquatic resources were completed in the revised buffer.*

***Note: The scope of work does not include any review, environmental studies, evaluations, or analysis related to the existing El Cerrito Channel, as improvements to this channel (i.e., undergrounding) were completed in May 2024 under a separate project independent of this Project, and the Project would not result in any impacts on the channel. The portion of El Cerrito Channel between Temescal Canyon Road and Quebec Avenue has since been constructed and is no longer open air.*

I:\DCC\TRD\SGS\01Projects_1\RCTD\TemescalCanyonRoad\Figures\MXD\Fig02_USACE_2.mxd, User: SBeal, Date: 7/9/2024

N

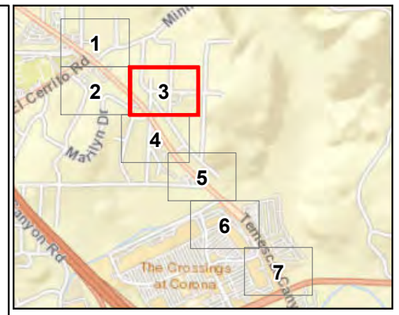
0 100 Feet

1 inch = 100 feet

Figure 2.4-3, Sheet 2 of 7
USACE/RWQCB Jurisdictional Results
Temescal Canyon Road Widening Project - El Cerrito Segment

This page intentionally left blank.





Legend

- Limits of Disturbance
- Study Area (100-ft Buffer)*
- Non-Jurisdictional Swale
- Non-Jurisdictional Basin

USACE/RWQCB Jurisdiction

- El Cerrito Channel**
- Non-wetland Waters of the U.S.
- Wetland Waters of the U.S.

**Note: The 100-foot buffer was expanded following LOD refinements; follow-up field surveys for jurisdictional aquatic resources were completed in the revised buffer.*

***Note: The scope of work does not include any review, environmental studies, evaluations, or analysis related to the existing El Cerrito Channel, as improvements to this channel (i.e., undergrounding) were completed in May 2024 under a separate project independent of this Project, and the Project would not result in any impacts on the channel. The portion of El Cerrito Channel between Temescal Canyon Road and Quebec Avenue has since been constructed and is no longer open air.*

D:\DOCUMENTS\GIS\Projects_LRC\TDI\TemescalCanyonRoad\Figures\MXD\mxd_USACE_2.mxd User: 59640 Date: 7/8/2024

N

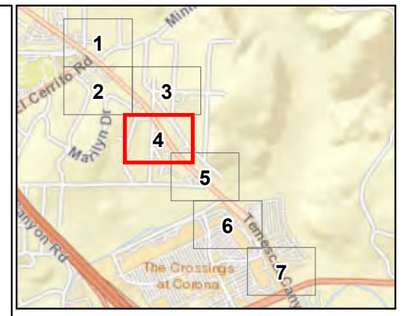
0 100 Feet

1 inch = 100 feet

Figure 2.4-3, Sheet 3 of 7
USACE/RWQCB Jurisdictional Results
Temescal Canyon Road Widening Project - El Cerrito Segment

This page intentionally left blank.





Legend

- Limits of Disturbance
- Study Area (100-ft Buffer)*
- Non-Jurisdictional Swale
- Non-Jurisdictional Basin

USACE/RWQCB Jurisdiction

- El Cerrito Channel**
- Non-wetland Waters of the U.S.
- Wetland Waters of the U.S.

**Note: The 100-foot buffer was expanded following LOD refinements; follow-up field surveys for jurisdictional aquatic resources were completed in the revised buffer.*

***Note: The scope of work does not include any review, environmental studies, evaluations, or analysis related to the existing El Cerrito Channel, as improvements to this channel (i.e., undergrounding) were completed in May 2024 under a separate project independent of this Project, and the Project would not result in any impacts on the channel. The portion of El Cerrito Channel between Temescal Canyon Road and Quebec Avenue has since been constructed and is no longer open air.*

N

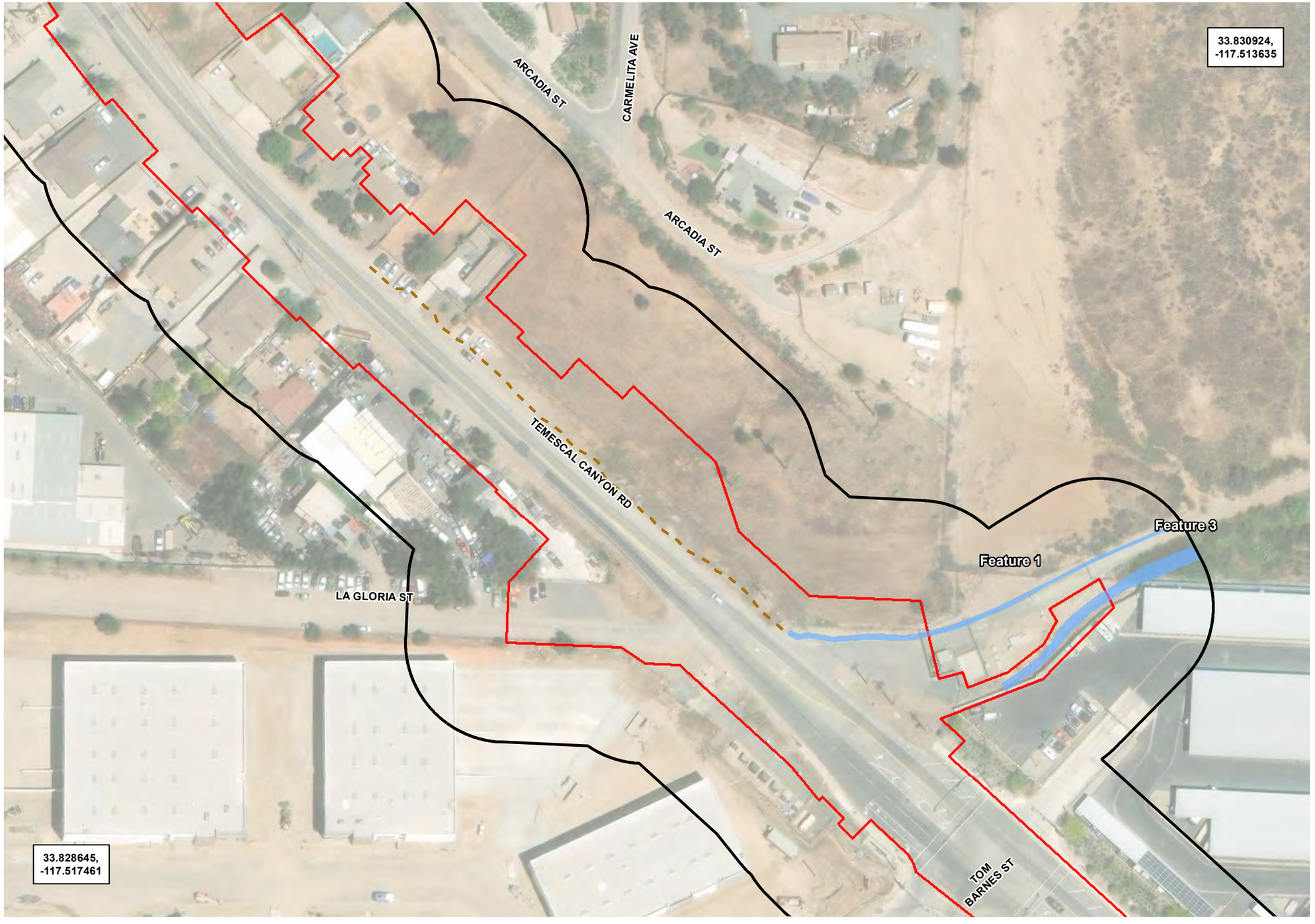
0 100 Feet

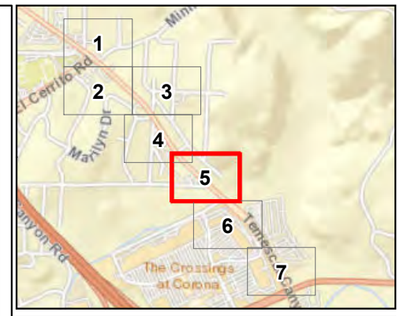
1 inch = 100 feet

Figure 2.4-3, Sheet 4 of 7
USACE/RWQCB Jurisdictional Results
Temescal Canyon Road Widening Project - El Cerrito Segment

D:\CCTTDSGIS\GIS\Projects_11RCTD_TemescalCanyonRoad\Figures\NES\MXD\08_USACE_v2.mxd User: rbeck Date: 7/9/2025

This page intentionally left blank.





Legend

- Limits of Disturbance
- Study Area (100-ft Buffer)*
- Non-Jurisdictional Swale
- Non-Jurisdictional Basin

USACE/RWQCB Jurisdiction

- El Cerrito Channel**
- Non-wetland Waters of the U.S.
- Wetland Waters of the U.S.

**Note: The 100-foot buffer was expanded following LOD refinements; follow-up field surveys for jurisdictional aquatic resources were completed in the revised buffer.*

***Note: The scope of work does not include any review, environmental studies, evaluations, or analysis related to the existing El Cerrito Channel, as improvements to this channel (i.e., undergrounding) were completed in May 2024 under a separate project independent of this Project, and the Project would not result in any impacts on the channel. The portion of El Cerrito Channel between Temescal Canyon Road and Quebec Avenue has since been constructed and is no longer open air.*

N

0 100 Feet

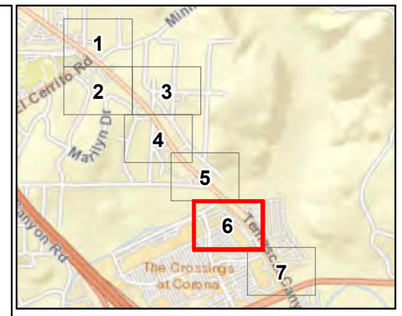
1 inch = 100 feet

Figure 2.4-3, Sheet 5 of 7
USACE/RWQCB Jurisdictional Results
Temescal Canyon Road Widening Project - El Cerrito Segment

P:\DOCTROS\GIS\01Projects_1\RCTD\TemescalCanyonRoad\ProjectMXD\NEPA\RIB_USACE_v2.mxd User: ESRI Date: 7/9/2024

This page intentionally left blank.





Legend

- Limits of Disturbance
- Study Area (100-ft Buffer)*
- Non-Jurisdictional Swale
- Non-Jurisdictional Basin

USACE/RWQCB Jurisdiction

- El Cerrito Channel**
- Non-wetland Waters of the U.S.
- Wetland Waters of the U.S.

**Note: The 100-foot buffer was expanded following LOD refinements; follow-up field surveys for jurisdictional aquatic resources were completed in the revised buffer.*

***Note: The scope of work does not include any review, environmental studies, evaluations, or analysis related to the existing El Cerrito Channel, as improvements to this channel (i.e., undergrounding) were completed in May 2024 under a separate project independent of this Project, and the Project would not result in any impacts on the channel. The portion of El Cerrito Channel between Temescal Canyon Road and Quebec Avenue has since been constructed and is no longer open air.*

P:\CCTD\SGS\Projects 1\RCTD\TemescalCanyonRoad\Figures\NES\MXD\ph08_USACE_v2.mxd User: sbhatt Date: 7/9/2024

N

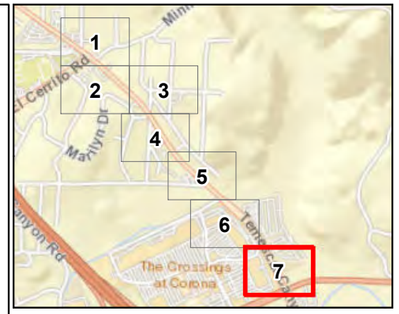
0 100 Feet

1 inch = 100 feet

Figure 2.4-3, Sheet 6 of 7
USACE/RWQCB Jurisdictional Results
Temescal Canyon Road Widening Project - El Cerrito Segment

This page intentionally left blank.





Legend

- Limits of Disturbance
- Study Area (100-ft Buffer)*
- Non-Jurisdictional Swale
- Non-Jurisdictional Basin

USACE/RWQCB Jurisdiction

- El Cerrito Channel**
- Non-wetland Waters of the U.S.
- Wetland Waters of the U.S.

**Note: The 100-foot buffer was expanded following LOD refinements; follow-up field surveys for jurisdictional aquatic resources were completed in the revised buffer.*

***Note: The scope of work does not include any review, environmental studies, evaluations, or analysis related to the existing El Cerrito Channel, as improvements to this channel (i.e., undergrounding) were completed in May 2024 under a separate project independent of this Project, and the Project would not result in any impacts on the channel. The portion of El Cerrito Channel between Temescal Canyon Road and Quebec Avenue has since been constructed and is no longer open air.*

N

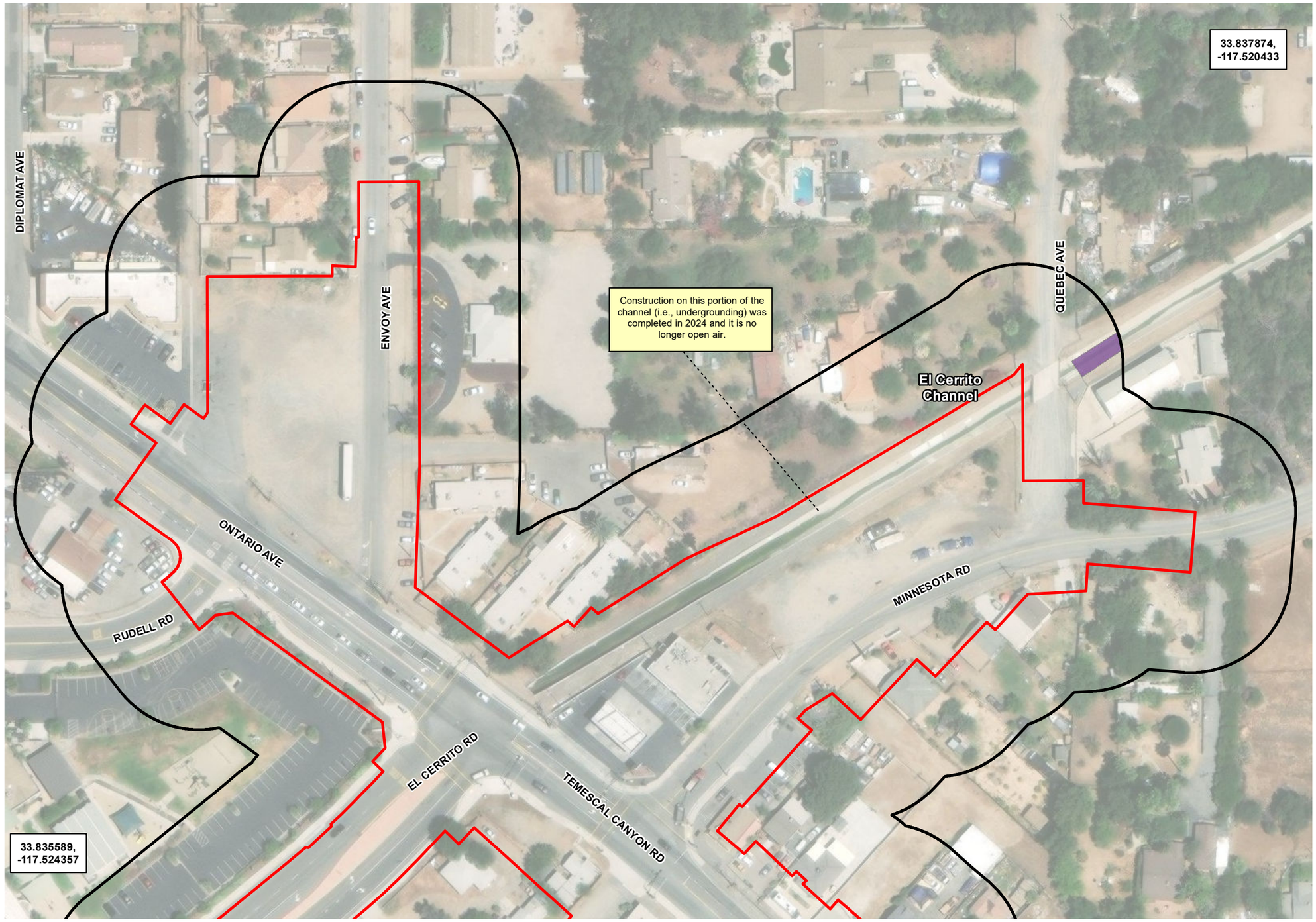
0 100 Feet

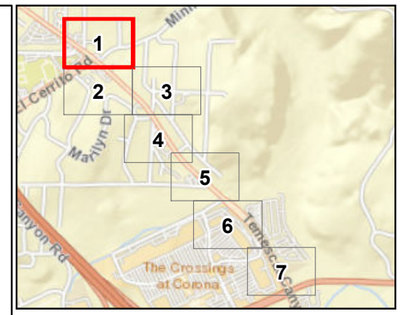
1 inch = 100 feet

Figure 2.4-3, Sheet 7 of 7
USACE/RWQCB Jurisdictional Results
Temescal Canyon Road Widening Project - El Cerrito Segment

P:\DOCTROS\GIS\01Projects_13\RCTD\TemescalCanyonRoad\ElPrincipalVE\MXD\08_USACE_v2.mxd User: GBeck Date: 7/8/2024

This page intentionally left blank.





Legend

- Limits of Disturbance
- Study Area (100-ft Buffer)*
- Non-Jurisdictional Swale
- Non-Jurisdictional Basin

CDFW Jurisdiction

- El Cerrito Channel**
- Riparian
- Streambed

**Note: The 100-foot buffer was expanded following LOD refinements; follow-up field surveys for jurisdictional aquatic resources were completed in the revised buffer.*

***Note: The scope of work does not include any review, environmental studies, evaluations, or analysis related to the existing El Cerrito Channel, as improvements to this channel (i.e., undergrounding) were completed in May 2024 under a separate project independent of this Project, and the Project would not result in any impacts on the channel. The portion of El Cerrito Channel between Temescal Canyon Road and Quebec Avenue has since been constructed and is no longer open air.*

N

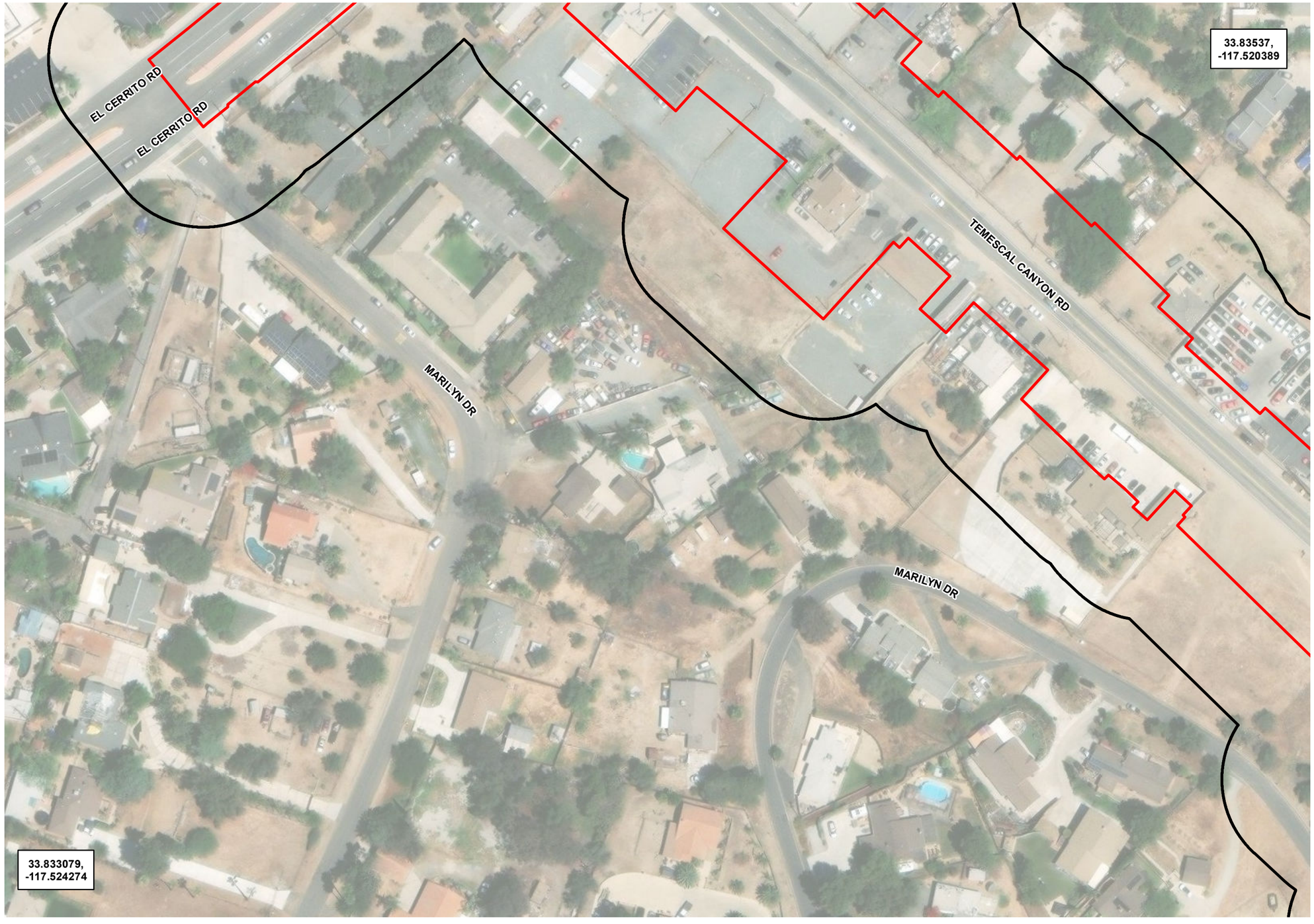
0 100 Feet

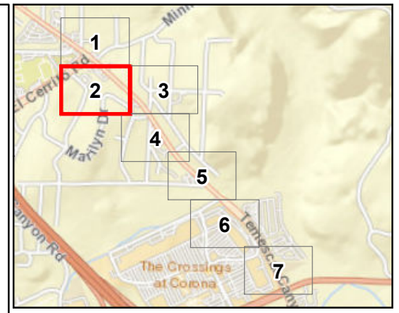
1 inch = 100 feet

DC:\TROS\GIS\1Projects_1\ROTD\TemescalCanyonRoad\Figures\HE\SMND\03_CDFW_v2.mxd User: BBell 7/9/2024

Figure 2.4-4, Sheet 1 of 7
CDFW Jurisdictional Results
Temescal Canyon Road Widening Project - El Cerrito Segment

This page intentionally left blank.





Legend

- Limits of Disturbance
- Study Area (100-ft Buffer)*
- Non-Jurisdictional Swale
- Non-Jurisdictional Basin

CDFW Jurisdiction

- El Cerrito Channel**
- Riparian
- Streambed

**Note: The 100-foot buffer was expanded following LOD refinements; follow-up field surveys for jurisdictional aquatic resources were completed in the revised buffer.*

***Note: The scope of work does not include any review, environmental studies, evaluations, or analysis related to the existing El Cerrito Channel, as improvements to this channel (i.e., undergrounding) were completed in May 2024 under a separate project independent of this Project, and the Project would not result in any impacts on the channel. The portion of El Cerrito Channel between Temescal Canyon Road and Quebec Avenue has since been constructed and is no longer open air.*

N

0 100 Feet

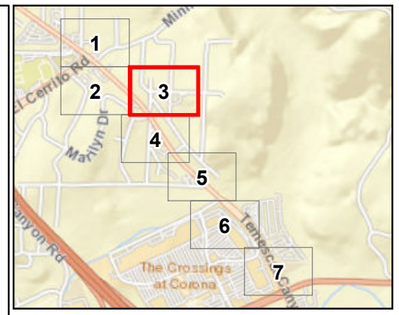
1 inch = 100 feet

P:\CCTR\SGS\01\Projects_MXD\TO\TemescalCanyonRoad\Figures\NES\MXDs\g_CDFW_2_mxd User: SBeb Date: 7/9/2024

Figure 2.4-4, Sheet 2 of 7
CDFW Jurisdictional Results
Temescal Canyon Road Widening Project - El Cerrito Segment

This page intentionally left blank.





Legend

- Limits of Disturbance
- Study Area (100-ft Buffer)*
- Non-Jurisdictional Swale
- Non-Jurisdictional Basin

CDFW Jurisdiction

- El Cerrito Channel**
- Riparian
- Streambed

**Note: The 100-foot buffer was expanded following LOD refinements; follow-up field surveys for jurisdictional aquatic resources were completed in the revised buffer.*

***Note: The scope of work does not include any review, environmental studies, evaluations, or analysis related to the existing El Cerrito Channel, as improvements to this channel (i.e., undergrounding) were completed in May 2024 under a separate project independent of this Project, and the Project would not result in any impacts on the channel. The portion of El Cerrito Channel between Temescal Canyon Road and Quebec Avenue has since been constructed and is no longer open air.*

N

0 100 Feet

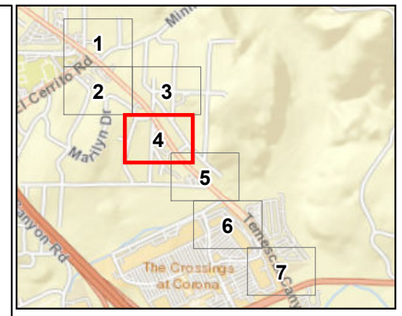
1 inch = 100 feet

Figure 2.4-4, Sheet 3 of 7
CDFW Jurisdictional Results
Temescal Canyon Road Widening Project - El Cerrito Segment

I:\DCCTRDSG\01\Projects_1\RCTD\TemescalCanyonRoad\Figures\NES\MXD\03_CDFW_v2.mxd User: BBell 7/9/2024

This page intentionally left blank.





Legend

- Limits of Disturbance
- Study Area (100-ft Buffer)*
- Non-Jurisdictional Swale
- Non-Jurisdictional Basin

CDFW Jurisdiction

- El Cerrito Channel**
- Riparian
- Streambed

**Note: The 100-foot buffer was expanded following LOD refinements; follow-up field surveys for jurisdictional aquatic resources were completed in the revised buffer.*

***Note: The scope of work does not include any review, environmental studies, evaluations, or analysis related to the existing El Cerrito Channel, as improvements to this channel (i.e., undergrounding) were completed in May 2024 under a separate project independent of this Project, and the Project would not result in any impacts on the channel. The portion of El Cerrito Channel between Temescal Canyon Road and Quebec Avenue has since been constructed and is no longer open air.*

P:\DOT\RDS\GIS\01\Projects_IE\CTD\TemescalCanyonRoad_Rpt\mxd\NES\MXD\Fig2.4_CDFW_v2.mxd User: SBHO Date: 7/9/2024

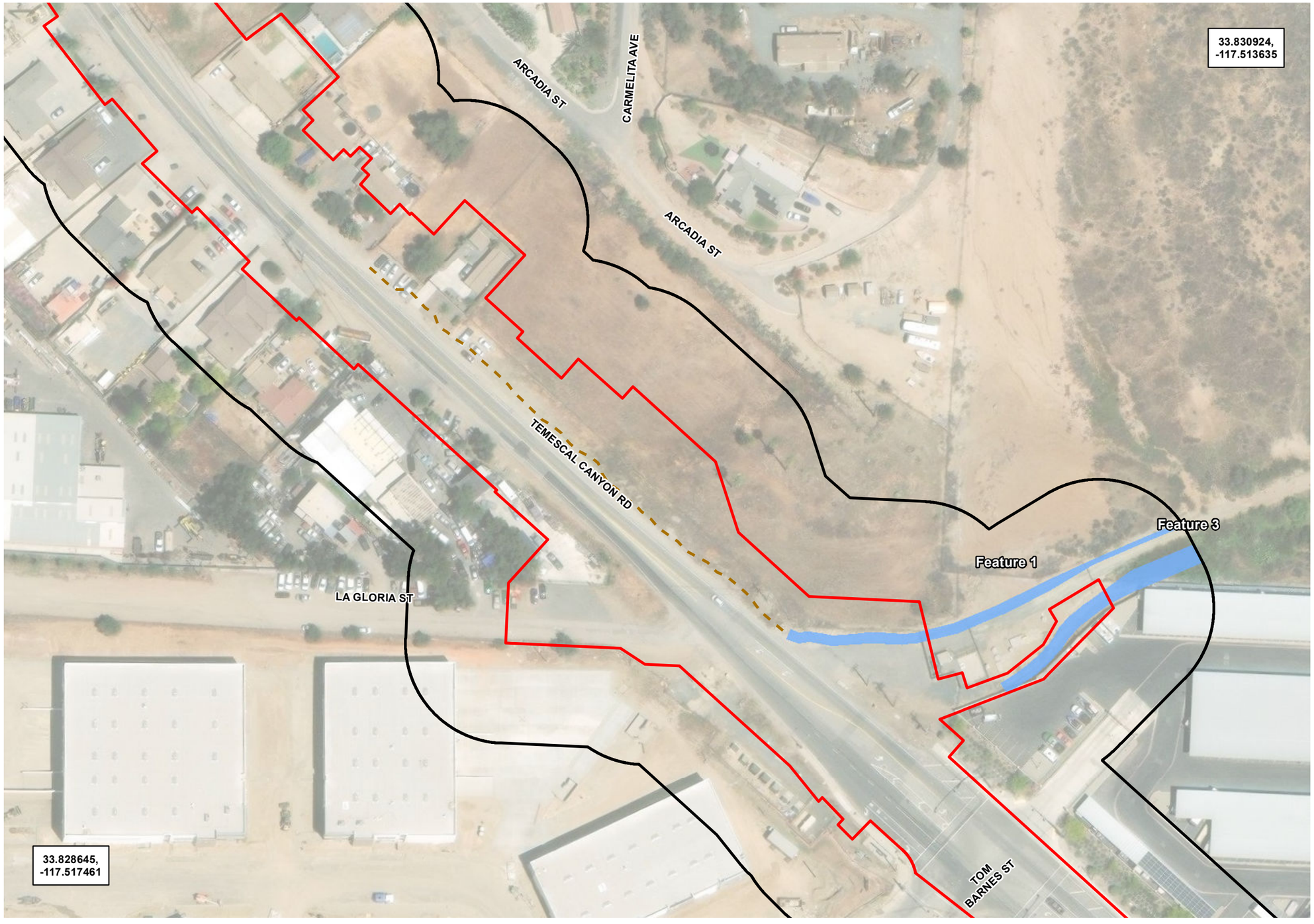
N

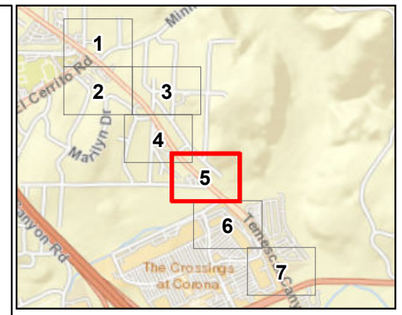
0 100 Feet

1 inch = 100 feet

Figure 2.4-4, Sheet 4 of 7
CDFW Jurisdictional Results
Temescal Canyon Road Widening Project - El Cerrito Segment

This page intentionally left blank.





Legend

- Limits of Disturbance
- Study Area (100-ft Buffer)*
- Non-Jurisdictional Swale
- Non-Jurisdictional Basin

CDFW Jurisdiction

- El Cerrito Channel**
- Riparian
- Streambed

**Note: The 100-foot buffer was expanded following LOD refinements; follow-up field surveys for jurisdictional aquatic resources were completed in the revised buffer.*

***Note: The scope of work does not include any review, environmental studies, evaluations, or analysis related to the existing El Cerrito Channel, as improvements to this channel (i.e., undergrounding) were completed in May 2024 under a separate project independent of this Project, and the Project would not result in any impacts on the channel. The portion of El Cerrito Channel between Temescal Canyon Road and Quebec Avenue has since been constructed and is no longer open air.*

P:\DOCTROSSO\Projects_1\RCTD\TemescalCanyonRoad\Figures\NES\MXD\[8_CDFW_JDmod_Data_Page_2].mxd User: sbeck Date: 7/9/2024

N

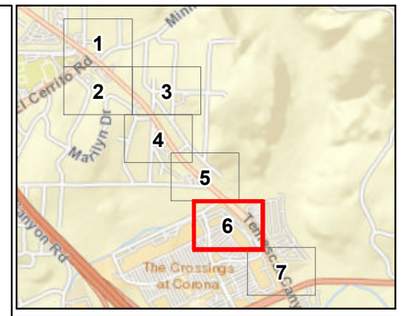
0 100 Feet

1 inch = 100 feet

Figure 2.4-4, Sheet 5 of 7
CDFW Jurisdictional Results
Temescal Canyon Road Widening Project - El Cerrito Segment

This page intentionally left blank.





Legend

- Limits of Disturbance
- Study Area (100-ft Buffer)*
- Non-Jurisdictional Swale
- Non-Jurisdictional Basin

CDFW Jurisdiction

- El Cerrito Channel**
- Riparian
- Streambed

**Note: The 100-foot buffer was expanded following LOD refinements; follow-up field surveys for jurisdictional aquatic resources were completed in the revised buffer.*

***Note: The scope of work does not include any review, environmental studies, evaluations, or analysis related to the existing El Cerrito Channel, as improvements to this channel (i.e., undergrounding) were completed in May 2024 under a separate project independent of this Project, and the Project would not result in any impacts on the channel. The portion of El Cerrito Channel between Temescal Canyon Road and Quebec Avenue has since been constructed and is no longer open air.*

N

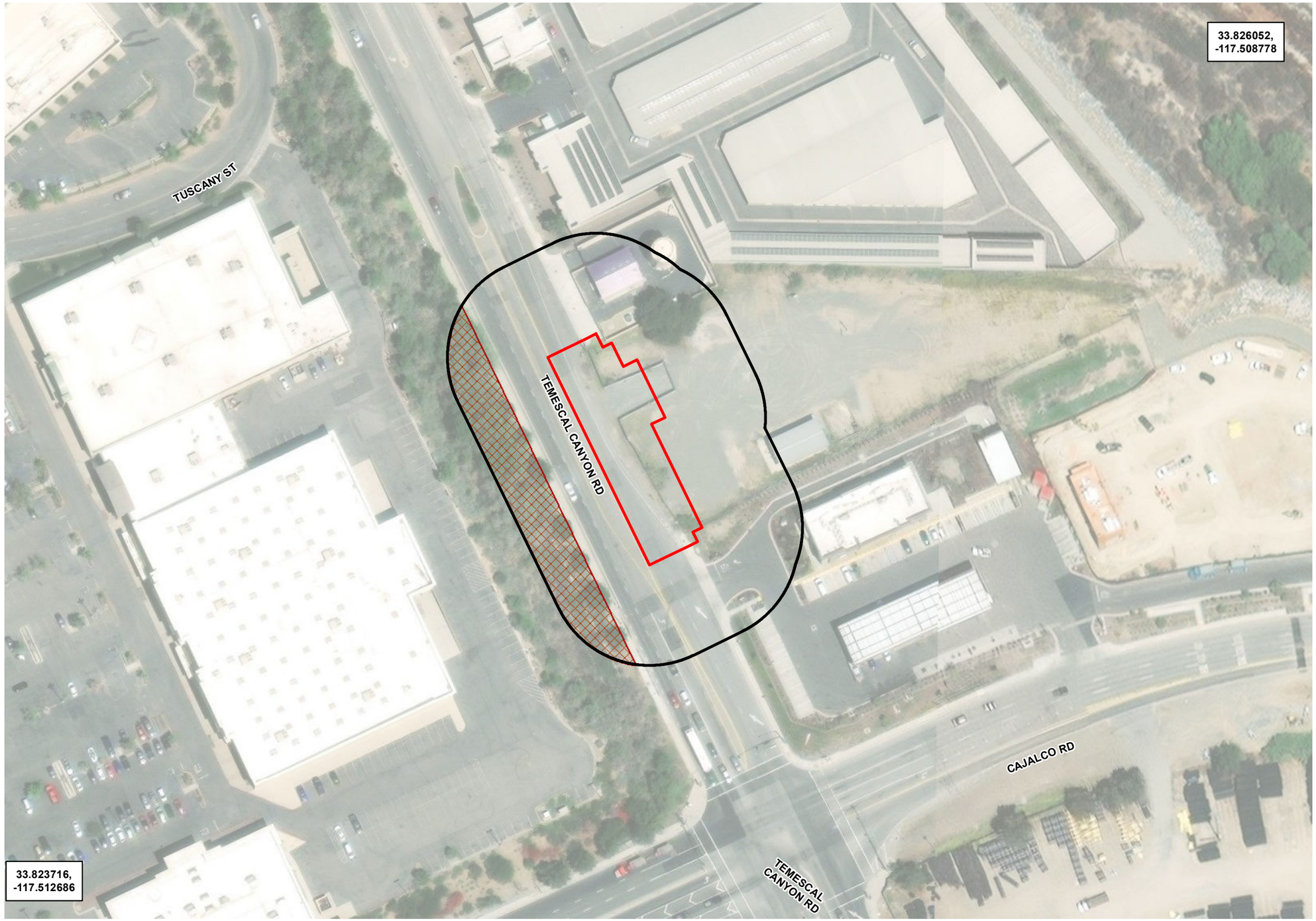
0 100 Feet

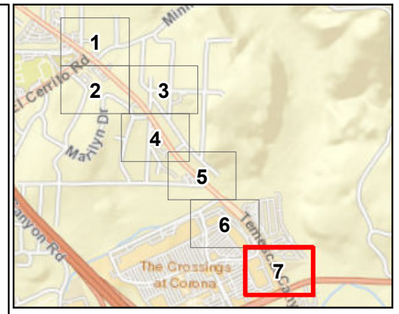
1 inch = 100 feet

D:\DOT\RDS\GIS\01\Projects_1\RCTD\TemescalCanyonRoad_Rubinen\NES\MXDs\09_CDFW_v2.mxd User: 88640 Date: 7/9/2024

Figure 2.4-4, Sheet 6 of 7
CDFW Jurisdictional Results
Temescal Canyon Road Widening Project - El Cerrito Segment

This page intentionally left blank.





Legend

- Limits of Disturbance
- Study Area (100-ft Buffer)*
- Non-Jurisdictional Swale
- Non-Jurisdictional Basin

CDFW Jurisdiction

- El Cerrito Channel**
- Riparian
- Streambed

**Note: The 100-foot buffer was expanded following LOD refinements; follow-up field surveys for jurisdictional aquatic resources were completed in the revised buffer.*

***Note: The scope of work does not include any review, environmental studies, evaluations, or analysis related to the existing El Cerrito Channel, as improvements to this channel (i.e., undergrounding) were completed in May 2024 under a separate project independent of this Project, and the Project would not result in any impacts on the channel. The portion of El Cerrito Channel between Temescal Canyon Road and Quebec Avenue has since been constructed and is no longer open air.*

N

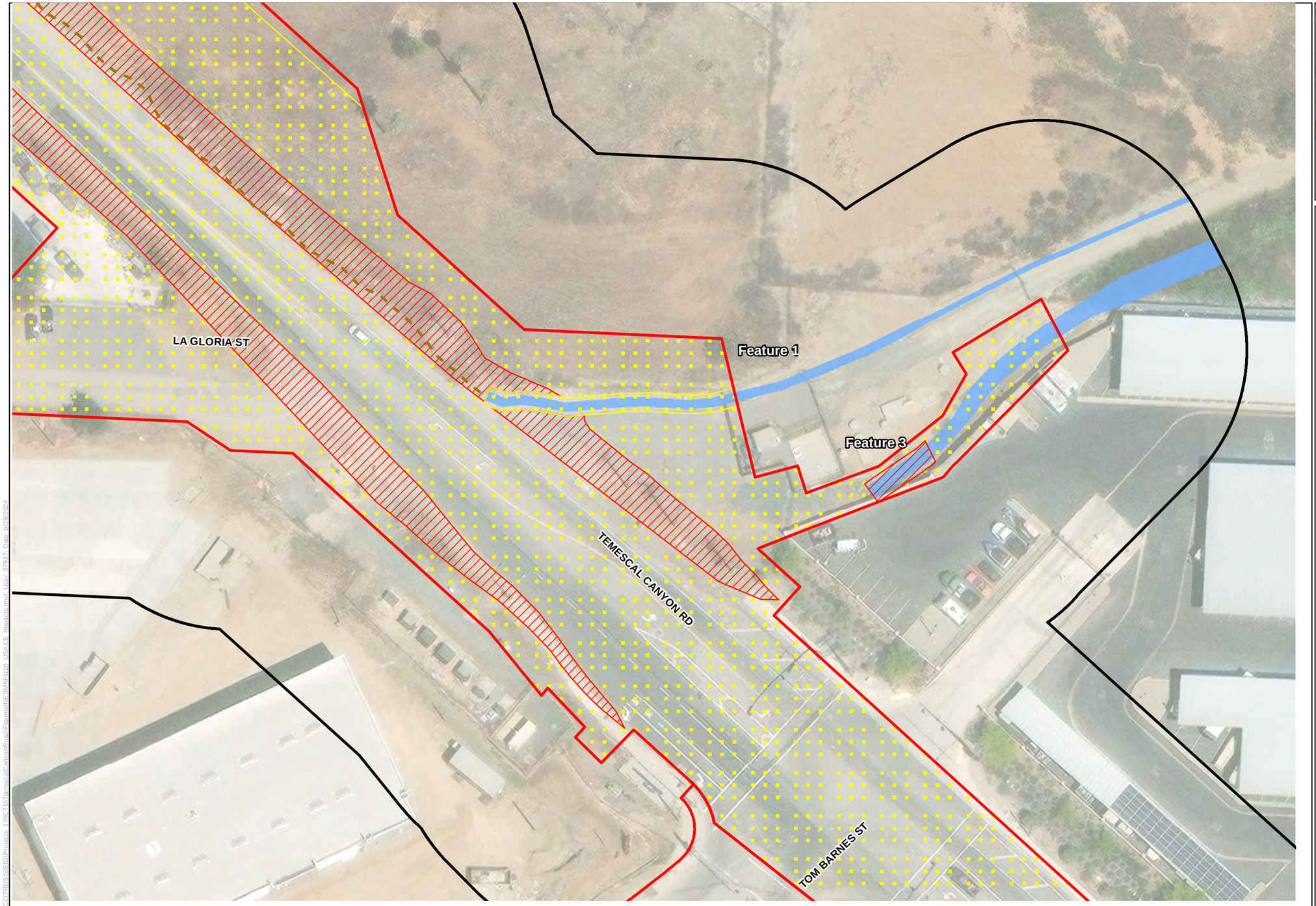
0 100 Feet

1 inch = 100 feet

D:\DOCUMENTS\GIS\01\Projects_1\ROTD\TemescalCanyonRoad\Plumas\MESM\Fig05_CDFW_JDmod_User_58640_Date_7/9/2024

Figure 2.4-4, Sheet 7 of 7
CDFW Jurisdictional Results
Temescal Canyon Road Widening Project - El Cerrito Segment

This page intentionally left blank.





Legend

- Limits of Disturbance
- Permanent Impacts
- Temporary Impacts
- Study Area (100-ft Buffer)*
- Non-Jurisdictional Swale

USACE_RWQCB Jurisdiction

- Non-wetland Waters

**Note: The 100-foot buffer was expanded following LOD refinements; follow-up field surveys for jurisdictional aquatic resources and riparian/riverine resources were completed in the revised buffer.*

N

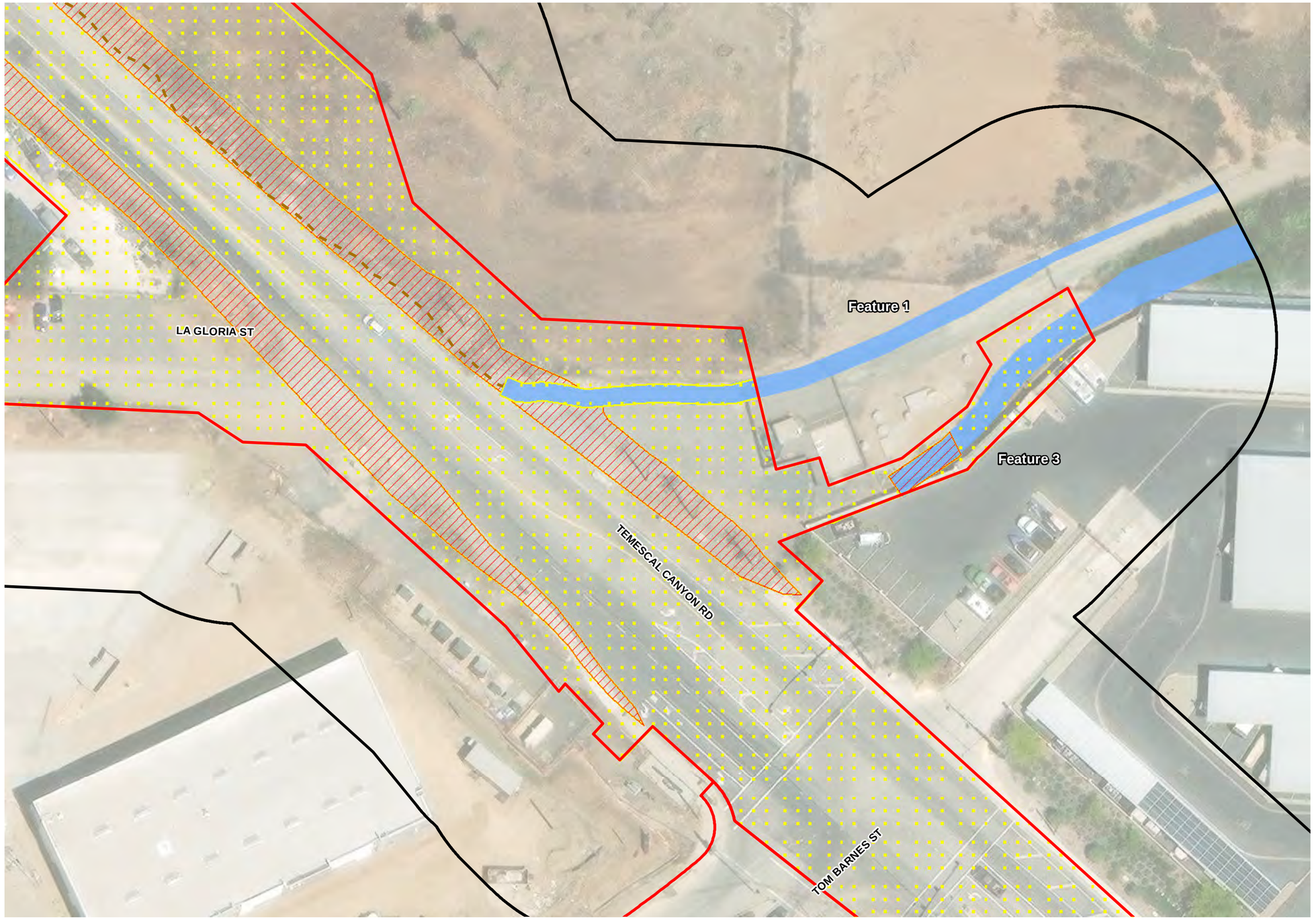
0 75 Feet

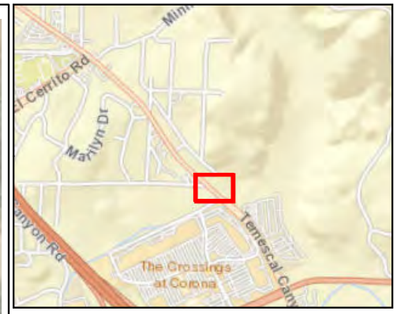
1 inch = 55 feet

Figure 2.4-5
Impacts to USACE/RWQCB Jurisdictional Results
Temescal Canyon Road Widening Project- El Cerrito Segment

D:\PCR\TRDS\SD\Projects_USCT\TemescalCanyonRoad\Figures\MXD\Fig2.0_USACE_Impacts.mxd User: 3793 Date: 6/28/2024

This page intentionally left blank.





Legend

- Limits of Disturbance
- Permanent Impacts
- Temporary Impacts
- Study Area (100-ft Buffer)*
- Non-Jurisdictional Swale

CDFW Jurisdiction

- Streambed

**Note: The 100-foot buffer was expanded following LOD refinements; follow-up field surveys for jurisdictional aquatic resources were completed in the revised buffer.*

N

0 75 Feet

1 inch = 55 feet

P:\CTDOT\SSSU\Projects_1\SCT\TemescalCanyonRoad\Figures\ESM\Fig2.4_CDFW_Impacts.mxd User: SBeck Date: 9/27/2024

Figure 2.4-6
Impacts to CDFW Jurisdictional Results
Temescal Canyon Road Widening Project- El Cerrito Segment

This page intentionally left blank.

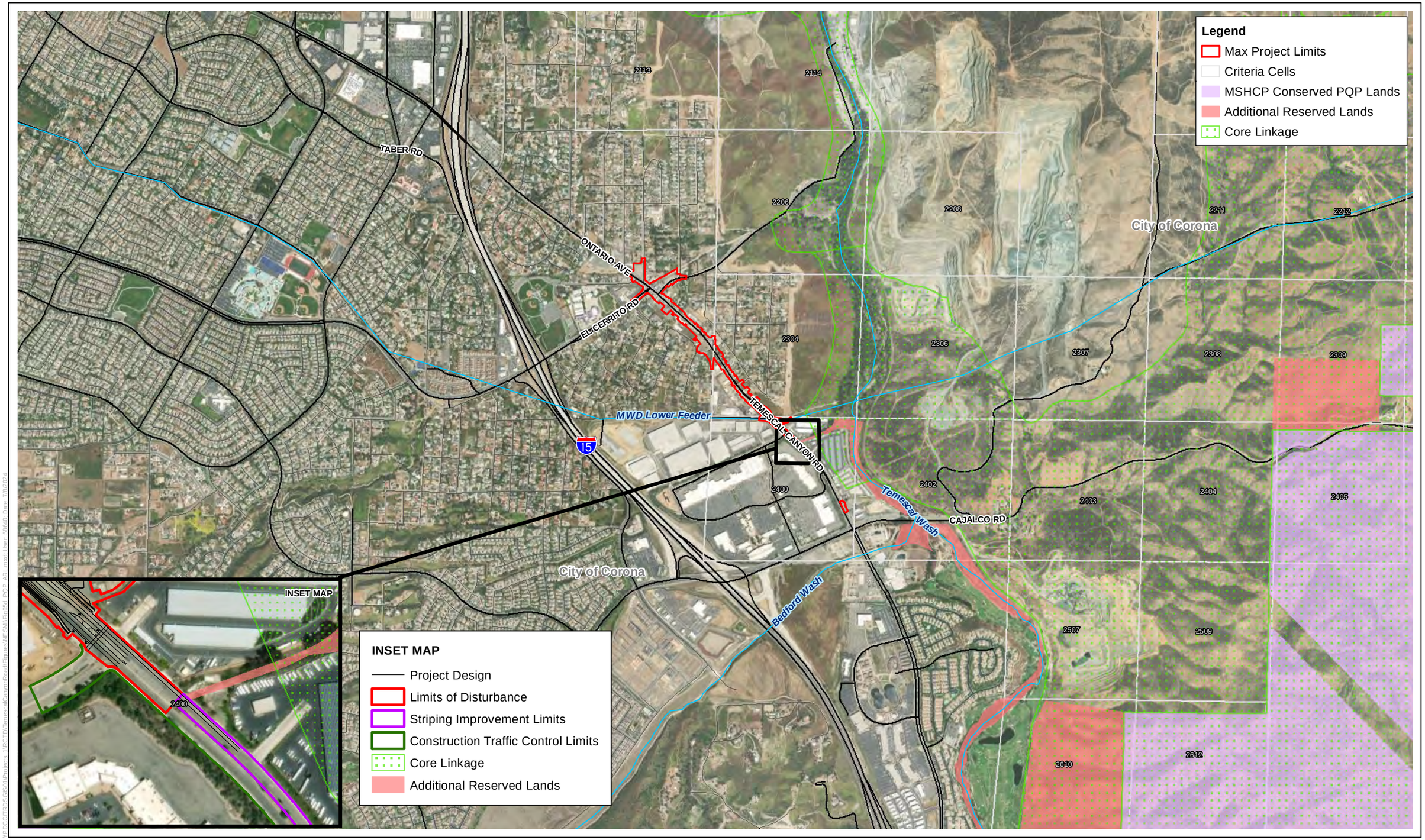
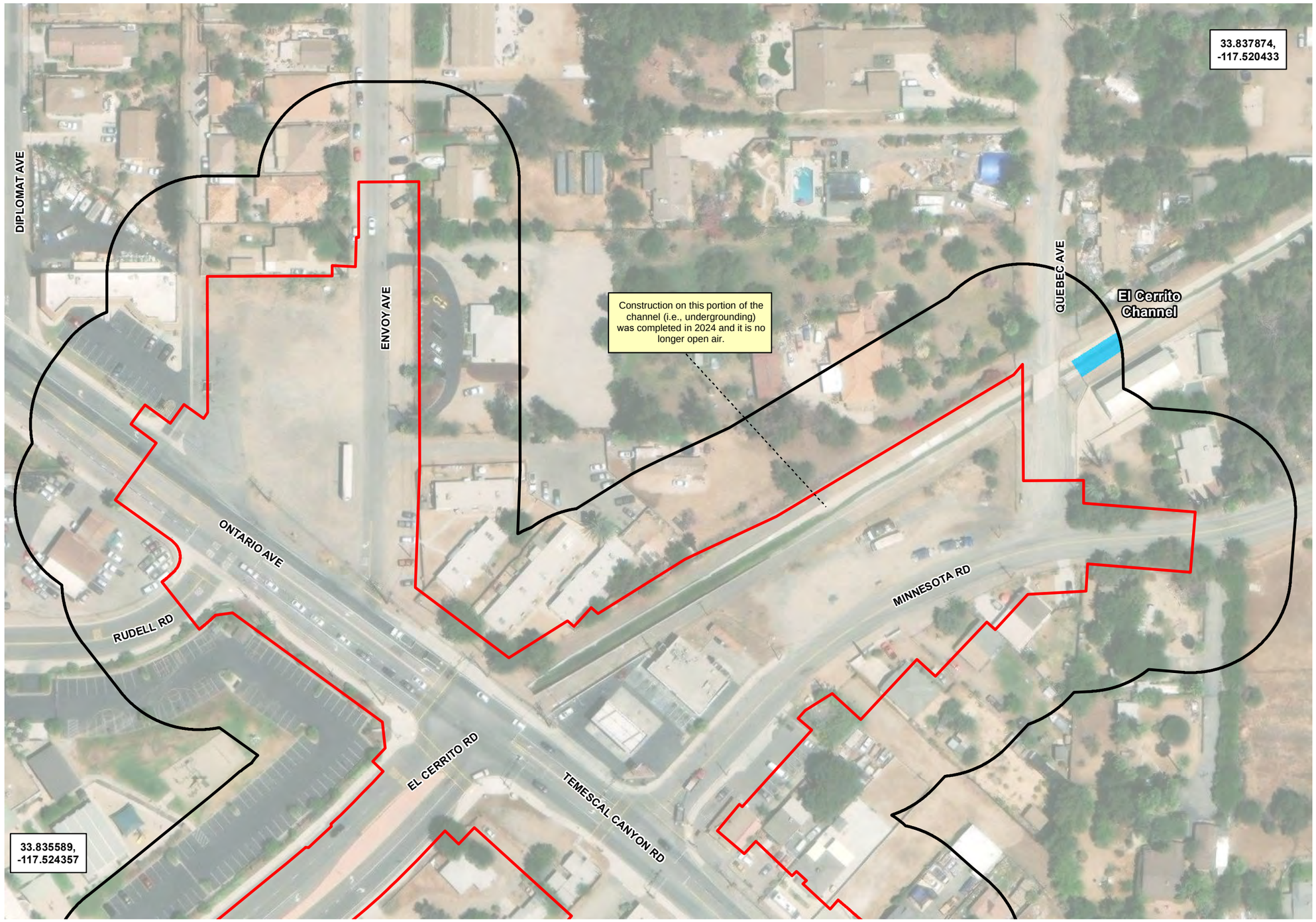
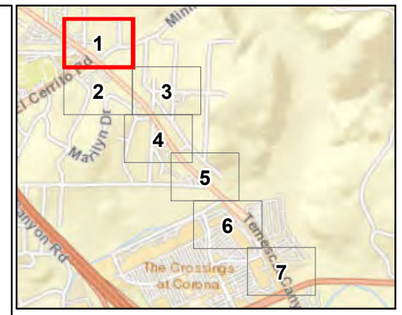


Figure 2.4-7
MSHCP Conservation Lands
Temescal Canyon Road Widening Project- El Cerrito Segment

This page intentionally left blank.





Legend

- Limits of Disturbance
- Study Area (100-ft Buffer)*

MSHCP Riparian/Riverine Resources

- Riverine**

**Note: The 100-foot buffer was expanded following LOD refinements; follow-up field surveys for jurisdictional aquatic resources were completed in the revised buffer.*

***Note: The scope of work does not include any review, environmental studies, evaluations, or analysis related to the existing El Cerrito Channel, as improvements to this channel (i.e., undergrounding) were completed in May 2024 under a separate project independent of this Project, and the Project would not result in any impacts on the channel. The portion of El Cerrito Channel between Temescal Canyon Road and Quebec Avenue has since been constructed and is no longer open air.*

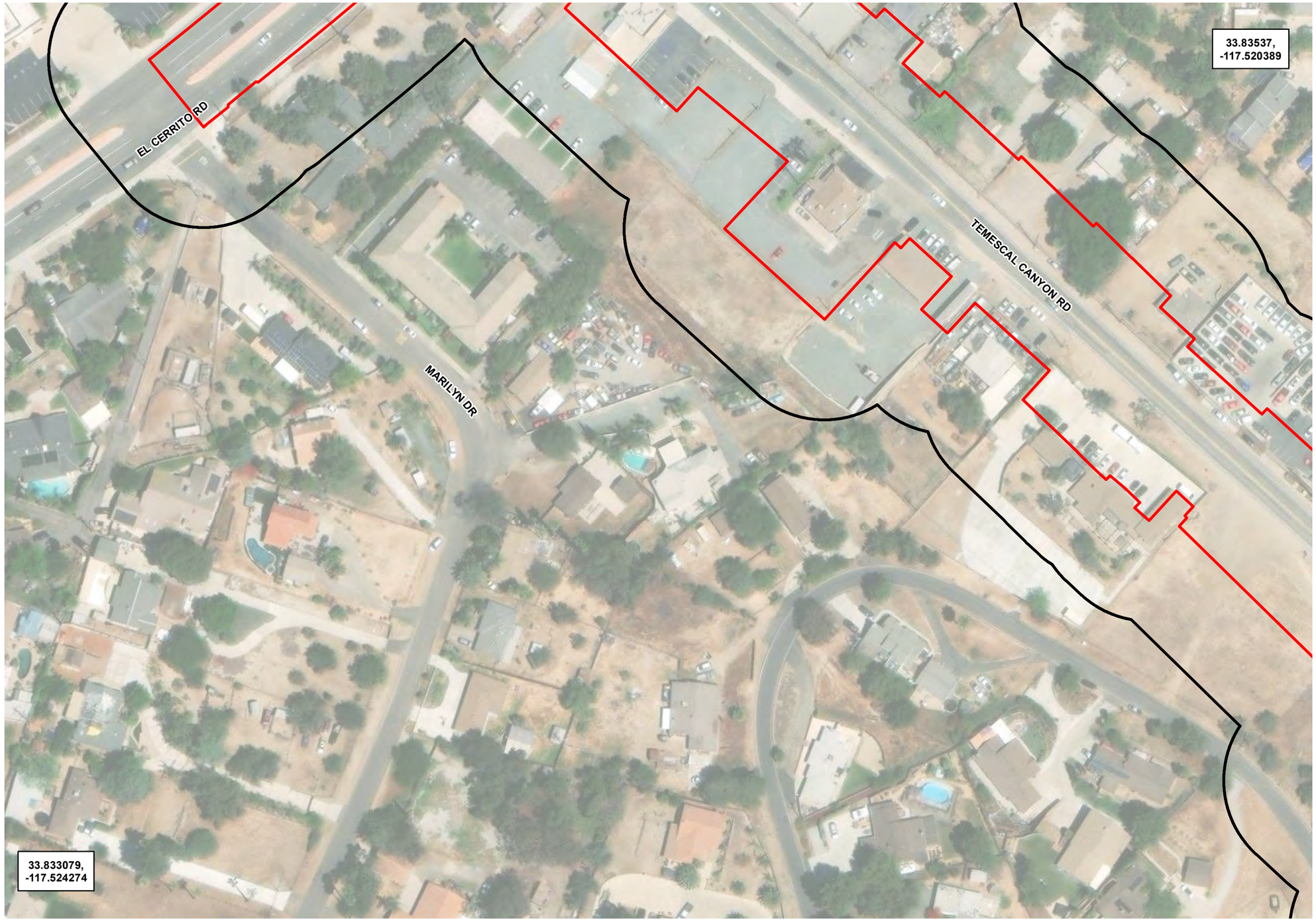
N

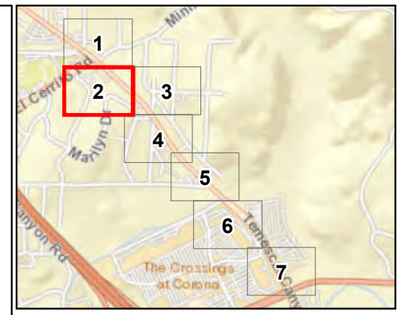
0 100 Feet

1 inch = 100 feet

Figure 2.4-8, Sheet 1 of 7
Riparian/Riverine Resources Results
Temescal Canyon Road Widening Project - El Cerrito Segment

This page intentionally left blank.





Legend

- Limits of Disturbance
- Study Area (100-ft Buffer)*

**Note: The 100-foot buffer was expanded following LOD refinements; follow-up field surveys for jurisdictional aquatic resources were completed in the revised buffer.*

***Note: The scope of work does not include any review, environmental studies, evaluations, or analysis related to the existing El Cerrito Channel, as improvements to this channel (i.e., undergrounding) were completed in May 2024 under a separate project independent of this Project, and the Project would not result in any impacts on the channel. The portion of El Cerrito Channel between Temescal Canyon Road and Quebec Avenue has since been constructed and is no longer open air.*

N

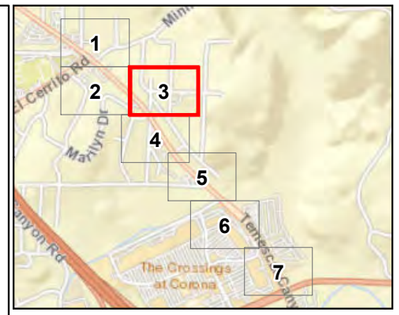
0 100 Feet

1 inch = 100 feet

Figure 2.4-8, Sheet 2 of 7
Riparian/Riverine Resources Results
Temescal Canyon Road Widening Project - El Cerrito Segment

This page intentionally left blank.





Legend

- Limits of Disturbance
- Study Area (100-ft Buffer)*
- Criteria Cells

**Note: The 100-foot buffer was expanded following LOD refinements; follow-up field surveys for jurisdictional aquatic resources were completed in the revised buffer.*

***Note: The scope of work does not include any review, environmental studies, evaluations, or analysis related to the existing El Cerrito Channel, as improvements to this channel (i.e., undergrounding) were completed in May 2024 under a separate project independent of this Project, and the Project would not result in any impacts on the channel. The portion of El Cerrito Channel between Temescal Canyon Road and Quebec Avenue has since been constructed and is no longer open air.*

N

0 100 Feet

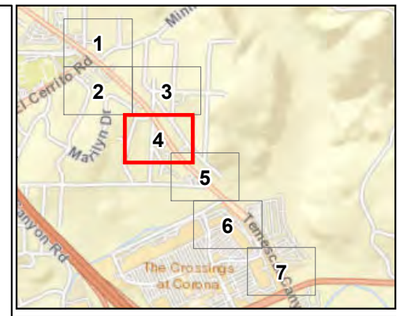
1 inch = 100 feet

DOCTRDSGIS01\Projects_1\RCTD\TemescalCanyonRoad\Figures\MXD\Fig2.8sp0rmnd_User_6840_Date_7/9/2024

Figure 2.4-8, Sheet 3 of 7
Riparian/Riverine Resources Results
Temescal Canyon Road Widening Project - El Cerrito Segment

This page intentionally left blank.





Legend

- Limits of Disturbance
- Study Area (100-ft Buffer)*
- Criteria Cells

**Note: The 100-foot buffer was expanded following LOD refinements; follow-up field surveys for jurisdictional aquatic resources were completed in the revised buffer.*

***Note: The scope of work does not include any review, environmental studies, evaluations, or analysis related to the existing El Cerrito Channel, as improvements to this channel (i.e., undergrounding) were completed in May 2024 under a separate project independent of this Project, and the Project would not result in any impacts on the channel. The portion of El Cerrito Channel between Temescal Canyon Road and Quebec Avenue has since been constructed and is no longer open air.*

N

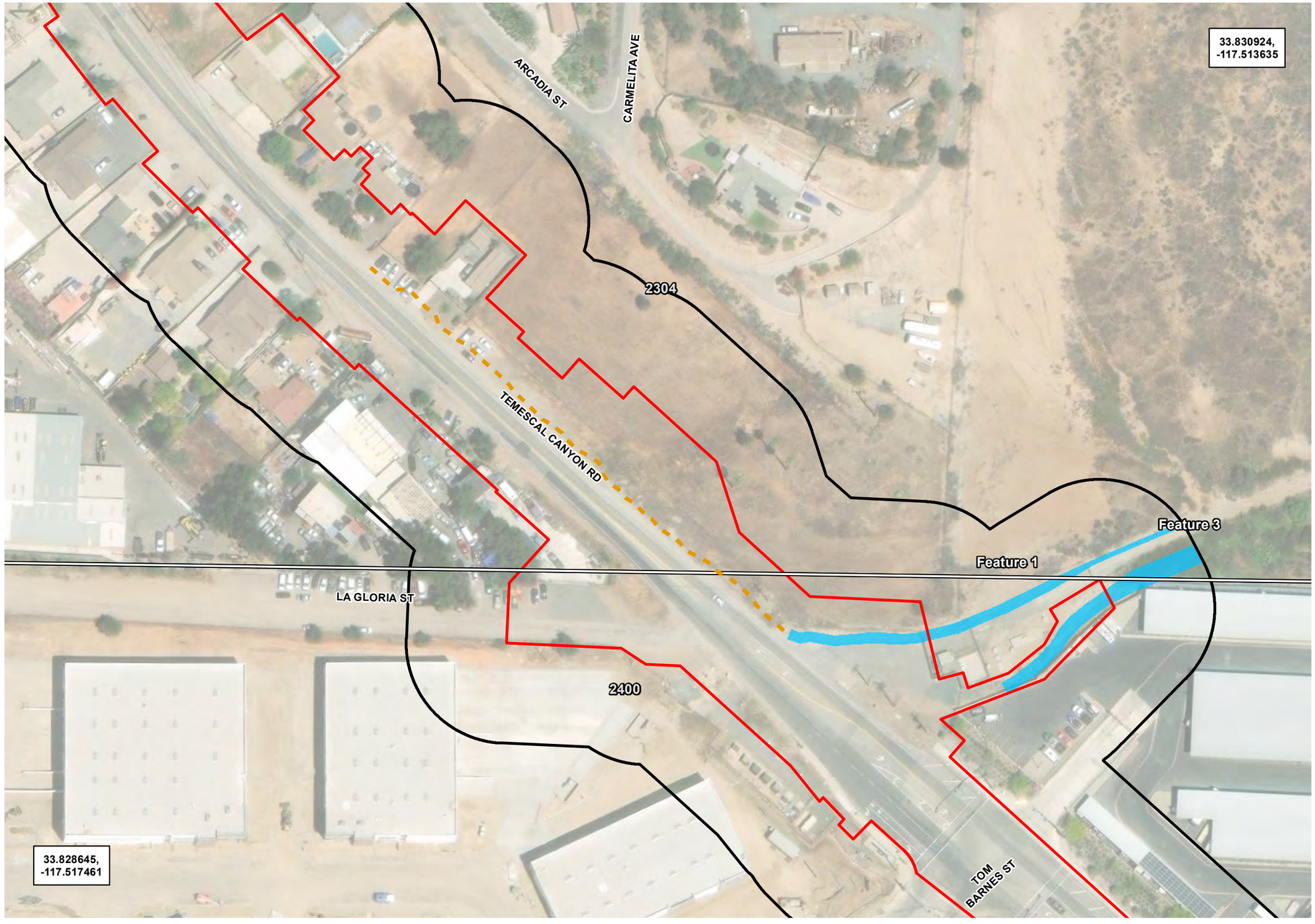
0 100 Feet

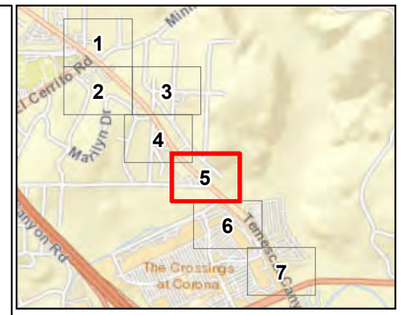
1 inch = 100 feet

DOC:\TDS\GIS\Projects_1\RCTD\TemescalCanyonRoad\Pdfs\mxd\ElSM\ElSM12_RipRpt.mxd User: 68640 Date: 7/9/2024

Figure 2.4-8, Sheet 4 of 7
Riparian/Riverine Resources Results
Temescal Canyon Road Widening Project - El Cerrito Segment

This page intentionally left blank.





Legend

- Limits of Disturbance
- Study Area (100-ft Buffer)*
- Criteria Cells
- Non-Jurisdictional Swale

MSHCP Riparian/Riverine Resources

- Riverine**

**Note: The 100-foot buffer was expanded following LOD refinements; follow-up field surveys for jurisdictional aquatic resources were completed in the revised buffer.*

***Note: The scope of work does not include any review, environmental studies, evaluations, or analysis related to the existing El Cerrito Channel, as improvements to this channel (i.e., undergrounding) were completed in May 2024 under a separate project independent of this Project, and the Project would not result in any impacts on the channel. The portion of El Cerrito Channel between Temescal Canyon Road and Quebec Avenue has since been constructed and is no longer open air.*

P:\PCC\TRDS\GIS\01Projects_USCT\01TemescalCanyonRoad\Figures\NES\MSHCP\2_RiparianInvest_Layer_5860_Date_7972024

N

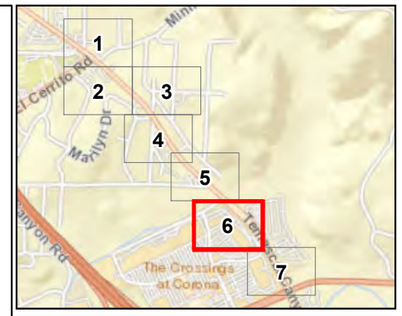
0 100 Feet

1 inch = 100 feet

Figure 2.4-8, Sheet 5 of 7
Riparian/Riverine Resources Results
Temescal Canyon Road Widening Project - El Cerrito Segment

This page intentionally left blank.





Legend

- Limits of Disturbance
- Study Area (100-ft Buffer)*
- Criteria Cells

MSHCP Riparian/Riverine Resources

- Riparian
- Riverine**

**Note: The 100-foot buffer was expanded following LOD refinements; follow-up field surveys for jurisdictional aquatic resources were completed in the revised buffer.*

***Note: The scope of work does not include any review, environmental studies, evaluations, or analysis related to the existing El Cerrito Channel, as improvements to this channel (i.e., undergrounding) were completed in May 2024 under a separate project independent of this Project, and the Project would not result in any impacts on the channel. The portion of El Cerrito Channel between Temescal Canyon Road and Quebec Avenue has since been constructed and is no longer open air.*

N

0 100 Feet

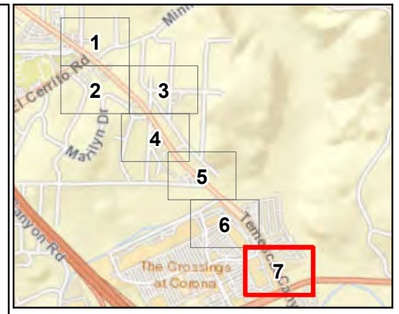
1 inch = 100 feet

P:\CCTRDS\5050\Projects_1\ECTD\TemescalCanyonRoad\Plotting\NES\MXD\F2_RipRiv.mxd User: 58640 Date: 7/8/2024

Figure 2.4-8, Sheet 6 of 7
Riparian/Riverine Resources Results
Temescal Canyon Road Widening Project - El Cerrito Segment

This page intentionally left blank.





Legend

- Limits of Disturbance
- Study Area (100-ft Buffer)*
- Criteria Cells
- Non-Jurisdictional Basin

MSHCP Riparian/Riverine Resources

- Riparian

**Note: The 100-foot buffer was expanded following LOD refinements; follow-up field surveys for jurisdictional aquatic resources were completed in the revised buffer.*

***Note: The scope of work does not include any review, environmental studies, evaluations, or analysis related to the existing El Cerrito Channel, as improvements to this channel (i.e., undergrounding) were completed in May 2024 under a separate project independent of this Project, and the Project would not result in any impacts on the channel. The portion of El Cerrito Channel between Temescal Canyon Road and Quebec Avenue has since been constructed and is no longer open air.*

N

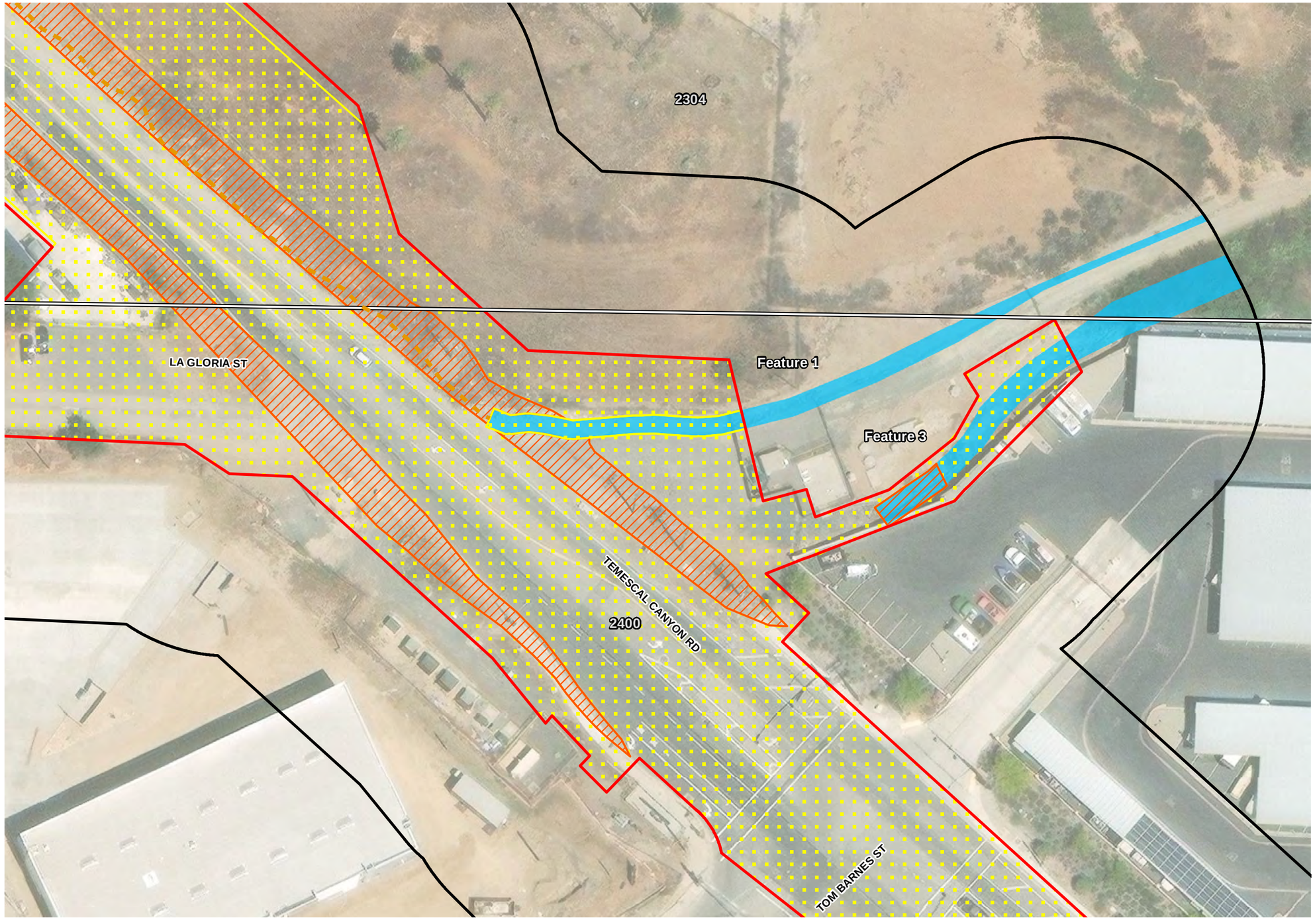
0 100 Feet

1 inch = 100 feet

D:\DOCUMENTS\GIS\01\Projects_1\RCTD\TemescalCanyonRoad\Figures\MXD\Fig12_RiparianResources_Sheet7.mxd User: RMD Date: 7/9/2024

Figure 2.4-8, Sheet 7 of 7
Riparian/Riverine Resources Results
Temescal Canyon Road Widening Project - El Cerrito Segment

This page intentionally left blank.





Legend

- Limits of Disturbance
- Study Area (100-ft Buffer)*
- Criteria Cells
- Permanent Impacts
- Temporary Impacts
- Non-Jurisdictional Swale

MSHCP Riparian/Riverine Resources

- Riverine

**Note: The 100-foot buffer was expanded following LOD refinements; follow-up field surveys for jurisdictional aquatic resources and riparian/riverine resources were completed in the revised buffer.*

N

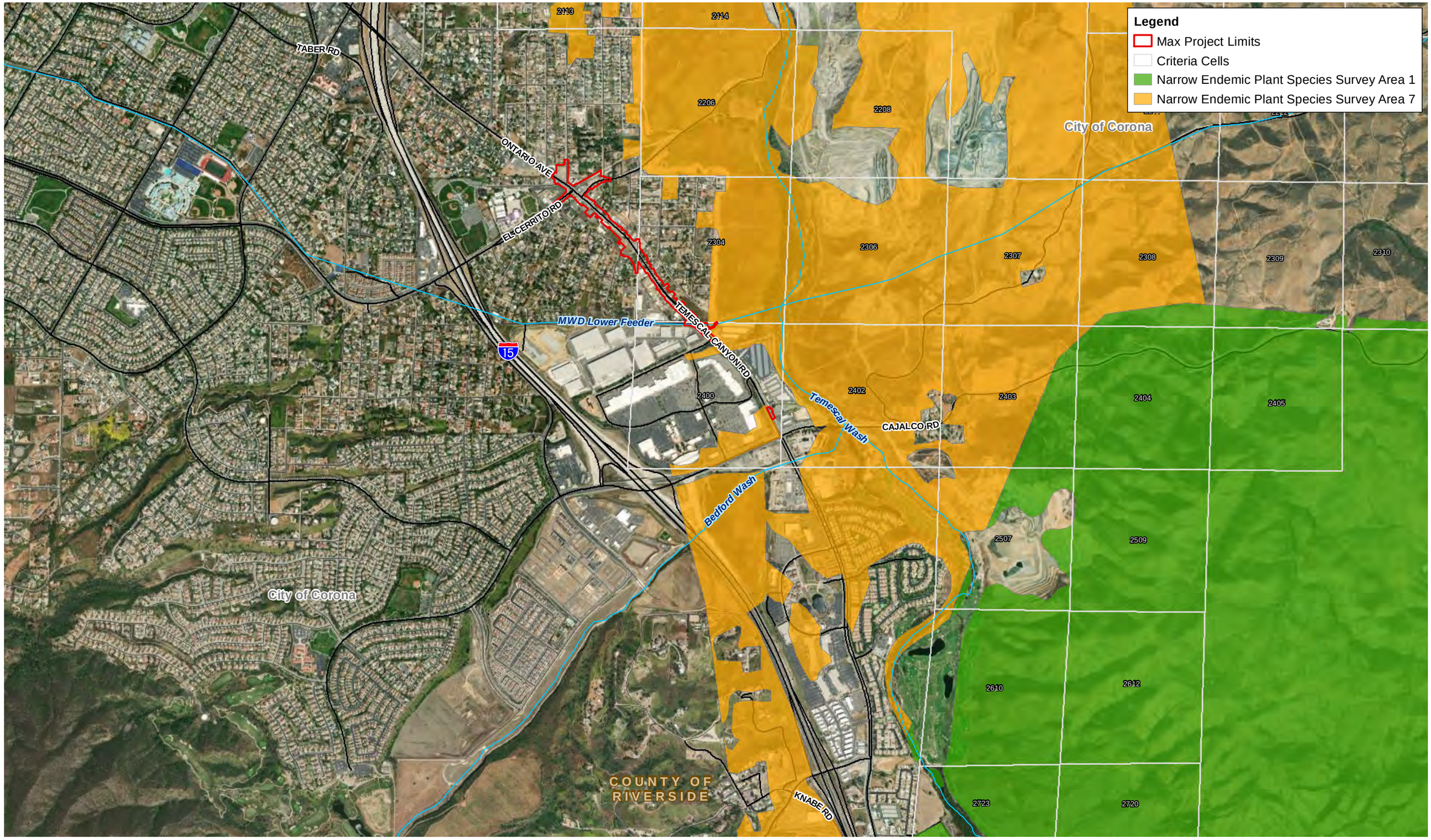
0 75 Feet

1 inch = 55 feet

Figure 2.4-9
Riparian/Riverine Resources Impacts
Temescal Canyon Road Widening Project- El Cerrito Segment

P:\CTRD\SHSD\Projects_1\EC_TD\TemescalCanyonRoad\Figures\MXD\Fig2.4_RipRiv_Impacts.mxd, User: 37937, Date: 8/28/2024

This page intentionally left blank.



0 1,000 2,000 Feet
1:20,000

N

Figure 2.4-10
MSHCP Survey Areas - Narrow Endemic Plants Survey Area
Temescal Canyon Road Widening Project- El Cerrito Segment

This page intentionally left blank.

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 Section 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

2.5.1 Regulatory Setting

California Environmental Quality Act

Historical resources are considered under CEQA, as well as California 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 December 2024 Historic Property Survey Report (HPSR) (Caltrans 2024a), December 2024 Archaeological Survey Report (ASR) (Caltrans 2024b), the December 2024 Finding of Effect (Caltrans 2024c), and the December 2023 Historic Resources Evaluation Report (HRER) (Caltrans 2023).

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.

As discussed in the HPSR, a records search was conducted at the Eastern Information Center (EIC) at the University of California, Riverside on March 11, 2021. The records search identified 12 previously recorded resources within 0.5 mile of the Area of Potential Effects (APE); four of the 12 EIC resources intersect the APE. Additional research found that Temescal Canyon Road (P-33-024785; P-33-028199) is also in the APE and was previously evaluated and determined ineligible for the NRHP and for the CRHR. The State Historic Preservation Officer (SHPO) concurred with these findings on May 26, 2023. Of the five resources (four from EIC and one from archival research) that intersect the APE, one is a prehistoric archaeological site (P-33-000883); two are historical-period archaeological resources (P-33-004112 and P-33-006439);

one is a prehistoric isolate[7] (P-33-0131480), determined to be a hammerstone/mano made of quartzite; and one is a built-environment resource, Temescal Canyon Road (P-33-024785; P-33-028199). The two historical-period resources (P-33-004112 and P-33-006439) are no longer extant within the APE. Because the extent of the disturbance could not be visually assessed outside of the Area of Direct Impact (ADI) for P-33-000883, the site was assumed NRHP-eligible for the purposes of the Project with Cultural Studies Office (CSO) approval on November 8, 2024. An ESA boundary will be established for archaeological site P-33-000883 and monitoring conducted, as included in standard measures **SM CR-3** and **SM CR-4**.

During consultation between Caltrans District 8, on behalf of FHWA, and the Pechanga Band of Luiseño Mission Indians for another nearby project, the tribe identified three Traditional Cultural Properties (TCPs): Túu'uv (TCP-1), Qaxáalku Payómik (TCP-2), and Qaxáalku Kwíimik (TCP-3). The tribe does not currently know the full extent and exact boundaries of each TCP, but together they make up a vast, undefined geographic area that intersects portions of the current Project's APE and APE vicinity. The tribe considers the TCPs to be eligible for the NRHP, and therefore the CRHR, under all four evaluation criteria. The four criteria for NRHP evaluation apply to properties:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

B. That are associated with the lives of persons significant in our past; or

C. That embody the distinctive characteristics of a type, period, or method of construction; or that represent the work of a master; or that possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded, or may be likely to yield, information important in prehistory or history.

Therefore, Caltrans District 8 assumes that the three TCPs are eligible for the NRHP under Criteria A, B, C, and D for the purposes of this Project only.

Project activities within the boundaries of *Túu'uv* (TCP-1)*, Qaxáalku Payómik* (TCP-2)*,* and *Qaxáalku Kwíimik* (TCP-3) would not alter any applicable characteristics that would convey their historic significance for qualifying them for inclusion in or eligibility for the NRHP or CRHR because there are no physical manifestations of the sites in the APE. The Project would not physically alter the TCPs such that the overall setting and integrity of the TCPs' character-defining features would be adversely affected. Although some sites that are no longer extant within the APE may represent elements of the TCPs, the condition of the sites is such that they would not be physically affected. As such, there would be no effect to these TCPs by Project construction or operation.

The remaining resources identified in the APE during the background research include one prehistoric isolate (P-33-0131480), which is outside of the ADI/APE and is exempt from evaluation; two historical-period archaeological resources (P-33-004112 and P-33-006439), which were mapped by the EIC and intersect the southern portion of the APE but have been demolished or destroyed and are no longer extant in the APE; and one built-environment

[7] *Prehistoric isolate* refers to individual or small groups of artifacts found separately from larger archaeological sites.

resource (Temescal Canyon Road, P-33-024785; P-33-028199), which was previously determined not eligible for NRHP or CRHR listing, with the SHPO concurrence. In addition, SHPO concurred on February 28, 2025, that the Project has a Finding of No Adverse Effect. Therefore, no impact on historical resources would occur because no eligible resources (other than the three TCPs and P-33-000883) are within the Project APE.

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.

As documented in the ASR, pedestrian surveys were conducted on March 1 and 17 and May 9, 10, and 11, 2023. These covered the accessible LOD because that was the area where impacts on archaeological resources (if present) could result. No resources were found during the pedestrian surveys. The one previously recorded resource, P-33-000883, which was identified within the Archaeological Survey Area/ADI,[8] was not identified during the survey in the areas mapped by the EIC; it is considered no longer extant and described further below.

The prehistoric archaeological site (P-33-000883) was originally recorded as a pre-contact lithic scatter and bedrock milling site. The original record described the site as a moderate scatter of lithic materials and a concentration of bedrock milling features. Prior site documentation provided in 2013 described the site as heavily disturbed and destroyed and in 2016 the entire site was graded for construction of a recreational vehicle storage facility including recreational vehicle parking structures and a parking lot. During the 2023 pedestrian survey conducted for the Project, the portion of the site boundary mapped within the ADI was found to be graded and more than 98 percent paved for commercial use, with a small area northeast of a water utility building remaining unpaved but heavily disturbed by previous fence installation, grading, and slope terracing. No cultural materials were observed or identified during the 2023 pedestrian survey. Because most of the site has been developed and currently paved as part of the Temescal Canyon Road alignment and adjacent commercial property, it is highly unlikely that any surface or subsurface components are intact, if any were previously present in the area. As such, there is limited potential for effects on site P-33-000883 with portions within the ADI being disturbed through extensive road construction and commercial development. No site constituents have been recorded in the western portion of the site boundary. Because the extent of the disturbance could not be visually assessed outside of the ADI, the site was assumed NRHP-eligible for the purposes of the Project with CSO approval on November 8, 2024. An ESA boundary will be established for archaeological site P-33-000883 and monitoring conducted, as included in standard measures **SM CR-3** and **SM CR-4**.

The geoarchaeological analysis conducted for this Project revealed that a limited portion (approximately 12 percent) of the ADI is on landforms (e.g., undifferentiated alluvium and alluvial fan deposits) deposited between the middle to late Holocene epoch. These areas, which are primarily in the southern portion of the ADI, would be considered to have increased sensitivity for containing buried archaeological sites. A small portion of the sensitive landforms

[8] The ADI was established as the limits of the existing ROW, temporary and permanent easements, potential staging areas, plus striping areas.

are identified as artificial fill. Although the fill is not considered sensitive with regard to cultural resources, the underlying deposits covered by the fill are considered to have increased sensitivity. Previous construction of Temescal Canyon Road, the intersecting roads and intersections, and the adjacent mixed commercial and residential properties has most likely heavily disturbed much of the surface deposits throughout the ADI and APE overall. Therefore, the potential for the Project to encounter or affect subsurface cultural materials during construction is considered low. **SM CR-1** and **SM CR-5** would be implemented if any subsurface cultural materials are encountered during construction.

No impacts on cultural resources are anticipated as a result of Project activities; therefore, the Project would not cause a change in the significance of an archaeological resource pursuant to State CEQA Guidelines Section 15064.5.

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

Less-than-Significant Impact.

Based on the results of the cultural resource record searches, surveys, and Native American consultation detailed in the HPSR and ASR, there is no evidence of human remains within the Project area that would be affected by the Project. However, although not anticipated, encounters with human remains are always a possibility in native soils. Therefore **SM CR-2** would be implemented if human remains are unexpectedly encountered during construction. Impacts are considered less than significant.

2.5.3 Avoidance, Minimization, and Mitigation Measures

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

SM CR-1: Unanticipated Discoveries

If previously unidentified cultural materials are unearthed during construction, all earthmoving activity within 60 feet of the discovery area will be diverted until a qualified archaeologist can assess the significance of the find. All unanticipated discoveries will follow the identification and communication protocols outlined in the Post-Review Monitoring and Discovery Plan.

SM CR-2: Human Remains

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the county coroner shall be contacted. Pursuant to California Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), which will then notify the Most Likely Descendant (MLD). At that time, the person who discovered the remains will contact Gary Jones, District 8 Native American Coordinator, at (909) 261-

8157 so that he may work with the MLD regarding the respectful treatment and disposition of the remains. Further provisions of California Public Resources Code Section 5097.98 are to be followed as applicable.

SM CR-3: Establish ESA and AMA

An environmentally sensitive area (ESA) boundary will enclose the protected portions of site P-33-000883 that will be closed to entry during construction. No construction activity will be allowed near P-33-000883 without the lead archaeological monitor present. An ESA fence will establish a boundary between the Area of Direct Impact (ADI) and the remainder of the site within the Area of Potential Effects (APE). The ESA fencing will be installed and checked/confirmed as accurate prior to construction. The fencing will meet the standards identified in California Department of Transportation (Caltrans) Standard Specifications (2018) Section 14-2. No excavation will occur outside of the ADI/Archaeological Monitoring Area (AMA) within the ESA. In addition, all construction personnel will be informed of historic preservation laws that protect archaeological sites from any disturbance or removal of artifacts. The Project Engineer will notify the County and Caltrans professionally qualified staff (PQS) Archaeologist or PQS-equivalent consultant archaeologist (archaeological monitor) at least 2 weeks in advance of construction activities planned to occur within the ADI/AMA to ensure that required personnel will be available to monitor and review the ESA boundary protection.

SM CR-4: Archaeological and Native American Monitoring

The County and its professionally qualified staff (PQS)-equivalent consultant archaeologist, with oversight from the California Department of Transportation (Caltrans), will be responsible for all archaeological monitoring. The PQS-equivalent consultant archaeologist will be notified when construction begins and will monitor all work within the Archaeological Monitoring Area (AMA), which is the portion of the site located in the Project Area of Direct Impact (ADI). The engineer, Riverside County Transportation Department (RCTD) lead, the archaeological monitor, and identified Native American monitor(s) will conduct a field review at least 2 weeks before the start of job-site activities. The archaeological monitor and Native American monitor(s) will monitor ground-disturbing activities within the AMA. If the environmentally sensitive area (ESA) is breached, the archaeological monitor will have the authority to immediately:

1) Stop all work within 25 feet of the ESA boundary;
2) Secure the area; and
3) Notify the Project Engineer, Caltrans District 8, and the County Project Manager.

Upon completion of construction, the PQS-equivalent consultant archaeologist will monitor the removal of the fencing and observe the backfilling of any post holes with soil removed during the installation and with approved clean fill sediments. An archaeological monitoring report will be completed detailing the results of the monitoring efforts when the monitoring effort has been terminated.

SM CR-5: Unanticipated Discoveries

In the unlikely event that unanticipated discoveries are encountered during Project activities and the nature of the find is found to be significant by the California Department of Transportation (Caltrans) District professionally qualified staff (PQS), in accordance with Caltrans policy and the Caltrans 2022 Standard Specifications, the District shall notify the Cultural Studies Office (CSO), the State Historic Preservation Officer (SHPO), and notified parties within 48 hours of the discovery. Caltrans will then invite the notified parties to be involved in resolving the discovery in accordance with 36 Code of Federal Regulations 800.13(b), 800.13(b)(3), and 800.13(c). Further provisions of the Caltrans 2022 Standard Specifications 14 2.03 are to be followed as appropriate.

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

California Environmental Quality Act

State CEQA Guidelines Section 15126.2(b) and Appendix F, *Energy Conservation*, require an analysis of a project's energy use to determine whether a project may result in significant environmental effects due to wasteful, inefficient, or unnecessary use of energy or wasteful use of energy resources.

California Energy Commission

The California Energy Commission (CEC) is the State's primary energy policy and planning agency. Created by the legislature in 1974, the commission has five major responsibilities:

- Forecasting future energy needs and keeping historical energy data
- Licensing thermal power plants 50 megawatts or larger
- Promoting energy efficiency through appliance and building standards
- Developing energy technologies and supporting renewable energy
- Planning for and directing the State's response to energy emergencies

Senate Bill (SB) 1389 (Chapter 568, Statutes of 2002) requires the commission to prepare a biennial integrated energy policy report to assess major energy trends and issues facing the State's electricity, natural gas, and transportation fuel sectors. The report also provides policy recommendations to conserve resources, protect the environment, and ensure reliable, secure, and diverse energy supplies. The Final 2023 Integrated Energy Policy Report was issued in February 2024 (CEC 2024).

Southern California Association of Governments

SCAG serves as the MPO for the region. The 2024–2050 RTP/SCS, adopted in 2024, and the Regional Comprehensive Plan are tools used for identifying the transportation priorities of the Southern California region. The policies and goals of both plans focus on the need to coordinate

land use and transportation decisions to manage travel demand within the region. The Regional Comprehensive Plan lays out a strategy to reverse the current energy trends and diversify energy supplies to create clean, stable, and sustainable sources of energy. This strategy includes the reduction of fossil fuel consumption and an increase in the use of clean, renewable technologies.

County of Riverside General Plan

The County of Riverside General Plan Multipurpose Open Space and Air Quality Elements establish the following applicable policies (County of Riverside 2015, 2018):

- **Policy OS 11.1** Enforce the state Solar Shade Control Act, which promotes all feasible means of energy conservation and all feasible uses of alternative energy supply sources.
- **Policy OS 16.3** Implement public transportation systems that utilize alternative fuels when possible, as well as associated urban design measures that support alternatives to private automobile use.
- **Policy OS 16.8** Promote coordination of new public facilities with mass transit service and other alternative transportation services, including bicycles, and design structures to enhance mass transit, bicycle, and pedestrian use.
- **Policy AQ 4.1** Require the use of all feasible building materials/methods which reduce emissions.
- **Policy AQ-9.2** Attain performance goals and/or VMT reductions which are consistent with SCAG's Growth Management Plan.
- **Policy 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.
- **Policy AQ 29.2** The County shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions through improving energy efficiency for County facilities and operations.

    a. Improve the energy efficiency of all existing and new County buildings.

    b. Improve the energy efficiency of County infrastructure operation (roads, water, waste disposal and treatment, buildings, etc.)

    c. Decrease energy use through incorporating renewable energy facilities (such as, solar array installations, individual wind energy generators, geothermal heat sources) on County facilities where feasible and appropriate.

2.6.2 Discussion of Environmental Evaluation Question 2.7: Energy

The following discussions are based on information from the Temescal Canyon Road Widening Project – El Cerrito Segment Air Quality Report (Caltrans 2024).

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.

The Project would use a minimal amount of energy relative to overall energy consumption in Riverside County during proposed construction activities, such as grubbing, land clearing, grading, excavation, paving, and other construction-related activities. Construction-related effects on energy would most likely be greatest during the grading/excavation phase because of energy use associated with the excavation, handling, and transport of soils to and from the site. Energy consumed during construction would be temporary in nature and would not represent a significant demand on energy resources. Construction of the Project would require construction equipment, vehicles, and workers to complete the Project in a time- and cost-efficient manner. There are no unusual Project characteristics that would necessitate the use of construction equipment, building materials, or methods that would be less energy efficient than those at comparable construction sites in the region or state. Construction activities would be short term in duration and would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during Project construction. Therefore, no impacts are anticipated.

During operation, the Project would increase traffic capacity. It is expected to improve operational efficiency for traffic in the Project area, but it would not create new energy demand, directly or indirectly. Temescal Canyon Road is a congested corridor with traffic delays due to overflow traffic from the nearby I-15 during peak hours. The Project would increase traffic capacity to accommodate overflow traffic from I-15 and reduce traffic delays. As such, operation of the Project is not expected to result in a wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, no impacts are anticipated.

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

No Impact.

The Project is identified in SCAG's 2024–2050 RTP/SCS under project number 3A04WT197-RIV150901A and incorporated into SCAG 2023 FTIP Amendment #23-26 under project number RIV150901A, signifying that the Project's operational emissions conform to the SIP (SCAG 2024). The 2023 FTIP was adopted by SCAG on October 6, 2022, and found to conform by FHWA and FTA on December 16, 2022. In addition, the Build Alternative directly supports the 2024–2050 RTP/SCS mobility and accessibility performance outcome by reducing vehicle delay and congestion. Because the Project is listed, as currently proposed, in the region's conforming SCAG 2024–2050 RTP/SCS and 2023 FTIP regional transportation planning documents, Project energy consumption is considered consistent with applicable regional energy plans.

As summarized above, although temporary energy impacts could occur during construction of the Project, the total indirect energy impacts would not be substantial at the regional level, and the total Project impact on regional energy supplies would be minor. As such, the Project would

not conflict with or obstruct a State or local renewable energy or energy efficiency plan. Therefore, no impacts are anticipated.

2.6.3 Avoidance, Minimization, or Mitigation Measures

No AMMs are required.

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

California Environmental Quality Act

For geologic and topographic features, the applicable federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects "outstanding examples of major geological features." Topographic and geologic features are also protected under CEQA.

Earthquakes are prime considerations in the design and retrofit of structures. Caltrans' Office of Earthquake Engineering is responsible for assessing the seismic hazard for Caltrans projects. For more information, please see Caltrans' Division of Engineering Services, Office of Earthquake Engineering, Seismic Design Criteria.

Paleontology is a natural science focused on the study of ancient animal and plant life as preserved in the geologic record as fossils. Under California law, paleontological resources are protected by CEQA.

California Public Resources Code

The California PRC Section 5097.5 provides protection for paleontological resources on public lands in California, which are defined as lands owned by, or under the jurisdiction of, the State or any city, county district, authority, public corporation, or agency thereof. Under PRC Section 5097.5, it is a misdemeanor for a person to knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any vertebrate paleontological site, including fossilized footprints, or any other paleontological feature situated on public lands without the express permission of the public agency having jurisdiction of the lands.

County of Riverside

The Multipurpose Open Space Element of the County of Riverside General Plan (2015) includes the following policies to ensure that paleontological resources are appropriately considered:

- **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.
- **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.
- **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.
- **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.

City of Corona

The Historic Resources Element of the City of Corona General Plan (2020) includes a goal (HR-3) to recognize the importance of paleontological resources and ensure the identification and protection of those resources within the city of Corona through implementation of the following two policies:

- **HR-3.6:** Any project that involves earth-disturbing activities in soil or rock units known or reasonably suspected to be fossil-bearing shall require monitoring by a qualified paleontologist retained by the project applicant for the duration of excavation or trenching.

- **HR-3.7:** Paleontological resources found prior to or during construction shall be evaluated by a qualified paleontologist, and appropriate mitigation measures applied, pursuant to Section 21083.2 of CEQA, before the resumption of development activities. Any measures applied shall include the preparation of a report meeting professional standards, which shall be submitted to the Riverside County Museum of Natural History.

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.

No Impact.

No documented active faults are in the vicinity of the Project; therefore, fault rupture is unlikely to occur during Project implementation. In addition, the Project area is not within a State Alquist-Priolo Earthquake Fault Hazard Zone (California Geological Survey 2024), and Project features would not include new structures meant for human occupancy within 50 feet of an active fault. The Project LOD is approximately 1.8 miles from the nearest Alquist-Priolo Earthquake Fault Zone (part of the Elsinore Fault Zone). As such, people or structures would not be exposed to substantial adverse effects from rupture of a known earthquake fault. No impact would occur.

a.ii) Strong seismic ground shaking?

No Impact.

As with most of Southern California, the Project site would be subject to strong ground shaking in the event of a major earthquake. Strong seismic shaking effects on the Project area (resulting from large earthquakes originating from nearby faults) can include landslides, ground cracking, and settlement. These effects are a possibility throughout Southern California and dependent on the distance between the Project area and the causal fault and on-site geology. The closest major active faults zones that could produce these effects in the Project area include the Elsinore Fault Zone, San Jacinto Fault Zone and San Andreas Fault Zone, although there are smaller faults with less information about them nearby (see Figure 2.7-1). The Glen Ivey North fault is the closest active fault (approximately 1.8 miles from the Project area); therefore, the Project could be subject to future seismic shaking and strong ground motion resulting from seismic activity. Implementation of the Project would not result in a significant increase in the seismic ground shaking risk compared with existing conditions.

The Project intends to widen Temescal Canyon Road from north of El Cerrito Road to Tom Barnes Street, along with a 200-foot segment of the road north of Cajalco Road. As such, people

or structures would not be exposed to substantial adverse effects from rupture of a known earthquake fault. The Project would be required to adhere to standard seismic design practices. Furthermore, operation of the Project is not anticipated to exacerbate existing geological conditions. No impact would occur.

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

No Impact.

Liquefaction occurs when saturated, low-density loose material (e.g., sand or silty sand) is weakened and transformed from a solid to a near-liquid state as a result of increased pore water pressure, which is caused by strong ground motion from an earthquake. Liquefaction generally occurs in areas underlain by silt and fine sand where shallow groundwater exists.

The Glen Ivey North fault could cause seismic shaking and strong ground motion at the Project site; however, the Project site is not anticipating seismically related ground failure. As can be seen in Figure 2.7-1, portions of the Project site are in areas designated as liquefication zones. However, the Project involves roadway widening and improvements. The Project would not include structures meant for human occupancy. In addition, the Project would be required to adhere to standard seismic design practices, thereby further reducing the potential for seismically related impacts. The potential risk would be similar to, if not the same as, existing conditions. No impact would occur.

a.iv) Landslides?

No Impact.

Landslides generally occur where slopes are steep and/or soils lack cohesiveness. As mentioned, the Glen Ivey North fault could cause seismic shaking and strong ground motion at the Project site; however, the property is not within a California Geological Survey "zone of required investigation" for landslides (California Geological Survey 2024). In addition, as can be seen in Figure 2.7-1, the Project LOD is mapped as an area with low susceptibility to landslides by the County of Riverside. Construction and operation of the Project is not anticipated to exacerbate current geologic conditions. The potential risk would be similar to existing conditions. No impact would occur.

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

Less than Significant.

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. The Project would comply with the Statewide Construction General Permit (SWRCB 2024), which requires implementation of a SWPPP to address erosion and sedimentation at the Project site during construction activities. Temporary BMPs, such as silt fences, straw waddles, sediment traps, gravel sandbag barriers, or other effective BMPs, would be implemented (as necessary) to control runoff and erosion during construction activities. Implementation of erosion and sediment control BMPs would prevent

substantial soil erosion and sedimentation from exposed soils during construction. Moreover, the Project is a roadway widening and improvements project; it would not include any long-term feature that would expose Project area soils to erosional processes during operations. 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.

Collapsible soils are those that undergo settlement upon wetting, even without the application of additional load, which occurs when water weakens the bonds between soil particles and reduces the bearing capacity of that soil (known as hydrocompaction). Collapsible soils are typically associated with alluvial fans, windblown materials, or colluvium. Soil collapse can occur when the land surface is saturated to depths greater than those reached by typical rain events. This saturation eliminates the clay bonds that hold the soil grains together. Land subsidence in California generally occurs in areas where fluid (petroleum and groundwater) removal has occurred; in arid areas, this is due to hydrocompaction of loose near-surface soils (USGS n.d.). Land subsidence is a gradual settling or sudden sinking of the surface, owing to subsurface movement of ground material.

The potential for liquefaction and landslides is discussed above under Response "a." Although it is possible that unstable geologic units or soils are found within the Project area's subsurface, the Project is a roadway widening and improvements project; it would not result in a significant number of people or structures for the short or long term. In addition, the Project is required to adhere to standard seismic design practices. Moreover, the potential risk would be similar to existing conditions. 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 are typically composed of clays. They can undergo a volume change with changes in moisture content and expand and soften when wet and harden when dry. If not properly considered prior to the construction of structures, this expansive behavior can damage foundations and other building components.

Although it is possible that soils with expansive characteristics are found in the Project area, the Project is a roadway widening and improvements project; it would not result in a significant number of people or structures for the short or long term. In addition, the Project is required to adhere to standard seismic design practices. As described, the potential risk would be similar to existing conditions. 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.

The Project would widen Temescal Canyon Road. As such no septic tanks or alternative wastewater disposal systems are being proposed as part of the Project. No impact would occur.

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

Less than Significant.

The Project is a roadway widening and improvements project; it would not involve significant soil disturbance, nor would it include soil disturbance at depths that would typically contain a unique paleontological resource.

The surface of the Project LOD is mapped primarily as late to middle Pleistocene-age old alluvial fan deposits (Qofg), with smaller portions of Holocene- and late Pleistocene-age young axial channel deposits (Qyag); Holocene- and late Pleistocene-age young alluvial fan deposits (Qyfbg); late to middle Pleistocene-age old axial channel deposits (Qoa); and late to middle Pleistocene-age old alluvial valley deposits (Qova). although not mapped within the boundaries of the Project site, modern artificial fill; middle to early Pleistocene-age very old alluvial fan deposits, unit 3 (Qvof3); Cretaceous-age Cajalco Pluton monzogranite (Kcg); and Cretaceous-age gabbro (Kgb) may also be encountered during Project construction. The modern artificial fill deposits and Holocene-age layers of the Holocene- and late Pleistocene-age young axial channel deposits (Qyag) and young alluvial deposits (Qyfbg) are considered to have a low paleontological sensitivity due to their disturbed nature and relatively young age. The Pleistocene-age deposits, including the Pleistocene-age layers of the Holocene- and late Pleistocene-age young axial channel deposits (Qyag) and young alluvial deposits (Qyfbg), the late to middle Pleistocene-age old alluvial fan deposits (Qofg), old axial channel deposits (Qoa), old alluvial valley deposits (Qova), and the middle to early Pleistocene-age very old alluvial fan deposits, unit 3 (Qvof3), all have high paleontological sensitivity because similar Pleistocene-age deposits have produced significant Ice Age taxa throughout Riverside County. The Cretaceous-age Cajalco Pluton monzogranite (Kcg) and gabbro (Kgb), which may be encountered in the subsurface of the Project site, are considered to have no sensitivity for paleontological resources because these igneous rocks formed by crystallization of magma beneath the Earth's surface.

In order to address the potential for a discovery of paleontological resources, should they be uncovered during construction, a Paleontological Mitigation Plan (PMP), as described below in Section 2.7.3, *Avoidance, Minimization, and Mitigation Measures*, under **SM GEO-1**, would be implemented for Project construction, requiring paleontological monitoring for ground-disturbing activities in areas mapped at the surface as late to middle Pleistocene-age old alluvial fan deposits (Qofg), late to middle Pleistocene-age old axial channel deposits (Qoa), late to middle Pleistocene-age old alluvial valley deposits (Qova), and middle to early Pleistocene-age very old alluvial fan deposits, unit 3 (Qvof3); the measure would also apply to ground

disturbance greater than 5 feet deep in areas mapped at the surface as Holocene- and late Pleistocene-age young axial channel deposits (Qyag) and young alluvial fan deposits (Qyfbg). Implementation of this PMP would reduce potential adverse impacts on paleontological resources as a result of Project-related construction and grading to a less-than-significant level, in accordance with CEQA. Impacts would be less than significant.

Paleontological monitoring is not required during any ground-disturbing activities determined to be entirely within modern artificial fill, Holocene-age layers of the Holocene- to late Pleistocene-age young axial channel deposits (Qyag) and young alluvial fan deposits (Qyfbg), Cretaceous-age Cajalco Pluton monzogranite (Kcg), or Cretaceous-age gabbro (Kgb).

2.7.3 Avoidance, Minimization, and Mitigation Measures

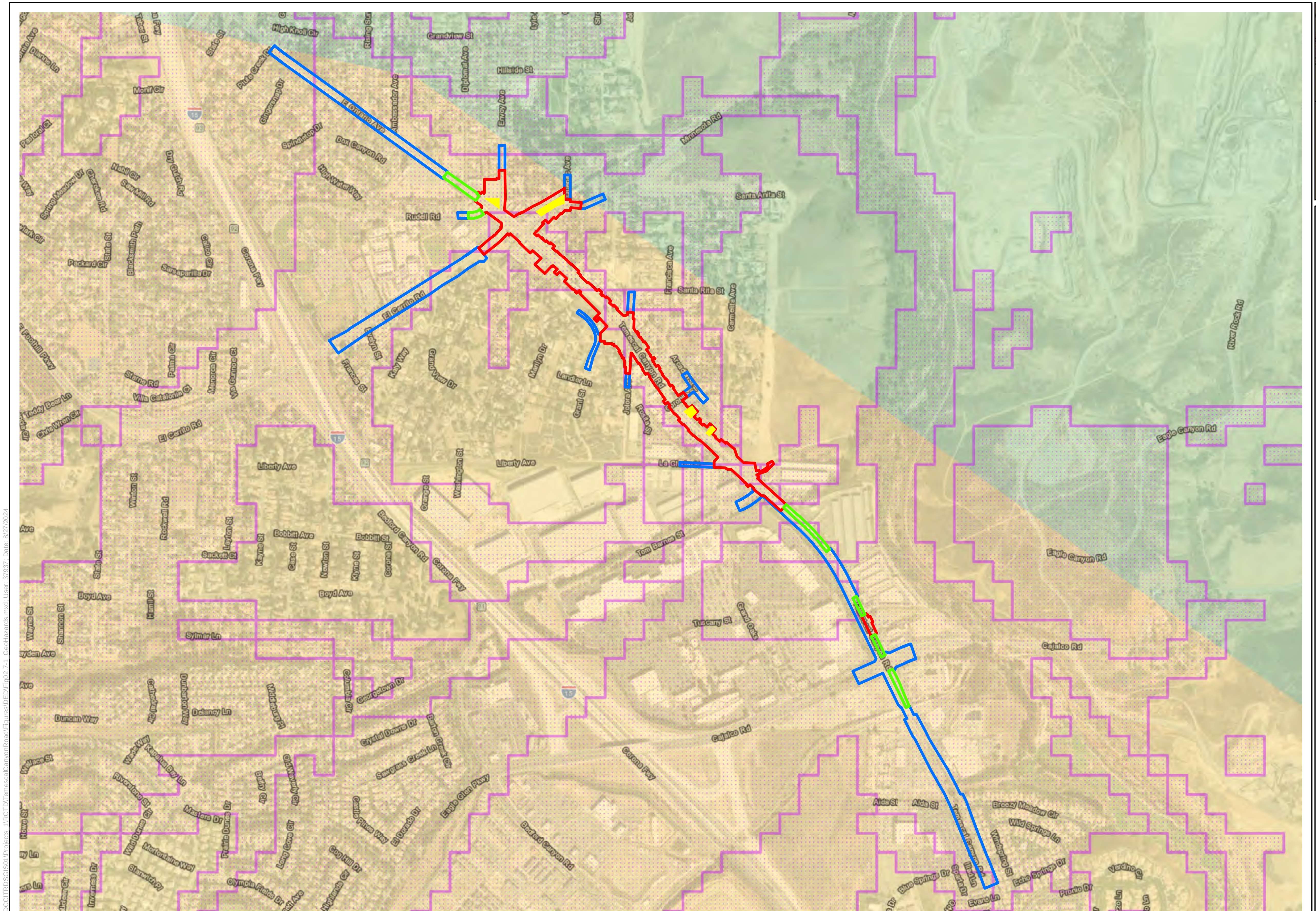
The following SM would be implemented to address potential paleontological resources, should they be unexpectedly unearthed during construction:

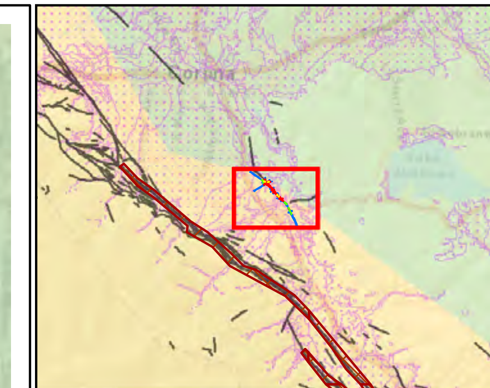
SM GEO-1

A Paleontological Mitigation Plan (PMP) has been developed and will be implemented during Project construction. The PMP follows the guidelines of the California Department of Transportation (Caltrans) and the recommendations of the Society of Vertebrate Paleontology. The PMP details the requirements for paleontological monitoring:

- Having the qualified paleontologist attend the preconstruction meeting to 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), late to middle Pleistocene-age old axial channel deposits (Qoa), late to middle Pleistocene-age old alluvial valley deposits (Qova), and middle to early Pleistocene-age very old alluvial fan deposits, unit 3 (Qvof3), as well as ground disturbance greater than 5 feet deep in areas mapped at the surface as Holocene- and late Pleistocene-age young axial channel deposits (Qyag) and young alluvial fan deposits (Qyfbg).
- 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 the 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 that outlines the results of the mitigation program.

This page intentionally left blank.





Legend

Liquefaction Zones

Lanslide Susceptibility

Moderate

Low

Project Components

Full Take Parcels

Max Disturbance Limits

Striping Improvement Limits

Construction Traffic Control Limits

N

0 500 1,000 Feet

1 inch = 1,000 feet

\\PDCCITRDSGIS01\Projects_1\RCTD\TemescalCanyonRoad\Figures\DED\Fig02.7-1_GeoHazards.mxd; User: 37937; Date: 8/27/2024

Figure 2.7-1
Geologic Hazards
Temescal Canyon Road Widening Project – El Cerrito Segment

This page intentionally left blank.

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

Federal

To date, no nationwide numeric mobile-source greenhouse gas (GHG) reduction targets have been established; however, federal agencies are mandated to consider the effects of climate change in their environmental reviews.

NEPA (42 USC Part 4332) is the basic national charter for protection of the environment. It establishes policy, sets goals, and provides direction for carrying out the policy. NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project. In May 2024, the White House Council on Environmental Quality (CEQ) issued the NEPA Implementing Regulations Revisions, Phase 2 (89 *Federal Register* 35442). The CEQ regulations do not establish numeric thresholds of significance but mandate federal agencies to consider the effects of climate change in their environmental reviews, including direct, indirect, and cumulative impacts. The CEQ regulations further require agencies to quantify GHG emissions, where feasible, from the proposed action and alternatives. The regulations also direct agencies to identify reasonable alternatives that reduce climate change–related effects.

FHWA recognizes the threats that extreme weather, sea-level rise, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices (FHWA 2023). This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—"the triple bottom line of sustainability" (FHWA n.d.). Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

Early efforts by the federal government to improve fuel economy and energy efficiency to address climate change and its associated effects include the Energy Policy and Conservation Act of 1975 (42 USC Section 6201) and Corporate Average Fuel Economy (CAFE) standards.

The U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) sets and enforces CAFE standards for on-road motor vehicles sold in the United States. EPA calculates average fuel economy levels for manufacturers and sets related GHG emissions standards for vehicles under the CAA. Raising CAFE standards leads automakers to create a more fuel-efficient fleet, which improves our nation's energy security, saves consumers money at the pump, and reduces GHG emissions (U.S. Department of Transportation 2014). These standards are periodically updated and published through the federal rulemaking process.

State

The State has taken proactive steps, briefly described in this section, to address the issues associated with GHG emissions and climate change. Much of this establishes a broad framework for the State's long-term GHG and energy reduction goals and climate change adaptation program. The former and current governors of California have also issued several EOs related to the State's evolving climate change policy. Summaries of key policies, EOs, regulations, and legislation at the state level that are relevant to the Project are provided below in chronological order.

Assembly Bill 1493

Assembly Bill (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 2009 model year. 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, CARB members voted to approve the Advanced Clean Cars II proposal, which will dramatically reduce emissions from passenger cars in model years 2026 through 2035. The proposal requires an increasing proportion of new vehicles to be zero-emission vehicles, with the goal of 100 percent zero-emission vehicles by 2035 (CARB 2022).

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 zero-emission medium- and heavy-duty vehicles to become 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 a zero-emission vehicle. Large employers, including retailers, manufacturers, brokers, and others, are required to report information about shipments and shuttle services to ensure they purchase available zero-emission trucks for their fleets.

Executive Order S-3-05

On June 1, 2005, Governor Arnold Schwarzenegger signed EO S-3-05. The goal of this EO was to reduce California's GHG emissions to (1) 2000 levels by 2010, (2) 1990 levels by 2020, and (3) 80 percent below the 1990 levels by 2050. EO S-3-05 also calls for the California

Environmental Protection Agency to prepare biennial reports on the potential impact of continued global warming on certain sectors of the California economy. As a result of the scientific analysis presented in these biennial reports, a comprehensive Climate Adaptation Strategy was released in December 2009, following extensive interagency coordination and stakeholder input. The latest of these reports, the Climate Action Team Biennial Report, was published in December 2010.

Assembly Bill 32

One goal of EO S-03-05 was further reinforced by AB 32 (Chapter 488, Statutes of 2006), the Global Warming Solutions Act of 2006, which requires the State to reduce GHG emissions to 1990 levels by 2020. Since AB 32 was adopted, CARB, the CEC, the California Public Utilities Commission, and the Building Standards Commission have been developing regulations to meet the goals of AB 32. Under AB 32, CARB is required to prepare a Scoping Plan and update it every 5 years. The Scoping Plan was approved in 2008, the first update was approved in 2014, an additional update was approved in 2017, and the latest update was approved in 2022 (see discussion of SB 32, below). The Scoping Plan identifies specific measures for reducing GHG emissions to 1990 levels by 2020 and requires CARB and other State agencies to develop and enforce regulations and other initiatives for reducing GHGs. Specifically, the AB 32 Scoping Plan articulates a key role for local governments, recommending they establish GHG reduction goals for both their municipal operations and the community that are consistent with those of the State.

Executive Order S-01-07: Low-Carbon Fuel Standard

With EO S-01-07, Governor Schwarzenegger set forth the Low-Carbon Fuel Standard (LCFS) for California in 2007. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020. In September 2018, the LCFS regulation was amended to increase the statewide goal to a 20 percent reduction in the carbon intensity of California's transportation fuels by 2030.

Senate Bill 375

SB 375, signed into law by Governor Schwarzenegger on September 30, 2008, became effective January 1, 2009. This law requires the State's 18 MPOs to develop the SCS as part of their RTPs through integrated land use and transportation planning and demonstrate an ability to attain the GHG emissions reduction targets that CARB established for the region by 2020 and 2035. This would be accomplished through either the financially constrained SCS, as part of the RTP, or 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 be relieved of certain CEQA review requirements.

Executive Order B-30-15

Governor Jerry Brown signed EO B-30-15 on April 29, 2015. EO B-30-15 established a medium-term goal for 2030 of reducing GHG emissions by 40 percent below 1990 levels. It requires CARB to update its current AB 32 Scoping Plan to identify measures to meet the 2030 target. EO B-30-15 supports EO S-3-05, but it is binding only on State agencies.

Executive Order B-55-18

Signed by Governor Jerry Brown on September 10, 2018, EO B-55-18 acknowledges the environmental, community, and public health risks posed by future climate change. It further recognizes the climate stabilization goal adopted by 194 states and the European Union under the Paris Agreement. Although the United States currently is not party to the agreement, California is committed to meeting Paris Agreement goals and exceeding them wherever possible. Based on worldwide scientific agreement that carbon neutrality must be achieved by midcentury, EO B-55-18 establishes a State goal to achieve carbon neutrality as soon as possible, but no later than 2045, and achieve and maintain net-negative emissions thereafter. The EO charges CARB with developing a framework for implementing and tracking progress toward these goals. This EO extends EO S-3-05, but it is binding only on State agencies.

Senate Bill 32 and Assembly Bill 197

SB 32 (2016) requires CARB to ensure that statewide GHG emissions are reduced to at least 40 percent below the 1990 level by 2030, consistent with the target set forth in EO B-30-15. AB 197, the companion bill to SB 32, requires the formation of a joint legislative committee on climate change policies, CARB to prioritize direct emission reductions and consider social costs when adopting regulations to reduce GHG emissions beyond the 2020 statewide limit, CARB to prepare reports on sources of GHGs and other pollutants, and 6-year terms for voting members of CARB; it also adds two legislators as nonvoting members of CARB.

In December 2017, CARB approved the 2017 Climate Change Scoping Plan Update, which builds on the programs set in place as part of the previous Scoping Plan drafted to meet the 2020 reduction targets per AB 32. The 2017 Climate Change Scoping Plan Update proposes meeting the 2030 goal by accelerating the focus on zero and near-zero technologies for moving freight; continuing investment in renewables; requiring greater use of low-carbon fuels, including electricity and hydrogen; initiating stronger efforts to reduce emissions of short-lived climate pollutants (e.g., methane, black carbon, fluorinated gases), furthering efforts to create walkable communities with expanded mass transit and other alternatives to traveling by car, continuing the cap-and-trade program, and ensuring that natural lands become carbon sinks[9] to provide additional emissions reductions and flexibility in meeting the target. The 2017 Climate Change Scoping Plan Update also recommends that local governments aim to achieve community-wide efficiency by requiring 6 metric tons of carbon dioxide equivalent (CO_2e) per capita by 2030 and 2 metric tons of CO_2e per capita by 2050, which can be useful in local climate action planning. These efficiency targets would replace the "15 percent from 2008 levels by 2020" approach recommended in the initial Scoping Plan and allow local governments to grow in a sustainable manner (CARB 2016). CARB completed the 2022 Scoping Plan Update in November of that year to identify a technologically feasible, cost-effective, and equity-focused path for achieving carbon neutrality by 2045, pursuant to AB 1279. The plan also assesses the State's progress toward meeting the GHG emissions reduction goal called for in SB 32.

[9] A carbon sink is a natural or artificial resource that absorbs and stores the atmosphere's carbon.

Assembly Bill 1279: The California Climate Crisis Act

AB 1279 (Health and Safety Code Section 38562.2) requires California to achieve net-zero GHG emissions (i.e., reach a balance between the GHGs emitted and removed from the atmosphere) by 2045; it also requires California to achieve and maintain net-negative GHG emissions from then on. Furthermore, the bill mandates an 85 percent reduction in statewide anthropogenic GHG emissions (from 1990 levels) by 2045. AB 1279 recognizes that meeting these targets requires direct GHG emission reductions and removal of carbon dioxide (CO_2) from the atmosphere, along with a nearly complete transition from fossil fuels. As such, the bill directs CARB to work with relevant State agencies to ensure Scoping Plan updates include measures that put California on a trajectory to achieve these targets. It also tasks CARB with implementing strategies that facilitate CO_2 removal solutions and carbon capture, utilization, and storage technologies. To evaluate the State's progress, AB 1279 requires that CARB report progress toward these targets to the legislature annually. The bill directs CARB to assess, by 2035, the feasibility and tradeoffs involved in reducing statewide anthropogenic GHG emissions to 85 percent below 1990 levels by 2045 and report its findings to the legislature.

Regional

South Coast Air Quality Management District

As discussed in Section 2.3, *Air Quality*, SCAQMD has primary responsibility for development and implementation of rules and regulations to attain the NAAQS and CAAQS, along with 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 would 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 roles as CEQA leads or commenting agencies, the establishment of CEQA thresholds, and the development of analytical requirements for CEQA documents. Although SCAQMD has developed interim thresholds for industrial and other land use development projects, it has not developed thresholds for transportation projects.

Southern California Association of Governments 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy

SCAG is the MPO for the six-county region that includes Los Angeles, Orange, Riverside, Ventura, San Bernardino, and Imperial Counties. The 2024–2050 RTP/SCS includes commitments to reduce emissions from transportation sources in order to comply with SB 375. The goals for the 2024–2050 RTP/SCS are grouped into four mutually reinforcing categories: mobility, communities, environment, and economy. To achieve these goals, the 2024–2050 RTP/SCS invests $751.7 billion into the regional transportation system, primarily in operations and maintenance, to ensure the continued performance of the current network. Implementation of the RTP/SCS will add 181,200 new miles of transit revenue service, 4,000 new miles of bike lanes, and 869 new miles to the regional express lane network.

SB 375 requires CARB to develop regional CO_2 emission-reduction targets, compared to 2005 emissions, for cars and light trucks only for 2020 and 2035 for each MPO. SB 375 also requires that each MPO prepare an SCS as part of its RTP to reduce GHG emissions by aligning transportation, land use, and housing. CARB has set GHG reduction targets for the SCAG region at 8 percent below 2005 per capita emission levels by 2020 and 19 percent below 2005 per capita emissions levels by 2035. According to the 2024–2050 RTP/SCS, SCAG achieved its 2020 target, and implementation of the 2024–2050 RTP/SCS will achieve the 2035 target of 19 percent below 2005 per capita emissions.

Local

County of Riverside Climate Action Plan

The County of Riverside adopted a Climate Action Plan (CAP) Update in November 2019, which set a goal for the County of Riverside to reduce GHG emissions to 40 percent below 1990 levels by 2030 to be consistent with the statewide goal identified in SB 32 (County of Riverside 2019). The CAP Update describes the County of Riverside's GHG emissions for 2017; projects how emissions would increase into 2020, 2030, and 2050; and includes strategies to reduce emissions to a level consistent with the State's emissions reduction targets. The CAP Update has three primary purposes:

1. Present the County's Updated GHG inventory, forecasts, and target setting for achieving sustainability by utilizing resources effectively, reducing GHG emissions, and preparing for potential climate-related impacts.
2. Identify how the County would effectively implement this CAP Update to comply with the State and local GHG reduction policies by promoting economic competitiveness, obtaining funding for program implementation, and tracking and monitoring the progress of plan implementation over time.
3. Allow streamlined CEQA compliance for new development by completing CEQA compliance for the CAP Update and developing screening tools that provide clear guidance to developers and other Project proponents.

County of Riverside General Plan

The County of Riverside General Plan Land Use Element, Circulation Element, and Air Quality Element establish the following applicable policies (County of Riverside 2018, 2020, 2021):

Land Use Element:

- **Policy LU 2.1(f):** Site development to capitalize upon multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile.
- **Policy LU 3.1(d):** 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.
- **Policy LU 11.4:** Provide options to the automobile in communities, such as transit, bicycle and pedestrian trails, to help improve air quality.
- **Policy LU 13.4:** Incorporate safe and direct multi-modal linkages in the design and development of projects, as appropriate.

Circulation Element:

- **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 1.7:** 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 5.2:** Encourage the use of drought-tolerant native plants and the use of recycled water for roadway landscaping.
- **Policy C 20.14:** Encourage the use of alternative non- motorized transportation and the use of non-polluting vehicles.

Air Quality Element:

- **Policy 14.1:** Monitor traffic and congestion to determine when and where the County needs new transportation facilities to achieve increased mobility efficiency.
- **Policy 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.
- **Policy AQ 20.3:** Reduce VMT and GHG emissions by improving circulation network efficiency.

2.8.2 Discussion of Environmental Evaluation Question 2.8: Greenhouse Gas Emissions

The following discussions are based on information from the Temescal Canyon Road Widening Project – El Cerrito Segment Air Quality Report (Caltrans 2024).

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

No Impact.

Construction-period GHG emissions would be expected to result from material processing, on-site construction equipment use, and traffic delays due to construction. These emissions would be generated at different levels throughout the construction period; their frequency of occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. In addition, with innovations such as longer pavement lives and changes in materials, GHG emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.

Construction-period emissions were estimated using the RCEM (version 9.0.0), utilizing Project-specific parameters that the Project design team provided. Approximately 1,271 metric tons of CO_2e are expected to be generated over the approximately 2-year construction period (see

Appendix B). Due to the short-term duration of construction activities, impacts related to generation of GHGs would be less than significant.

Regional VMT data for existing (2021) conditions as well as 2025 opening-year and 2048 design-year conditions were used to calculate CO_2 emissions with and without the Project, along with CT-EMFAC2021 emission rates. The results of the modeling are summarized below in Table 2.8-1 and included in Appendix B. As shown in Table 2.8-1, implementation of the Project is not anticipated to result in an increase in GHG emissions in 2025 and 2048 compared to conditions without the Project. This is because the Project would not increase VMT and therefore would not increase annual GHG emissions under existing, 2025, and 2048 conditions. Both VMT and GHG emissions would be reduced with implementation of the Project compared to VMT and GHG emissions without the Project. In addition, regardless of whether the Project is implemented, GHG emissions under 2025 and 2048 conditions would not increase relative to emissions under existing conditions. This is due to improvements in engine emissions technologies as well as the retirement of older vehicles.

Table 2.8-1 Modeled Annual CO_2e Emissions and Vehicle Miles Traveled, by Alternative

Alternative	CO_2e Emissions (Metric Tons/Year)	Annual Vehicle Miles Traveled[a]
Existing/Baseline (2021)	1,212,543.3	2,939,921,065
Existing with Project	1,211,858.1	2,938,259,629
Increase from No Build Alternative	*-685.2*	*-1,661,436*
Open to Traffic (2025)		
No Build Alternative	1,161,105.4	3,041,299,544
Increase from Existing	*-51,437.9*	*101,378,479*
Build Alternative	1,160,480.7	3,039,663,439
Increase from Existing	*-52,062.6*	*99,742,374*
Increase from No Build Alternative	*-624.6*	*-1,636,105*
Horizon Year (2048)		
No Build Alternative	1,105,830.8	3,624,226,232
Increase from Existing	*-106,712.5*	*684,305,167*
Build Alternative	1,105,375.9	3,622,735,520
Increase from Existing	*-107,167.4*	*682,814,455*
Increase from No Build Alternative	*-454.9*	*-1,490,712*

Source: CT-EMFAC2021
[a] Annual VMT values derived from daily VMT values multiplied by 347, per CARB methodology (CARB 2008).

The Project is identified in SCAG's 2024–2050 RTP/SCS under project number 3A04WT197-RIV150901A. The Build Alternative directly supports the 2024–2050 RTP/SCS mobility and accessibility performance outcome by reducing vehicle delay and congestion. This strategy contributes to overall GHG reduction efforts regarding mobile sources within the SCAG region. Therefore, because GHG emissions would decrease with implementation of the Project and the Project would be consistent with SCAG's 2024–2050 RTP/SCS, operation of the Project would not generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment. Therefore, no impacts are anticipated.

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 stated previously, the Project is identified in SCAG's 2024–2050 RTP/SCS under project number 3A04WT197-RIV150901A. Therefore, the Project is determined to be consistent with the 2024-2050 RTP/SCS. As discussed in the 2024-2050 RTP/SCS, implementation of the RTP/SCS is expected to help the region meet the CARB GHG reduction target for 2035 by lowering emissions per capita by more than 19 percent relative to 2005 levels.

Because Project construction is scheduled to begin in 2026, Project construction activities would occur after the County of Riverside's CAP Update target date of 2020. A number of the transportation-related policies from the update are applicable to the Project. Furthermore, many are statewide policies that would result in GHG reductions in Riverside County, such as the Pavley standards for passenger and light-duty vehicles, the LCFS, and the measures regarding tire pressure and low rolling resistance. The Project would not preclude any State or local efforts to reduce GHG emissions; therefore, the Project would not conflict with the CAP Update. The Project would not be anticipated to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and no impacts are anticipated.

2.8.3 Avoidance, Minimization, and Mitigation Measures

No AMMs are required.

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
- Atomic Energy Act
- Toxic Substances Control Act
- Federal Insecticide, Fungicide, and Rodenticide Act

In addition to the acts listed above, EO 12088, Federal Compliance with Pollution Control Standards, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

The State 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 California. In addition, California law also addresses the handling, storage, transport, disposal, and treatment of hazardous waste; reduction and cleanup efforts, and emergency planning. Porter-Cologne restricts the disposal of wastes. It also requires cleanup for wastes that are below hazardous concentrations but capable of affecting the quality of groundwater and surface water. California regulations that address waste management and contamination cleanup 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 dealing with hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during Project construction.

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 of the Project would involve the routine transport, use, and disposal of hazardous materials such as solvents, paints, oils, grease, and fuels. Such transport, use, and disposal must comply with applicable regulations, such as those discussed in the *Regulatory Setting* section, above. Although materials such as solvents, paints, oils, grease, and fuels would be transported, used, and disposed of during construction, this would be a temporary occurrence. It is expected that any spills or releases involving such materials would be small, localized, and cleaned up as they occur, in compliance with standard practices for handling such materials. In addition, a SWPPP must be implemented during Project construction for coverage under the Construction General Permit,[10] in accordance with the requirements of the SWRCB. The SWPPP requires implementation of BMPs for hazardous materials storage and soil stockpiles, inspections, maintenance, employee training, and the containment of releases to prevent runoff to stormwater

[10] The Construction General Permit regulates discharges to waters of the United States from stormwater and authorized non-stormwater associated with construction activity from sites that disturb 1 or more acres of land surface or that are part of a common plan of development or sale that disturbs more than 1 acre of land surface.

collection systems or waterways (SWRCB 2024). Therefore, with implementation of standard construction practices and applicable regulations, along with the preparation of a Project-specific SWPPP (**SM WQ-1**, as detailed in Section 2.10, *Hydrology and Water Quality*), construction of the Project would not create a significant hazard for the public or the environment through the routine transport, use, or disposal of hazardous materials during construction. This impact would be less than significant.

Roadway and traffic light maintenance could involve small amounts of hazardous materials. These could include common materials such as cleaners, paints, adhesives, and solvents. Such materials are considered common; they would not be stored on site or used in quantities that would result in a significant release. Any spills involving these materials would be small, localized, and cleaned up as they occur. This impact 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.

A Project-specific Phase I Initial Site Assessment (ISA) was prepared by Diaz Yourman & Associates to provide environmental input regarding the potential presence of sites with hazardous materials impacts in or adjacent to the Project corridor with the potential to affect the Project (sites with the potential to affect the Project would be identified as recognized environmental conditions [RECs], as defined by the 1527-21 ASTM standard applicable to the ISA) (Diaz Yourman & Associates 2024). No sites with the potential to affect the Project were identified in the ISA; however, other supplementary sources were reviewed for potential non-ASTM-scope RECs. The following non-ASTM-scope RECs were identified:

- Aerially deposited lead (ADL)
- Lead-based paint (LBP)
- Asbestos-containing materials (ACM)
- Polychlorinated biphenyls (PCBs)
- Title 22 metals (hexavalent chromium)

The ISA identified LBP and ACM as potential exposure risks in Project areas where existing older structures would be disturbed during construction. Also, Title 22 metals would be exposure risks where yellow thermoplastic striping would be removed, and ADL could be encountered in shallow soils within and immediately adjacent to the Project alignment (during earthmoving activities). Lastly, the ISA stated that PCBs could be encountered if pole-mounted or pad-mounted transformers are relocated or removed as part of the Project. To address the potential exposure with respect to these materials, the ISA included the following recommendations (included in the ISA under Table 8-1, Summary of Potential Concerns Within and Adjacent to Project Corridor):

- Unpaved soils (to be disturbed) adjacent to the existing roadway would require sampling for ADL. If ADL concentrations are detected, affected soils would be handled in accordance

with the Caltrans Standard Specifications and the corresponding Standard Special Provisions (SSPs).

- ACM and LBP sampling would be conducted on structures to be disturbed as part of Project implementation. If these materials are identified, proper abatement would be required (**SM HAZ-1**).
- Thermoplastic striping material to be handled as part of the Project would be handled in accordance with Caltrans Standard Specifications and the corresponding SSP (**SM HAZ-2**).
- Electrical transformers and associated equipment to be removed or relocated as part of Project implementation would be evaluated for PCB content (**SM HAZ-3**).
- Power poles or guard rail posts to be removed as part of the Project would be managed or disposed of as treated wood waste (TWW) in accordance with Department of Toxic Substances Control guidance (**SM HAZ-4**).

Since the completion of the ISA, an Aerially Deposited Lead Data Report (Earth Mechanics, Inc. 2024) was prepared for the Project. Soil samples were collected from the unpaved areas within the County's ROW up to 4 feet below ground surface. No groundwater was encountered. Based on the ADL investigation, soils within the Project area contain lead but are considered non-hazardous and can be used as fill material under the July 1, 2016, ADL Agreement between Caltrans and the California Department of Toxic Substances Control (California Environmental Protection Agency and California Department of Toxic Substances Control 2016). This ADL Agreement allows such soils to be safely reused within the Project area as long as all requirements of the ADL Agreement are met. No special requirements are required for on-site reuse and off-site disposal of the ADL soils. Prior to any ground disturbance activities, a Lead Compliance Plan would be prepared in accordance with the Caltrans Code of Safety Practices, California Code of Regulations, and the California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA) standards addressing the presence of ADL in the soils within the Project area (**SM HAZ-5**).

Construction personnel would prepare a Lead Compliance Plan (**SM HAZ-4**) and would implement recommendations found in Table 8-1, Summary of Potential Concerns Within and Adjacent to Project Corridor, of the ISA for ACM, LBP, thermoplastic striping, electrical transformers, and TWW (**SM HAZ-1** to **SM HAZ-4**) prior to and during construction activities conducted on site. With implementation of the recommendations found in the Project-specific ISA and the Lead Compliance Plan, impacts 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 Olive Branch Christian Academy, at 7702 El Cerrito Road, Corona (immediately adjacent to the Project footprint), and El Cerrito Middle School, at 7610 El Cerrito Road, Corona (0.12 mile to the southwest). Although schools are immediately adjacent to and near the Project site, no significant impacts related to the handling of hazardous

materials are expected. In addition, as stated under Response "b," sites that experienced a hazardous materials release with the potential to affect the Project were not identified, and all potential non-ASTM-scope RECs listed above would be addressed through the recommendations noted in the ISA report and implementation of a Lead Compliance Plan (**SM HAZ-5**). 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 Response "b," the Project-specific ISA was prepared to provide environmental input regarding the potential presence of sites with hazardous materials impacts in or adjacent to the Project corridor with the potential to affect the Project. No sites that are on the Cortese List with the potential to affect the Project, including within the Project footprint, were identified. 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 site is not within an airport land use plan or within 2 miles of an airport. The closest airport is Corona Municipal Airport, approximately 5.8 miles northwest of the Project site. Therefore, implementation of the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area. 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.

Construction activities would require changes that may cause some minor effects on emergency vehicle response in some situations, but emergency vehicles traveling through the area would not be subject to traffic control devices such as stop signs or traffic signals and would be able to bypass other vehicles. In addition, the construction contractor would coordinate with emergency agencies during all traffic control operations conducted as a result of Project construction. Moreover, the Project would not result in substantial traffic queuing along major arterials (e.g., Temescal Canyon Road, El Cerrito Road, Cajalco Road) and would not allow any construction vehicles or equipment to park or remain stationary within a roadway. Furthermore, larger construction vehicles entering and exiting the site would be guided by personnel using signs and flags to direct traffic. Lastly, the Project would not include any characteristics (e.g., permanent road closures, long-term blocking of road access) that would physically impair or otherwise interfere with emergency response or evacuation in the Project vicinity. On the contrary, the Project's objective is to alleviate congestion along Temescal Canyon Road resulting from

increased regional traffic as well as overflow traffic from I-15 during peak traffic hours. Therefore, implementation of the Project would improve emergency response in the Project area. 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 developed and urbanized area of the unincorporated community of El Cerrito and the city of Corona; it is not within a wildland area. Furthermore, the site is not within a Very High Fire Hazard Severity Zone (VHFHSZ) according to the California Department of Forestry and Fire Protection's (CAL FIRE's) State Responsibility Area Fire Hazard Severity Zones, Riverside County (CAL FIRE 2023). However, CAL FIRE data identify a VHFHSZ adjacent to and just east of the Project footprint—specifically, near portions of the Project footprint that intersect Tom Barnes Street and the portion closest to Cajalco Road. Although it is possible that a wildfire could affect areas adjacent to the Project site, the Project itself consists of roadway and traffic light improvements; it would not expose people or structures to potential impacts beyond those that are already part of existing conditions. On the contrary, the Project's objective is to alleviate congestion along Temescal Canyon Road during peak traffic hours. Therefore, implementation of the Project would improve emergency response in the Project area, including a potential response to wildfires. No impact would occur.

2.9.3 Avoidance, Minimization, and Mitigation Measures

The following SMs, in addition to **SM WQ-1**, as detailed in Section 2.10, *Hydrology and Water Quality*, would be implemented to avoid and or minimize impacts:

SM HAZ-1

Asbestos-containing materials (ACM) and lead-based paint (LBP) sampling would be conducted on structures to be disturbed as part of Project implementation. If these materials are identified, proper abatement would be required.

SM HAZ-2

Thermoplastic striping material to be handled as part of the Project would be handled in accordance with California Department of Transportation (Caltrans) Standard Specifications and the corresponding Standard Special Provision (SSP).

SM HAZ-3

Electrical transformers and associated equipment to be removed or relocated as part of Project implementation would be evaluated for polychlorinated biphenyls (PCB) content.

SM HAZ-4

Power poles or guard rail posts to be removed as part of the Project would be managed or disposed of as treated wood waste (TWW) in accordance with Department of Toxic Substances Control guidance.

SM HAZ-5

Prior to any ground disturbance activities, a Lead Compliance Plan would be prepared in accordance with the California Department of Transportation (Caltrans) Code of Safety Practices, California Code of Regulations, and California Division of Occupational Safety and Health (Cal/OSHA) standards addressing the presence of aerially deposited lead (ADL) in the soils within the Project area.

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 that 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 off-site;	☐	☐	☒	☐
(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 floodflows?	☐	☐	☒	☐
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

Federal

Clean Water Act

In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States from any point source unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. Congress has amended the act, known today as the CWA, several times. The objective of the CWA is "to restore and maintain the chemical, physical, and biological integrity of the nation's waters." In the 1987 amendments, Congress directed dischargers of stormwater from municipal and industrial/ construction point sources to comply with the NPDES permit scheme. Important CWA sections are:

- **Sections 303 and 304**, which require states to promulgate water quality standards, criteria, and guidelines.
- **Section 401**, which 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 act (most frequently required in tandem with a Section 404 permit request [see below]).

- **Section 402**, which establishes NPDES, a permitting system for the discharge of any pollutant (except dredged or fill material) into waters of the United States. RWQCBs administer this permitting program in California. Section 402(p) requires permits for discharges of stormwater from industrial/construction and municipal separate storm sewer systems (MS4s).
- **Section 404**, which establishes a permit program for the discharge of dredged or fill material into waters of the United States. USACE administers this permit program.

USACE issues two types of 404 permits: Standard and General permits. For General permits, there are two types: Regional permits and Nationwide permits. Regional permits are issued for a general category of activities when they are similar in nature and have a minimal environmental effect. Nationwide permits are issued to authorize a variety of minor project activities with no more than minimal effects. There are also two types of Standard permits: Individual permits and Letters of Permission. Ordinarily, projects that do not meet the criteria for a Nationwide permit may be permitted under one of USACE's Standard permits. For Standard permits, USACE's decision to approve is based on compliance with EPA's Section 404(b)(1) Guidelines (40 CFR 230) and whether permit approval is in the public interest. The 404(b)(1) Guidelines, developed by EPA in conjunction with USACE, 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. The 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 fewer adverse effects on waters of the United States and no other significant adverse environmental consequences. Per the guidelines, documentation is needed to verify that a sequence of avoidance, minimization, and compensation measures has been followed, in that order. The guidelines also restrict permitting activities that violate water quality or toxic effluent standards, jeopardize the continued existence of listed species, violate marine sanctuary protections, or cause "significant degradation" to waters of the United States. In addition, every permit from USACE, even if not subject to the 404(b)(1) Guidelines, must meet general requirements (see 33 CFR 320.4).

National Flood Insurance Program

In 1968, Congress created the National Flood Insurance Program (NFIP) in response to the rising cost of taxpayer-funded disaster relief for flood victims and the increasing amount of damage caused by floods. The NFIP makes federally backed flood insurance available for communities that agree to adopt and enforce floodplain management ordinances to reduce future flood damage. The Federal Emergency Management Agency (FEMA) manages the NFIP. FEMA creates Flood Insurance Rate Maps (FIRMs) that designate 100-year floodplain zones and delineate flood hazard areas. A 100-year floodplain zone is the area that has a 1 in 100 (1 percent) chance of being flooded in any year, based on historical data.

The FEMA FIRMs of the Project area are map numbers 06059C0225J and 06065C1360G (FEMA 2023). The Project crosses flood zones A and AE. Both zones include areas subject to inundation by a flood event with a 1 percent annual chance.

State

Porter-Cologne Water Quality Control Act

Porter-Cologne, established in 1969 under Division 7 (Water Quality) of the California Water Code, complements the CWA. Porter-Cologne established the SWRCB and divided California into nine regions, each overseen by an RWQCB. The SWRCB is the primary State agency with responsibility for protecting the quality of California's surface and groundwater supplies, although much of its daily implementation authority is delegated to the RWQCBs, which are responsible for implementing CWA Sections 401, 402, and 303(d). In general, the SWRCB manages both water rights and statewide regulation of water quality; the RWQCBs focus exclusively on water quality within their regions.

Porter-Cologne provides for development and periodic review of Water Quality Control Plans (i.e., basin plans) for each region. Basin plans identify beneficial uses of water bodies and their tributaries, along with water quality objectives to protect those uses. The basin plans are implemented primarily by using the NPDES permitting system to regulate waste discharges so that water quality objectives are met. Basin plans are updated every 3 years and provide the technical basis for determining waste discharge requirements and taking enforcement actions.

Beneficial uses represent the services and qualities of a water body (i.e., the reasons the water body is considered valuable). Water quality objectives represent the standards necessary to protect and support designated beneficial uses.

The Project lies within the jurisdiction of the Santa Ana RWQCB, which is responsible for implementing the Water Quality Control Plan for the Santa Ana River Basin, last updated June 2019 to include approved amendments.

State Water Resources Control Board and Regional Water Quality Control Boards

The SWRCB adjudicates water rights, sets water pollution control policy, and issues water board orders on matters of statewide application. It also oversees water quality functions throughout the state by approving basin plans, total maximum daily loads, and NPDES permits. The RWQCBs are responsible for protecting beneficial uses of water resources within their regional jurisdictions, using planning, permitting, and enforcement authorities to meet this responsibility.

National Pollutant Discharge Elimination System Program

Municipal Separate Storm Sewer Systems

CWA Section 402 mandates programmatic permits for municipalities to address stormwater discharges, which are regulated under the NPDES General Permit for MS4s.

MS4 permits require cities and counties to develop and implement programs and measures that reduce pollutants in stormwater discharges to the maximum extent possible, including through management practices, control techniques, system design, engineering methods, and other measures, as appropriate. As part of permit compliance, permit holders create stormwater management plans for their respective locations. These plans outline the requirements for

municipal operations, industrial and commercial businesses, construction sites, and planning and land development. The requirements may include multiple measures to control pollutants in stormwater discharges. During implementation of specific projects under the program, project applicants are required to follow the guidance contained in the stormwater management plans, as defined by the permit holder in that location. Therefore, the Project would comply with the Riverside County and Santa Ana Region MS4 Permit.

Construction General Permit

Construction General Permit (Order No. 2022-0057-DWQ), adopted on September 8, 2022, became effective on September 1, 2023. The permit regulates stormwater discharges from construction sites that result in a disturbed soil area of 1 acre or greater or smaller sites that are part of a larger common plan of development. For all projects subject to the Construction General Permit, applicants are required to develop and implement an effective SWPPP.

By law, all stormwater discharges associated with construction activity where clearing, grading, and excavation results in soil disturbance of at least 1 acre must comply with the provisions of the Construction General Permit. Operators of regulated construction sites are required to develop SWPPPs; implement sediment, erosion, and pollution prevention control measures; and obtain coverage under the Construction General Permit.

The Construction General Permit separates projects into Risk Levels 1, 2, or 3. Risk levels, determined during the planning and design phases, are based on the potential for erosion and pollution transport to receiving waters. Requirements apply according to the risk level determined. For example, a Risk Level 3 (i.e., highest risk) project requires compulsory stormwater runoff pH and turbidity monitoring, along with pre- and post-construction aquatic biological assessments during specified seasonal windows.

Construction General Permit Risk Level Assessment

A construction site risk assessment was performed for the Project; the result was a determination of Risk Level 1. The risk level was based on the procedure described in the Construction General Permit, including two major elements: (1) Project sediment risk (i.e., the relative amount of sediment that can be discharged, given the Project and location details) and (2) receiving-water risk (i.e., the risk sediment discharges pose to the receiving waters). Project sediment risk is determined by multiplying the R, K, and LS factors from the revised universal soil loss equation to obtain an estimate of Project-related bare-ground soil loss, expressed in tons per acre. Receiving-water risk is based on whether a project drains to a sediment-sensitive water body. A sediment-sensitive water body is on the most recent Section 303(d) list of water bodies impaired by sediment, has an EPA-approved total maximum daily load implementation plan for sediment, or has the beneficial uses of COLD, SPAWN, and MIGRATORY.

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

The analysis in this section is based on Caltrans' August 2023 Scoping Questionnaire for Water Quality Issues (Caltrans 2023) prepared for the Project.

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

Less-than-Significant Impact.

The Project is in Riverside County and within the Santa Ana Watershed (Hydrologic Unit Code 18070203). The receiving water bodies for the Project are Bedford Wash Channel (also known as Bedford Canyon Creek) and El Cerrito Channel, both of which drain to Temescal Wash (also known as Temescal Creek, Reach 2). Temescal Wash (not listed for 303(d) impairment) ultimately drains to the Prado Flood Control Basin (which has pH impairments). As stated in the questionnaire, and per the Water Quality Control Plan for the Santa Ana River Basin, existing or potential beneficial uses of Temescal Creek, Reach 2, include municipal and domestic supply (MUN), agricultural supply (AGR), industrial service supply (IND), groundwater recharge (GWR), contact water recreation (REC1), non-contact water recreation (REC2), warm freshwater habitat (WARM), wildlife habitat (WILD), and rare, threatened, or endangered species (RARE). In addition, intermittent beneficial uses of the Bedford Canyon Creek include GWR, REC1, REC2, WARM, and WILD. MUN beneficial uses are excepted, and there are existing or potential RARE beneficial uses.

Treatment best management practices (TBMPs) would be required and implemented to remove pollutants from stormwater runoff generated by the Project. Temporary construction BMPs would be identified in the SWPPP identified under **SM WQ-1** and prepared by the contractor in the construction phase (as required by the SWRCB Construction General Permit). Temporary construction BMPs, permanent Design Pollution Prevention (DPP) measures, and TBMPs would all be updated in the Plans, Specifications, and Estimates (PS&E) phase of the Project, as needed. DPP measures and TBMPs can include minimizing road widths, sweeping streets, inspecting and maintaining drainage facilities, stenciling catch basins and providing signage, installing trash racks, and protecting slopes and channels. As such, the overall receiving-water risk for this Project is considered to be low.

Potential Project impacts on existing water quality include temporary increases in sediments, oil, grease, and chemical pollutants during construction as well as potential long-term discharges of sediments and other pollutants that collect in stormwater runoff. Short-term or temporary construction impacts on water quality have the potential to occur during demolition, minor land-disturbance activities, material and equipment use and storage at staging areas, and other construction activities. The Project would disturb a soil area greater than 1 acre, and as such, **SM WQ-1** would require the Project to comply with the Construction General Permit in effect at the time the Project begins construction by developing and implementing the aforementioned SWPPP (a requirement of the permit). The SWPPP, a standard County requirement implemented on all projects where applicable, is a Project-specific document that calculates the site's risk level during construction, includes guidelines for monitoring and reporting, and provides Erosion Control Plan and BMP details for the construction site. The selected BMPs are consistent with the practices required under the Construction General Permit. The construction contractor would be required to regularly inspect and maintain the BMPs to ensure they are in good working order, as required in the Construction General Permit. Long-term impacts on water quality could occur from the increased impervious area (188,800 square feet of new impervious area) and operational and maintenance activities. The Project would require existing drainage facilities to be protected

in place or modified to continue to collect and convey runoff. With the inclusion of **SM WQ-2,** potential impacts would be reduced from operational and maintenance activities because the 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. Long-term impacts from changes in drainage patterns are not anticipated. A construction site risk assessment was not performed for the Project; however, the Project site is not within a high-risk receiving watershed. In addition, potential construction-related impacts would be temporary in nature, lasting only during construction. As a result, the Project would not violate any water quality standards or waste discharge requirements. Lastly, **SM WQ-1** and **SM WQ-2** would further ensure that potential water quality impacts would be minimized or avoided. Therefore, impacts would be considered less than significant.

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.

As a roadway improvement project, the Project would not affect groundwater supplies because it would not use substantial amounts of water. Although one of the beneficial uses of Bedford Canyon Creek and Temescal Creek, Reach 2, is groundwater recharge, changes in groundwater levels due to Project construction and operation would not substantially decrease regional groundwater production or interfere with existing groundwater recharge. Dewatering activities are not anticipated to be necessary for this Project due to the minimal amount of excavation needed. No impact related to the depletion of groundwater supplies or substantial interference with groundwater 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?

Less-than-Significant Impact.

Sediment-laden flows over disturbed soil areas could cause minor erosion and add runoff to drainage facilities during construction. With the inclusion of **SM WQ-1**, along with the SWPPP and construction BMPs, the potential for construction-related surface water pollution would be minimized, ensuring that water quality in receiving waters would not be compromised by erosion or sedimentation during construction. Permanent DPP measures and TBMPs would be applied, thereby reducing potential long-term erosion or siltation risks. Impacts would be less than significant.

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 Impact.

The Project is subject to the County of Riverside *Guidance and Standards for Transportation Projects for the Santa Ana Region Riverside County Co-Permittees* (County of Riverside 2012). The guidance does not establish specific minimum sizes or criteria for impervious areas. Instead, the guidance (1) establishes minimum BMP design principles and techniques that shall be considered by all projects to which the guidance applies, (2) summarizes site constraints that should be evaluated with each project, and (3) provides project-specific BMP feasibility criteria for consideration to evaluate the feasibility of incorporating green infrastructure elements into a project. The Project is anticipated to result in increases in stormwater runoff because Project improvements would result in a net increase in impervious surface area. Overall, approximately 188,800 square feet of new impervious surfaces would be created. This would increase runoff volumes and peak discharges, which would sheet flow across the travel way to the proposed curb and gutter where flows would be intermittently picked up in catch basins and carried in a proposed underground storm drain to a lower drainage system.

The Project area is predominantly within FEMA Zone X (unshaded), an area with minimal flood hazards and usually depicted on FIRMs as above the 500-year flood level. However, at El Cerrito Channel, the Project crosses FEMA Zone AE, a regulatory floodway and a floodplain with a 1 percent annual chance of flooding (100-year floodplain) and known base flood elevations. The crossing also includes Zone X (shaded), areas of moderate flood hazard, usually the area between the limits of the 100-year and 500-year flood zones. This area may have shallow flooding, with average depths of less than 1 foot, or drainage areas of less than 1 square mile. A small portion of the Project crosses FEMA Zone A, a flood hazard area with a 1 percent annual chance of flooding (i.e., 100-year floodplain). No depths or base flood elevations are known within this zone. Currently, the Riverside County Flood Control and Water Conservation District has completed construction at El Cerrito Channel, increasing capacity to remove the FEMA floodplain designation. A Conditional Letter of Map Revision has been prepared by the Riverside County Flood Control and Water Conservation District; a Letter of Map Revision will be prepared after the completion of construction. No bridge or stream channel work is anticipated by the Project.

A construction site risk assessment was not performed for the Project, however; the Project site is not within a receiving watershed with a high risk. In addition, potential construction-related impacts would be temporary, lasting only during construction. Long-term operational impacts from the additional impervious surfaces would be less than significant, given that increased runoff volumes and peak discharges would be intermittently picked up and carried in a proposed underground storm drain to a lower drainage system. 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?

Less-than-Significant Impact.

The Project would result in an increase in impervious surface area that would result in an increase in stormwater runoff. This runoff is expected to be captured by existing catch basins and carried in a proposed underground storm drain to a lower drainage system. Construction-related impacts on water quality would be minimized by the installation of construction BMPs, such as fiber rolls, silt fencing, stabilized construction entrances/exits, and concrete washouts. Long-term effects would be addressed with the implementation of permanent DPP measures and TBMPs. As previously mentioned, DPP measures and TBMPs would include minimizing road widths, sweeping streets, inspecting and maintaining drainage facilities, stenciling catch basins and providing signage, installing trash racks, and protecting slopes and channels; therefore, long-term impacts from changes in drainage patterns are not anticipated. With implementation of permanent BMPs (including **SM WQ-1**), it is not anticipated that the Project would result in hydrologic impacts, such as flooding, that would result in an exceedance of the drainage system's capacity or contribute a substantial amount of polluted runoff. Therefore, no impacts related to the capacity of existing and planned stormwater drainage systems would occur. In addition, an NPDES General Construction Permit and a SWPPP (**SM WQ-1**) would be implemented to address sediment control during construction activities. Impacts would be less than significant.

c.iv) Impede or redirect floodflows?

Less-than-Significant Impact.

There would be no changes in drainage patterns with the Project, construction of which is not expected to impede or redirect floodflows. Construction impacts would be minimized through the inclusion of **SM WQ-1** and **SM WQ-2**. Therefore, impacts would be less than significant.

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

No Impact.

As described under Response "c.ii," portions of the Project are within various FEMA flood zones; however, the Project is not expected to contribute to area flooding. In addition, the Project area is not within an area that is susceptible to inundation by seiche, tsunami, or mudflow. Therefore, the risk of a pollutant discharge from floods, tsunamis, or seiches would be low, and impacts would not occur.

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

No Impact.

As indicated in the Santa Ana River Basin Plan, Bedford Canyon Creek, El Cerrito Channel, Temescal Creek Reach 2, and the Prado Flood Control Basin have no water quality objectives; therefore, the Project is not expected to cause or contribute to a violation of water quality standards and thereby conflict with the Santa Ana River Basin Plan. In addition, as described above, the Project would result in less-than-significant short-term construction and long-term operational impacts on water quality. The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. No impact would occur.

2.10.3 Avoidance, Minimization, and Mitigation Measures

The following SMs would be implemented to avoid or minimize potential impacts.

SM WQ-1: Construction SWPPP

The Project will comply with the California State Water Resources Control Board (SWRCB) Construction General Permit in effect at the time the Project goes to construction by developing and implementing a Stormwater Pollution Prevention Plan (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 best management practice (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 the 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.

SM WQ-2: Post-Construction BMPs

Post-construction best management practices (BMPs) will be implemented to the maximum extent practicable, consistent with the requirements of the National Pollutant Discharge Elimination System (NPDES) permit and Waste Discharge Requirements for the County of Riverside's Municipal Separate Storm Sewer System (MS4) Permit in place at the time of Project approval.

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—County of Riverside General Plan

Land Use Element

Commercial land uses are critical to the long-term economic and fiscal stability of Riverside County. Commercial endeavors provide jobs for local residents, enhance and balance communities economically, and facilitate a tax base for 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, along with 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 serve. The County of Riverside General Plan Land Use Element (County of Riverside 2021) 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)

El Cerrito Specific Plan

The City of Corona adopted El Cerrito Specific Plan SP-91-02 (City of Corona 2024) on April 15, 1992, last updated May 1, 2024, to amend the Commercial Center (CC) district and permit an Affordable Housing Overlay (AHO) zone within the eastern portion of the Crossroads Shopping Center. The El Cerrito Specific Plan is based on the Temescal/El Cerrito Community Plan approved by the County of Riverside on October 15, 1991. The development standards are derived from County of Riverside zoning standards for related land use districts. The premise of the specific plan has consistently been to retain the land use provisions currently in place under the County's jurisdiction and build upon those to enhance the community's desirability and potential. The El Cerrito Specific Plan designates 199.39 acres for commercial development and 243.7 for rural residential (City of Corona 2024). There are three commercial designations: Office Professional (OP), General Commercial (C), and Commercial Center (CC) in the El Cerrito Specific Plan. Rural residential allows single-family detached homes on lots with a minimum of 0.5 acre, along with limited animal keeping (City of Corona 2024). The specific plan establish the following applicable policies:

Land Use Goals:

A. To conserve, protect and enhance natural resources for the benefit and enjoyment of the residential population and the region and guide future development in a direction that maximizes the utility of natural resources.

B. To develop a land use pattern which meets the basic needs of Corona residents for essential services, working and living areas, and areas for pursuit of leisure time activities.

   The El Cerrito land use plan incorporates a variety of residential densities, supporting commercial and industrial uses, parks and trails systems and open space areas to meet the daily needs of the existing and future residents of the community.

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.

Construction would result in temporary effects by causing a temporary increase in traffic and congestion during construction in the Project area. Temporary effects would not result in long-term changes to regional population characteristics. The Project would result in minor changes in land use and have a minor influence on economic vitality; it is not anticipated to encourage increased population density or construction of additional housing. Implementation of the traffic requirements, as required by **SM COM-1**, would reduce or avoid potential traffic impacts during construction, thereby avoiding changes to community character and cohesion.

Operation of the Build Alternative would have minimal effects on community cohesion. The proposed widening of Temescal Canyon Road would not introduce a barrier that would divide any existing communities, separate residences from community facilities, result in substantial

growth, or impede connectivity between neighborhoods. Therefore, the Project would have no impact.

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?

No Impact.

The County of Riverside General Plan Land Use Element and El Cerrito Specific Plan SP-91-02 (City of Corona 2024) include policies that support circulation system improvements, as detailed above. The Project would help to fulfill the aforementioned goals, policies, and objectives and therefore would be consistent with the plans.

The Project is identified in SCAG's 2024–2050 RTP/SCS under project number 3A04WT197-RIV150901A. The Build Alternative directly supports the 2024–2050 RTP/SCS mobility and accessibility performance outcome by reducing vehicle delay and congestion. The Project is consistent with SCAG's 2024–2050 RTP/SCS and the goals and policies of the applicable County of Riverside planning documents. The Project, when complete, would improve the flow of traffic along Temescal Canyon Road. The Project would also add roadway capacity and decrease automobile traffic due to added capacity in the area. It would also improve bicycle and pedestrian networks in the area, further reduce automobile travel, and result in a net reduction in VMT in the influence area (Caltrans 2024). Therefore, because the Project is included in the 2021 FTIP, it would be consistent with the FTIP.

The Project is within the Western Riverside County MSHCP. To ensure full compliance and consistency with Section 6.3.2 of the MSHCP, **AMM BIO-1** through **AMM BIO-10** and **AMM BIO-13** shall be included, as described in full in Section 2.4.3. Therefore, the Project would not conflict with the plan; as such, there would be no impact on any habitats, protected species, or conserved lands under the MSHCP. Therefore, the Project would have no impact.

2.11.3 Avoidance, Minimization, and Mitigation Measures

In addition to **AMM BIO-1** through **AMM BIO-10** and **AMM BIO-13**, discussed in Section 2.4, *Biological Resources*, the following SM would be implemented to avoid and or minimize impacts:

SM COM-1

The County shall identify traffic requirements in the special provisions of the Project specifications to minimize construction impacts on the community. It is anticipated that the traffic requirements would include the following contractor requirements:

1. Limits on construction work hours and lane closures.
2. Preparation and submittal of traffic control plans for approval by the County prior to construction.
3. Maintaining access to residences, businesses, and public facilities at all times.

4. Providing construction information to residents and businesses through the use of flyers.
5. Providing Project information to motorists through the use of changeable message signs and ground-mounted signs.
6. Attendance at public information meetings to provide updates and answer questions from the community.

In addition, County outreach to Project stakeholders, including residents, businesses, schools, emergency service providers, utility companies, transit agencies, and the general public, would rely on meetings, mailers, the Project web page, email blasts, social media, and a Project telephone hotline.

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 (SMARA) 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

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

- **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 that are classified under the SMARA. Riverside County has diverse mineral resources, including extensive deposits of clay, limestone, iron, sand, and important aggregates (e.g., crushed rock, sand, gravel), that have been influential in development of the area and have served as important components of the county's economy. The SMARA 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

The County of Riverside has designated the land within the Project's LOD as MRZ-3 (County of Riverside 2015). However, 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 Temescal Canyon Road and the urban development surrounding much of the Project alignment. In addition, there are no active mines near the Project alignment (California Department of Conservation 2023). 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 Temescal Canyon Road and the urban 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 AMMs are required.

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

California Environmental Quality Act

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.

County of Riverside

Policy N1.3 of the County of Riverside General Plan specifies the maximum acceptable levels for noise-sensitive land uses, which include residential uses within the county. Exterior noise levels are limited to a 24-hour average noise level of 65 A-weighted decibels (dBA), community noise equivalent level (CNEL) (County of Riverside 2015).

The County of Riverside Municipal Code 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 six p.m. and six a.m. during the months of June through September and between the hours of six p.m. and six a.m. during the months of October through May. Exceptions to these standards will be allowed only with the written consent of the building official (County of Riverside 2019).

2.13.2 Discussion of Environmental Evaluation Question 2.13: Noise

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 with Mitigation.

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 surrounding residences. 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 the 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 Table 2.13-1 below are the maximum expected noise levels for construction equipment representative of the equipment that would be 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
Grader	85
Jackhammer	89
Paver	77
Pneumatic tools	85
Rollers	80
Scraper	84
Welder/torch	74

Source: FHWA 2008
L_{max} = maximum noise level

Table 2.13-2 Typical Combined Construction Noise Levels from the Two Loudest Pieces of Equipment

Equipment	L_{max} at 50 feet (dBA, slow)	Usage Factor (%)	Combined Noise Level at 50 feet (dBA)	Combined Noise Level at Closest Noise-Sensitive Receptor 60 feet (dBA)
Grader	85	20	85	84
Jackhammer	89	40		

Source: FHWA 2008
L_{max} = maximum noise level

The FTA Transit Noise and Vibration Impacts Assessment Manual's general assessment uses the noisiest two pieces of equipment for each phase of construction and sets a residential daytime construction noise criteria of 90 dBA 1-hour equivalent noise level (L_{eq}) as a construction threshold (FTA 2018). Based on the construction noise levels in Table 2.13-2 above, the loudest pieces of equipment would be graders and jack hammers. Using the Roadway Construction Noise Model, the calculated combined noise levels from the two loudest pieces of equipment are predicted to be 85 dBA L_{eq} at a distance of 50 feet from the centerline of the roadway. The closest noise-sensitive receptors are approximately 60 feet[11] from the centerline of the of the roadway. Combined noise levels are predicted to be 84 dBA L_{eq}.

Combined construction noise levels would not be in excess of the applicable FTA noise standards. Additionally, while the calculated noise levels would be above the ambient noise levels, construction noise is generally exempt from the County's noise ordinance, provided that construction activities occur during the permitted hours. For construction activities 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 a 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. from June through September and between 6:00 p.m. and 7:00 a.m. from October through May, as restricted by County of Riverside code. The County noise standard in the municipal code allows nighttime construction for capital improvement projects, such as roadway construction. Therefore, should the Project require nighttime work, the County would not have to comply with the nighttime noise standards. Noise-control measure **SM NOI-1** would be implemented, as appropriate, to reduce increases in noise during construction, as discussed below. Although this measure is not required to mitigate the impact, it would further reduce the effects of noise on nearby residences during construction.

Project impacts were evaluated using modeling results from the Traffic Noise Model, version 2.5. Existing (2021) and design-year (2048) peak-hour traffic volumes were converted to CNEL values using a typical 24-hour diurnal traffic pattern. The Project's operational traffic noise was analyzed by comparing design-year CNEL noise levels to existing CNEL levels as well as the sound level included in the County of Riverside General Plan of 65 dBA CNEL (Policy N 1.3). Policy N 1.3 identifies a noise level in excess of 65 dBA CNEL as the level at which an exposed land use would require attenuation measures.

[11] As measured to the physical structure.

The Federal Interagency Committee on Noise (FICON) methodology was used to determine Project impacts. The FICON methodology was blended with the County's 65 dBA CNEL exterior noise threshold (Policy N 1.3).[12] An impact would occur if the Project would cause the noise level to exceed 65 dBA CNEL (relative to the existing condition) by 1.5 decibels (dB) at any receiver during the design year or if the Project would result in a 3 dB increase at any receiver (relative to the existing condition) where the noise level was between 60 and 65 dBA CNEL. One final consideration was included to determine level of significance. If the Project would result in an increase of 5 dB or more at any receiver that was below 60 dBA CNEL under the existing condition, an impact would occur. The 5 dB increase represents an increase in noise that is considered readily perceptible. In addition, the County's interior noise level of 45 dBA CNEL (Policy N 14.1) was considered in tandem.

An analysis of existing noise levels and design-year noise levels at receiver locations, compared with the FICON and County of Riverside General Plan Policy N 1.3 standards, is included in Table 2.13-3 on the following page. The receivers analyzed as part of the analysis are listed in Table 2.13-3.

As indicated in Table 2.13-3, traffic noise levels are projected to increase by 1.5 dB or more at two noise-sensitive receivers (M01.23 and M02.10) that currently exceed the County's 65 dBA CNEL noise level under the existing condition. Noise levels at six receivers that exceed 60 dBA CNEL under the existing condition (M02.06 through M02.07C and M02.11) are projected to increase by 3 dB or more to above 65 dBA CNEL. These modeled receivers are predicted to exceed the 65 dBA CNEL noise level; therefore, it is assumed that the 45 dBA CNEL (interior) level would also be exceeded. Based on the Caltrans Technical Noise Supplement, a light-frame building with windows closed would result in a 20 dB exterior-to-interior transmission loss from the building shell. Although this reduction would be substantial, it is assumed that the 45 dBA CNEL (interior) level would still be exceeded at these receivers. In addition, two other modeled receivers (M01.25 and M01.26D) are predicted to experience increases of 5 dB during the design year (relative to the existing noise level). Figure 2.13-1 shows the location of modeled noise-sensitive receivers. It should be noted that the delta between existing and build conditions does include a regional growth factor that is not Project related. This is shown in Table 2.13-3, column 5, which compares the build condition noise level to the no-build condition noise level. Without mitigation, future noise levels in the Project area are predicted to exceed the County's 65 dBA and 45 dBA CNEL exterior and interior noise levels and the FICON noise level increases (3 and 5 dB) under the Build Alternative.

In response to the future predicted increases in noise levels and the potential for significant noise impacts to result with construction of the Project, a rubberized asphalt mix, or other pavement surface mix[13] that would reduce traffic noise, was considered as mitigation (**MM NOI-2**) to

[12] The FICON methodology and thresholds are based on a day/night level that divides a typical day into two distinct timeframes: day and night (10 dB penalty from 10:00 p.m. to 7:00 a.m.). The County uses CNEL, which divides a typical day into three distinct timeframes: day, evening (5 dB penalty from 7:00 p.m. to 10:00 p.m.), and night (10 dB penalty 10:00 p.m. to 7 a.m.).

[13] Based on discussion with the County, rubberized asphalt cannot be used near a signalized intersection because the softer quality of the pavement will rut as large trucks brake. Therefore, the County/contractor will be in charge of providing an appropriate surface, or mix of surfaces, such as longitudinal diamond-ground concrete or other surfaces, depending on location. This will provide a minimum of 5 dB of noise reduction from tires on pavement.

decrease predicted noise levels to less-than-significant levels. Quiet pavement surfaces allow air to escape between the tire and the pavement from multiple pathways, thereby reducing the pressure and soundwaves as well as overall traffic noise. The inclusion of a quiet pavement produces a wide range of noise reduction. Noise reduction in the mid-range from the inclusion of rubberized asphalt would be 5 dB (Mavridoua and Kehagia 2017).

Table 2.13-4 shows predicted noise levels with the use of rubberized asphalt as a mitigation measure for the Project. Because rubberized asphalt is predicted to result in a reduction in noise levels at multiple modeled receivers, rubberized asphalt will be used on Temescal Canyon Road to reduce traffic noise along the Project alignment.

Table 2.13-3 Modeled Exterior Traffic Noise Levels: Existing and Build Alternative (Unmitigated)

Receiver	dBA CNEL			Change in Noise Level Compared to No Build (dB)	Change in Noise Level Compared to Existing (dB)	Does Existing Condition Exceed 65/45 dBA (Exterior/Interior) CNEL Standard?	Would the Project Result in an Increase that Would Exceed the Existing/No Build by 1.5 dB over the 65/45 dBA (Exterior/Interior) CNEL Standard, 3 dB between 60 to 65 dBA CNEL, or 5 dB at Any Noise Level?
	Existing	No Build	Build				
M01.02	50.4	51.2	52.5	1.3	2.1	No	No/No
M01.03	63.4	64.3	65.1	0.8	1.7	No	No/No
M01.04	63.2	64.0	64.8	0.8	1.6	No	No/No
M01.05	62.3	63.1	63.7	0.6	1.4	No	No/No
M01.06	58.8	59.7	60.5	0.8	1.7	No	No/No
M01.07	57.6	58.5	59.3	0.8	1.7	No	No/No
M01.08	55.1	56.0	56.9	0.9	1.8	No	No/No
M01.09	60.0	60.9	61.7	0.8	1.7	No	No/No
M01.10	53.2	54.1	55.2	1.1	2	No	No/No
M01.11	58.6	59.4	60.4	1	1.8	No	No/No
M01.12	57.0	57.8	58.8	1	1.8	No	No/No
M01.14	63.7	64.5	66.5	2	2.8	No	No/No
M01.15	63.6	64.4	66.5	2.1	2.9	No	No/No
M01.16	59.6	60.4	61.5	1.1	1.9	No	No/No
M01.17	57.2	58.0	60.6	2.6	3.4	No	No/No
M01.18	56.7	57.5	59.8	2.3	3.1	No	No/No
M01.19	50.9	51.6	53.5	1.9	2.6	No	No/No
M01.20	45.4	46.1	46.6	0.5	1.2	No	No/No
M01.21	63.7	64.5	65.1	0.6	1.4	No	No/No
M01.22	45.1	45.9	47.1	1.2	2	No	No/No
M01.23	69.8	70.6	71.5	0.9	1.7	Yes	No/Yes
M01.24	54.2	55.0	59.4	4.4	5.2	No	No/Yes
M01.25	50.6	51.4	56.6	5.2	6.0	No	Yes/Yes

Receiver	dBA CNEL			Change in Noise Level Compared to No Build (dB)	Change in Noise Level Compared to Existing (dB)	Does Existing Condition Exceed 65/45 dBA (Exterior/Interior) CNEL Standard?	Would the Project Result in an Increase that Would Exceed the Existing/No Build by 1.5 dB over the 65/45 dBA (Exterior/Interior) CNEL Standard, 3 dB between 60 to 65 dBA CNEL, or 5 dB at Any Noise Level?
	Existing	No Build	Build				
M01.26A	50.7	51.5	52.4	0.9	1.7	No	No/No
M01.26B	48.1	48.9	49.1	0.2	1.0	No	No/No
M01.26C	49.0	49.8	--	--	--	No	No/No
M01.26D	56.8	57.6	64.4	6.8	7.6	No	Yes/Yes
M02.02	63.1	63.9	65.1	1.2	2.0	No	No/No
M02.03	63.5	64.2	65.3	1.1	1.8	No	No/No
M02.04	60.4	61.1	62.2	1.1	1.8	No	No/No
M02.05	56.1	56.8	57.9	1.1	1.8	No	No/No
M02.06	60.9	61.8	67.7	5.9	6.8	No	Yes/Yes
M02.07	63.0	63.8	68.4	4.6	5.4	No	Yes/Yes
M02.07A	62.5	63.3	68.1	4.8	5.6	No	Yes/Yes
M02.07B	62.4	63.2	68.1	4.9	5.7	No	No/Yes
M02.07C	62.3	63.1	68.0	4.9	5.7	No	No/Yes
M02.10	69.4	70.2	71.3	1.1	1.9	Yes	No/Yes
M02.11	63.4	64.2	67.0	2.8	3.6	No	No/Yes

Table 2.13-4 Mitigated Exterior Traffic Noise Levels

Receiver	dBA CNEL		Change in Noise Level Compared to Existing (dB)	Noise Reduction Provided by Rubberized Asphalt (dB)	After Mitigation Traffic Noise Level (Mitigated Change in Noise Level) (dB CNEL)	After Mitigation, Would the Project Result in an Increase that Would Exceed 1.5 dB over the 65/45 dBA (Exterior/Interior) CNEL Standard, 3 dB between 60 to 65 CNEL, or 5 dB at Any Noise Level?
	Existing	Build Alt				
M01.02	50.4	52.5	2.1	5	47.5 [-2.9]	No
M01.03	63.4	65.1	1.7	5	60.1 [-3.3]	No
M01.04	63.2	64.8	1.6	5	59.8 [-3.4]	No
M01.05	62.3	63.7	1.4	5	58.7 [-3.6]	No
M01.06	58.8	60.5	1.7	5	55.5 [-3.3]	No
M01.07	57.6	59.3	1.7	5	54.3 [-3.3]	No
M01.08	55.1	56.9	1.8	5	51.9 [-3.2]	No
M01.09	60.0	61.7	1.7	5	56.7 [-3.3]	No
M01.10	53.2	55.2	2	5	50.2 [-3.0]	No
M01.11	58.6	60.4	1.8	5	55.4 [-3.2]	No
M01.12	57.0	58.8	1.8	5	53.8 [-3.2]	No
M01.13	65.6	68.0	2.4	5	63 [-2.6]	No
M01.14	63.7	66.5	2.8	5	61.5 [-2.2]	No
M01.15	63.6	66.5	2.9	5	61.5 [-2.1]	No
M01.16	59.6	61.5	1.9	5	56.5 [-3.1]	No
M01.17	57.2	60.6	3.4	5	55.6 [-1.6]	No
M01.18	56.7	59.8	3.1	5	54.8 [-1.9]	No
M01.19	50.9	53.5	2.6	5	48.5 [-2.4]	No
M01.20	45.4	46.6	1.2	5	41.6 [-3.8]	No
M01.21	63.7	65.1	1.4	5	60.1 [-3.6]	No
M01.22	45.1	47.1	2	5	42.1 [-3.0]	No
M01.23	69.8	71.5	1.7	5	66.5 [-3.3]	No
M01.24	54.2	59.4	5.2	5	54.4 [0.2]	No
M01.25	50.6	56.6	6.0	5	51.6 [1.0]	No

Receiver	dBA CNEL		Change in Noise Level Compared to Existing (dB)	Noise Reduction Provided by Rubberized Asphalt (dB)	After Mitigation Traffic Noise Level (Mitigated Change in Noise Level) (dB CNEL)	After Mitigation, Would the Project Result in an Increase that Would Exceed 1.5 dB over the 65/45 dBA (Exterior/Interior) CNEL Standard, 3 dB between 60 to 65 CNEL, or 5 dB at Any Noise Level?
	Existing	Build Alt				
M01.26A	50.7	52.4	1.7	5	47.4 [-3.3]	No
M01.26B	48.1	49.1	1.0	5	44.1 [-4.0]	No
M01.26D	56.8	64.4	7.6	5	59.4 [2.6]	No
M02.02	63.1	65.1	2.0	5	60.1 [-3.0]	No
M02.03	63.5	65.3	1.8	5	60.3 [-3.2]	No
M02.04	60.4	62.2	1.8	5	57.2 [-3.2]	No
M02.05	56.1	57.9	1.8	5	52.9 [-3.2]	No
M02.06	60.9	67.7	6.8	5	62.7 [1.8]	No
M02.07	63.0	68.4	5.4	5	63.4 [0.4]	No
M02.07A	62.5	68.1	5.6	5	63.1 [0.6]	No
M02.07B	62.4	68.1	5.7	5	63.1 [0.7]	No
M02.07C	62.3	68.0	5.7	5	63 [0.7]	No
M02.10	69.4	71.3	1.9	5	66.3 [-3.1]	No
M02.11	63.4	67.0	3.6	5	62 [-1.4]	No

As shown in Table 2.13-4, noise levels at the eight modeled receivers where Project traffic noise would exceed the County's 65 dBA CNEL threshold would increase relative to the existing noise level by 1.8 to 6.8 dB. At these locations, implementation of rubberized asphalt, or another quiet pavement mix, would reduce traffic noise increases associated with the Project to less than the 1.5 and 3 dB increase thresholds. In addition, for other modeled receivers that are projected to see an increase of 5 dB or more, the inclusion of quiet pavement is projected to reduce the Project-related noise level to within 1 dB of the existing noise level. Therefore, with implementation of **MM NOI-2**, increases in traffic noise as a result of the Project would be reduced to less-than-significant levels.

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 on Temescal Canyon Road where new pavement would be laid. According to 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 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 that are extremely susceptible to vibration damage (i.e., PPV of 0.12 in/sec). No vibration-sensitive structures are anticipated within 25 feet of construction activities, and no pile driving is proposed as part of the Project. However, impacts from vibration during construction are predicted at habitable structures.

With respect to operations, the Project would not involve changes that would be expected to result in noticeable increases in groundborne vibration or groundborne noise from roadway use or maintenance. Once the Project is completed, impacts associated with long-term increases in noise from roadway use or maintenance 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 within 2 miles of an airport. The closest airport is Corona Municipal Airport, approximately 5.3 miles away. Therefore, no impact would occur.

2.13.3 Avoidance, Minimization, and Mitigation Measures

The following SM and mitigation measure would be implemented to reduce potential noise impacts to a level that would be considered less than significant:

SM NOI-1

Construction noise would be temporary and limited to the duration of the 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.

- The use of noise-producing signals, including horns, whistles, alarms, and bells, will be for safety warning purposes only.

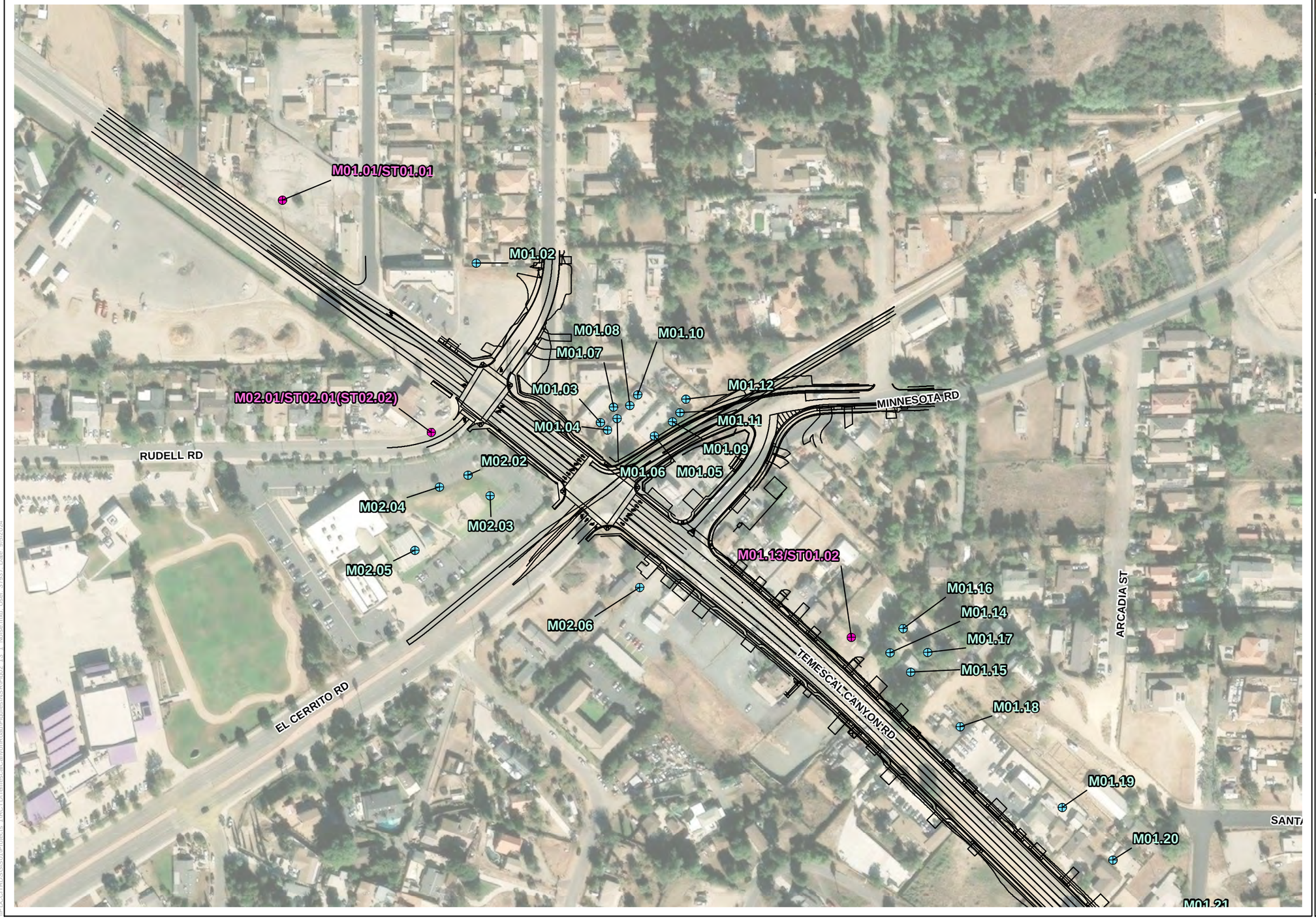
- No Project-related public address or music system will be audible at any adjacent receptor.

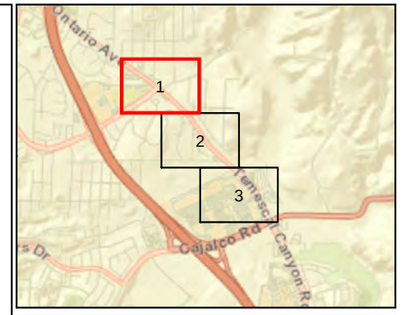
- All residential units located within 500 feet of the construction site shall be sent a notice regarding the construction schedule. A sign, legible at a distance of 50 feet, shall also be posted at the construction site. All notices and the signs shall indicate the dates and duration of construction activities.

- The on-site construction supervisor will have the responsibility and authority to receive and resolve noise complaints. A clear appeal process to the owner will be established prior to construction commencement that will allow for resolution of noise problems that cannot be immediately solved by the site supervisor.

MM NOI-2: Inclusion of Quiet Pavement (Mitigation)

The new Temescal Canyon Road roadways will use rubberized asphalt pavement to provide an overall 5-decibel minimum tire pavement noise reduction.





Legend

- Project Design
- Modeling Location
- Short-term Measurement Location
- Long-term Measurement Location

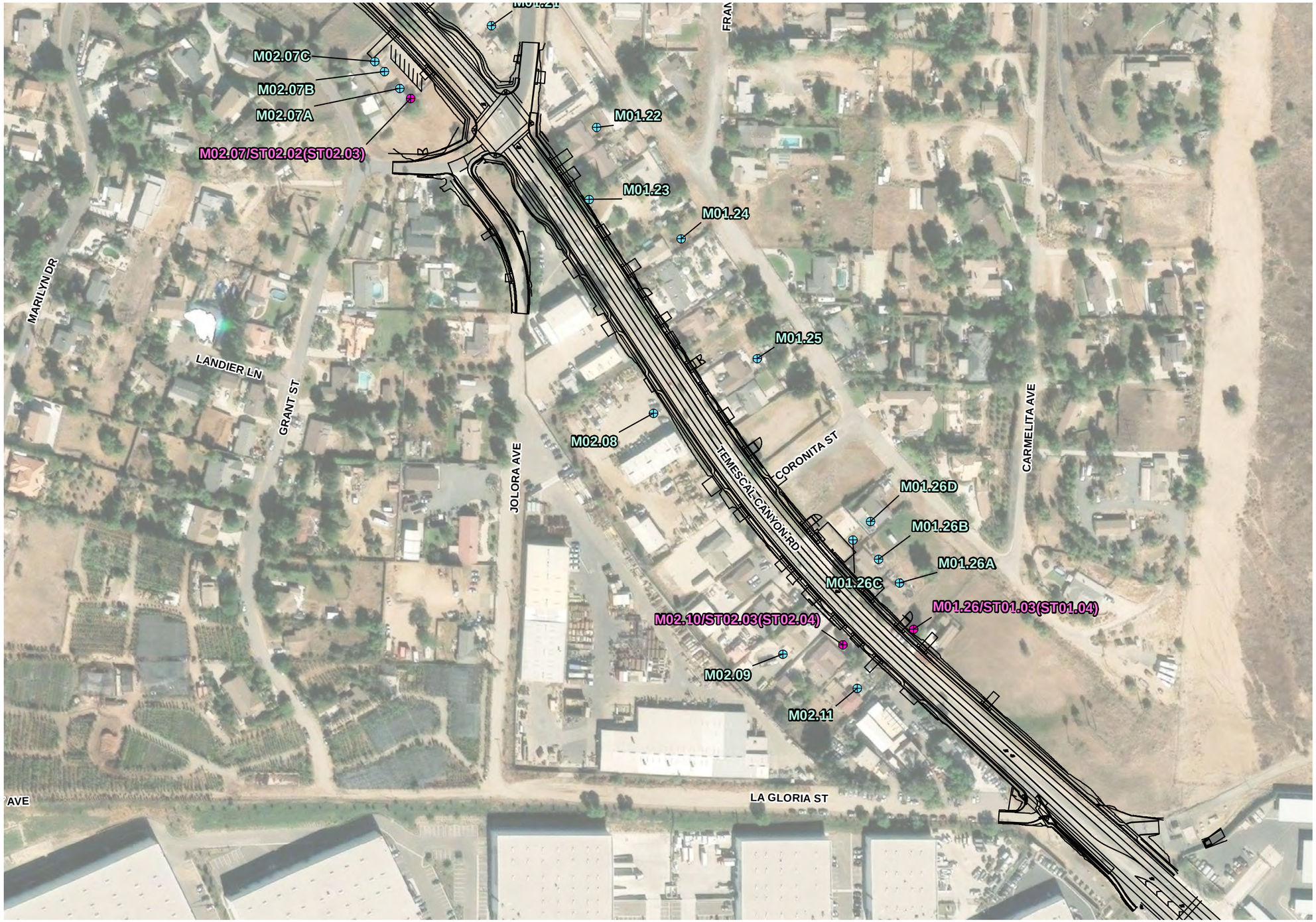
N

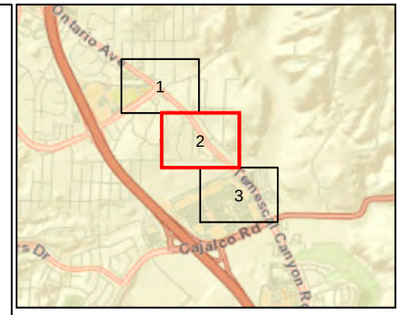
0 150 300 Feet

1 inch = 200 feet

Figure 2.13-1, Sheet 1 of 3
Noise Measurement and Modeling Location
Temescal Canyon Road Widening Project- El Cerrito Segment

This page intentionally left blank.





Legend

- Project Design
- Modeling Location
- Short-term Measurement Location
- Long-term Measurement Location

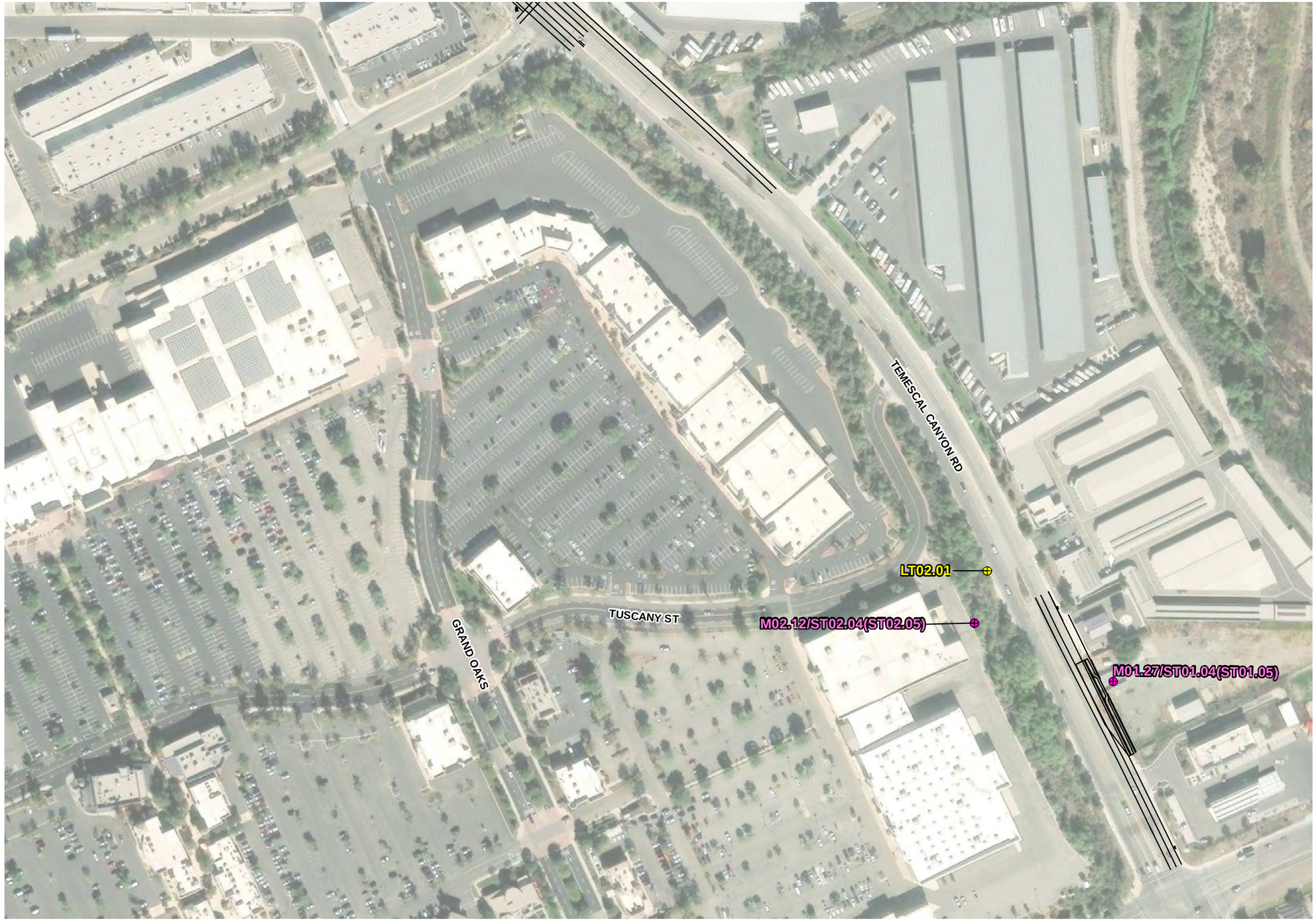
N

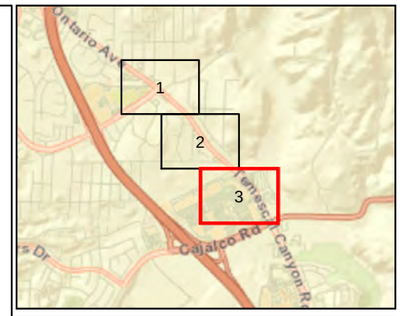
0 150 300 Feet

1 inch = 200 feet

Figure 2.13-1, Sheet 2 of 3
Noise Measurement and Modeling Location
Temescal Canyon Road Widening Project- El Cerrito Segment

This page intentionally left blank.





Legend

- Project Design
- Modeling Location
- Short-term Measurement Location
- Long-term Measurement Location

N

0 150 300 Feet

1 inch = 200 feet

Figure 2.13-1, Sheet 3 of 3
Noise Measurement and Modeling Location
Temescal Canyon Road Widening Project- El Cerrito Segment

P:\PCCTRD\GIS\01\Projects_1\TCTD\TemescalCanyonRoad\Figures\NSR\Fig2.13-1_Noise.mxd User: 3767 Date: 9/5/2024

This page intentionally left blank.

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

The information in this section is from the Temescal Canyon Road Widening Project—El Cerrito Segment Community Impact Assessment (CIA) (Caltrans 2024).

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 widen Temescal Canyon Road from two lanes to four lanes and provide sidewalks and Class II bike lanes from north of El Cerrito Road to Tom Barnes Street, along with a 200-foot segment north of Cajalco Road. The purpose of the Project is to alleviate congestion on Temescal Canyon Road resulting from increased regional traffic as well as overflow traffic from I-15 during peak traffic hours and provide a complete street to serve pedestrians, bicyclists, motorists, and transit riders of all abilities. The Project is not expected to induce growth beyond that already anticipated by the local general and regional plans. The Project is identified in SCAG's 2024–2050 RTP/SCS under project number 3A04WT197-RIV150901A; it directly supports the 2024–2050 RTP/SCS mobility and accessibility performance outcome by reducing vehicle delay and congestion (SCAG 2024). The Project is consistent with SCAG's 2024–2050 RTP/SCS and the goals and policies of the applicable County of Riverside planning documents. This Project, when complete, would improve the flow of traffic along Temescal Canyon Road. The Project would add roadway capacity and decrease automobile traffic due to added capacity in the area. It would also improve bicycle and pedestrian networks in the area, further reduce automobile travel, and result in a net reduction in VMT in the influence area (Caltrans 2024).

The Project would not induce substantial population growth or have an effect on population characteristics or housing. No developable land areas would be made more accessible by the Project, and the Project would not open new areas to development or lead to changes in land use and density. The Project is not considered growth inducing. Therefore, no direct or indirect long-term impacts related to population growth are anticipated with the 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?

Less-than-Significant Impact.

The Project would result in the displacement of a single-family residence, one residential mobile home, one residential duplex within a multifamily unit complex, and a retail/commercial business. The County would relocate the residential households, the duplex, and the retail business. Based on the CIA prepared for the Project, the affected properties range in condition from fair to good (Caltrans 2024). The CIA and the Draft Relocation Impact Report (County of Riverside 2024) have identified adequate replacement housing and retail properties within the replacement area for those displaced. The relocation of residents and the business would not pose an impact on the community. As part of Project implementation, relocation assistance payments and counseling would be provided by the County to persons and businesses in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, to ensure adequate relocation and a decent, safe, and sanitary home for displaced residents. All eligible displacees would be entitled to moving expenses. All benefits and services would be provided equitably to all residential and business displacees without regard to race, color, religion, age, national origins, or disability, as specified under Title VI of the Civil Rights Act of 1964. All relocation activities would be conducted by the implementing agencies in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act. Relocation resources would be available to all displacees without discrimination. **SM COM-2** ensures that potential impacts from property acquisition and relocation would be reduced or avoided.

Beyond the effects that would occur on properties adjacent to Temescal Canyon Road, operation of the Project would not affect housing in the study area, which is defined as the 0.5-mile radius around the Project's maximum LOD. It includes populations and communities within those portions of unincorporated Riverside County and the city of Corona that are most likely to experience the potential impacts associated with the Project. Although residents and employees would be displaced, this change to regional population characteristics would be negligible because it would affect only a very small percentage of the population in comparison to the total number of people in Riverside County (2,383,286) and the city of Corona (163,355) (Caltrans 2024). Therefore, the impact would be considered less than significant.

2.14.3 Avoidance, Minimization, and Mitigation Measures

The following SM would be implemented to avoid and or minimize impacts:

SM COM-2

In accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S. Code 4601–4655), provide compensation to eligible recipients for property acquisitions. Relocation assistance payments and counseling will be provided by the transportation agency to persons and businesses in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended, to ensure adequate relocation and a decent, safe, and sanitary home for displaced residents. All eligible displacees will be entitled to moving expenses. All benefits and services will be provided equitably to all residential and business displacees without regard to race, color, religion, age, national origins, and disability, as specified under Title VI of the Civil Rights Act of 1964. All relocation activities would be conducted by the County in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources will be available to all displacees without discrimination. In addition, the nonresidential Relocation Assistance Program (RAP) provides assistance to businesses in locating suitable replacement properties and reimbursement for certain costs involved in relocation. The RAP will provide current lists of properties offered for sale or rent, suitable for a particular business's specific relocation needs. The types of payments available to eligible businesses are instead of any moving, searching, and reestablishment expenses.

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

The information in this section is from the Temescal Canyon Road Widening Project—El Cerrito Segment Community Impact Assessment (Caltrans 2024).

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?

Less-than-Significant Impact.

Fire protection services in the study area are provided by the City of Corona and the Riverside County Fire Department, which provide fire protection and emergency medical services to unincorporated Riverside County. Station 7 is the nearest fire station, approximately 0.54 mile from the alignment and just outside the 0.5-mile study area. The station is located at 3777 Bedford Canyon Road in the city of Corona (Riverside County Fire Department 2024). The Project involves widening an existing roadway. The Project would not result in an increase in population and therefore would not increase demand for community services. No fire stations would be acquired or displaced; therefore, there would be no effect on the delivery of fire

services. The Project would not induce growth or increase population in the study area or the greater community beyond that previously planned for and would not result in the need for additional fire protection. Operation of the Project would improve the ability of fire service providers to serve the community because it would improve traffic flow and alleviate congestion on Temescal Canyon Road, which would very likely reduce response times for these services after construction is completed.

Temporary impacts on circulation and access would result from construction activities that 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 would be addressed through the inclusion of the traffic requirements of **SM COM-1**. This would also include communication with residents, transit providers, and emergency service responders from the County's public affairs office on any potential detours and/or closures. Furthermore, this impact would be temporary and would occur only during the construction period. Therefore, this impact is considered less than significant.

The Project, when complete, would improve the flow of traffic along Temescal Canyon Road.

a.ii) Police protection?

Less-than-Significant Impact.

Law enforcement and police protection services in the study area are provided by the Riverside County Sheriff's Department. As shown in Table 2.15-1, the nearest station is adjacent to the Project's LOD at 9 Latitude Way in the city of Corona, just west of Temescal Canyon Road between La Gloria Street and Tom Barnes Street. The next closest station is at 730 Public Safety Way in the city of Corona, approximately 4.5 miles north of the Project's LOD.

Table 2.15-1 Law Enforcement and Police Protection Services

Facilities	Location	Distance from Project
Riverside County Sheriff's Office, Lake Mathews Station	9 Latitude Way, Corona	Adjacent
Corona City Police Department	730 Public Safety Way, Corona	4.5 miles

Sources: Google Earth 2023; Riverside County Sheriff's Department n.d.

As mentioned previously in Response "a.i," the Project would not induce population growth in the area beyond that previously planned for and would not result in the need for additional police protection. No impacts from operation of the Project would occur. The improvements to traffic flow and congestion would very likely improve emergency access through the Project area, which would have a beneficial impact.

As mentioned previously in Response "a.i," partial closures of traffic lanes could affect response times for police service providers. However, these delays, should they occur, would be addressed through inclusion of the traffic requirements (**SM COM-1**). This would include communication with emergency service responders from the County's public affairs office on any potential

detours and/or closures during construction. Furthermore, impacts would be temporary and minor in nature. Therefore, this impact is considered less than significant.

a.iii) Schools?

Less-than-Significant Impact.

The Corona-Norco Unified School District (CNUSD) serves more than 53,000 students in the communities of Corona, Norco, Eastvale, and Temescal Valley. CNUSD is the largest school district in Riverside County and the seventh largest district in California (CNUSD 2024). CNUSD consists of 31 elementary schools, eight intermediate/middle schools, five comprehensive high schools, a middle college high school, and three alternative schools (CNUSD 2024). There is also one intermediate public school within 0.5 mile of the Project study area, El Cerrito Middle School, located at 7610 El Cerrito Road in the city of Corona. In addition, the Olive Branch Christian School, a ministry of Olive Branch Community Church, is adjacent to the Project alignment at 7702 El Cerrito Road in the city of Corona. Olive Branch Christian School has three schools on one campus, providing students with education from pre-school through seventh grade (Olive Branch Christian School n.d.). As previously mentioned, the Project would not induce population growth in the area beyond that previously planned for and would not result in the need for new or the expansion of existing school facilities.

The Project may result in temporary construction impacts from detours and construction equipment, affecting morning and afternoon school drop-off and pickup times for students commuting to and from the Project area. Temporary closures of traffic lanes, sidewalks, and crosswalks may be required intermittently throughout the construction period. However, these closures would be short term, last for only the duration of construction. Alternate routes, public outreach, and advance notice of closures by the County would be provided with the inclusion of the traffic requirements, as required by **SM COM-1.** Furthermore, the Project proposes pedestrian and safety improvements, which would benefit community members and schools; for example, new Americans with Disabilities Act– (ADA-) compliant sidewalks, ramps, and curbs would provide safe routes to schools and businesses. The Project would also improve bicycle and pedestrian networks in the area, reduce automobile travel, and further promote active transportation (Caltrans 2024). Therefore, this impact is considered less than significant.

a.iv) Parks?

Less-than-Significant Impact.

The closest public park in the study area is El Cerrito Sports Park, approximately 0.25 mile west of the Project's LOD and adjacent to the striping and traffic control limits. The 26-acre park is at 7500 El Cerrito Drive in Riverside County. Park amenities include soccer, softball, and baseball fields; a tennis court; barbecues; and a children's playground (City of Corona n.d.).

Construction of the Project may result in a temporary increase in travel times for the public when accessing local parks and recreation facilities due to temporary, intermittent closures of traffic lanes, sidewalks, and crosswalks during construction. However, access would be maintained throughout construction with the inclusion of the traffic requirements of **SM COM-1**. The County would provide alternate routes, public outreach, and advance notice of closures in order

to maintain access to all public facilities during construction. Furthermore, impacts would be temporary and minor in nature. Once operational, Project elements (e.g., new sidewalks and new Class II bike lanes) to improve traffic flow and congestion would very likely improve community access to parks throughout the Project area, which would have a beneficial impact. As previously stated, 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, this impact is considered less than significant.

a.v) Other public facilities?

Less-than-Significant Impact.

The nearest medical center with emergency services is Corona Regional Medical Center, approximately 3.5 miles away from the Project site. Operation of the Project would result in no impacts on this or any other emergency medical centers in the surrounding areas. The improvements to local and regional traffic conditions would very likely improve emergency access through the Project area, which would have a beneficial impact.

As discussed in Response "a.i," partial closures along traffic lanes could affect response times for emergency service providers, including ambulances. However, any effects on emergency vehicles would be addressed through the inclusion of the traffic requirements of **SM COM-1.** Furthermore, delays, should they occur, would be temporary and last for only the duration of construction.

El Cerrito Branch Public Library, at 7581 Rudell Road in Riverside County, is the closest public library to the Project alignment and located within the study area. The library is part of the Riverside County Library System (RCLS), which has 34 locations, four Library Connect Vans, two museums, and a Creation Station in Riverside County (RCLS n.d.). RCLS serves a diverse population of 1.4 million in a very large area that covers 7,303 square miles (RCLS n.d.). El Cerrito Branch Public Library serves the unincorporated community of El Cerrito.

As previously discussed, the Project would not induce growth or increase the population in the study area or greater community beyond that previously planned for and would not result in the need for additional emergency services or other public facilities. Impacts are considered less than significant. There are no other public facilities in the study area or vicinity that would be affected by implementation of the Project.

2.15.3 Avoidance, Minimization, and Mitigation Measures

The traffic requirements of **SM COM-1**, identified in Section 2.11, *Land Use and Planning*, would be implemented to avoid and or minimize temporary impacts related to circulation, access, and emergency services during construction. The requirements include communication with public services personnel and emergency responders from the County's public affairs office regarding any potential detours and/or closures during construction. No additional measures are required.

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

The information in this section is from the Temescal Canyon Road Widening Project—El Cerrito Segment Community Impact Assessment (Caltrans 2024).

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.

As previously discussed in Section 2.14.2, the Project would not induce population growth or increase the use of existing parks or recreational facilities such that substantial physical deterioration would occur or be accelerated. Therefore, there would be no impact.

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.

The Project would not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, there would be no impact.

2.16.3 Avoidance, Minimization, and Mitigation Measures

No AMMs 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 State 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 County of Riverside 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 Corona General Plan 2020–2040 Circulation Element establishes the following applicable goals (City of Corona 2024b):

- **Goal CE-1.1** Implement complete streets by limiting capacity to only serve expected demand on City streets (e.g., do not overbuild roadways) while discouraging regional cut-through and maximizing accessibility for users to adjacent land uses in a safe and efficient way.
- **Goal CE-1.3** Provide for safe roadway conditions by adhering to nationally recognized improvement standards and uniform construction and maintenance practices.
- **Goal CE-1.4** Design and employ traffic control measures to ensure City streets and roads function with safety and efficiency.
- **Goal CE-1.6** Coordinate street system improvements and signalization with regional transportation efforts, including the Regional Transportation Plan, the CIRCULATION CE-6 | CORONA GENERAL PLAN 2020-2040 State Transportation Improvement Program, the Riverside County General Plan, the Community and Environmental Transportation Acceptability Process, the Congestion Management Program, and other relevant regional and subregional efforts and programs.
- **Goal CE-1.11** Provide all residential, commercial, and industrial areas with efficient and safe access for emergency vehicles, including undeveloped areas or those on the hillsides in high or very high fire hazard severity zones.

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?

No Impact.

The Project is identified in SCAG's 2024–2050 RTP/SCS under project number 3A04WT197-RIV150901A.). The Project is also included in the SCAG 2024–2050 RTP/SCS project list under RTP ID 3A04WT197 and the Project's FTIP ID. Temescal Canyon Road is classified as an arterial highway in the County of Riverside General Plan. An arterial highway is a divided highway, primarily for through traffic and generally consisting of four lanes, as defined in County Ordinance 461 (County of Riverside 2020). Access from abutting property is kept to a minimum. In addition, Temescal Canyon Road is identified as an important element of the vehicular circulation system, as noted in the circulation plan of the El Cerrito Specific Plan (City of Corona 2024a). The City of Corona General Plan also designates Temescal Canyon Road as a major arterial (City of Corona 2024b). Major arterials are generally four or six lanes. They have the highest traffic-carrying capacity and the highest speeds. Interference with traffic from driveways or abutting properties is limited. A center median may be included, and parking may or not be allowed (City of Corona 2024b). Therefore, widening Temescal Canyon Road to four lanes is consistent with the arterial highway designation in the Circulation Element of the County of Riverside's General Plan and the major arterial designation in the Circulation Element of the City of Corona's General Plan.

Once the Project is operational, the increased capacity is expected to accommodate overflow traffic from I-15 and reduce traffic delays. With the added capacity, the Project is also expected to alleviate traffic congestion. In addition, Class II bike lanes would be added along Temescal

Canyon Road adding 1 mile to the existing 3.8-mile bicycle corridor along Temescal Canyon Road. New sidewalks would provide safe routes to schools and businesses, further promoting active transportation. All sidewalks would be ADA compliant and have barrier-free access for disabled persons. Therefore, the Project would improve bicycle and pedestrian networks in the area, further reduce automobile travel, and result in a net reduction in VMT in the area (Translutions, Inc. 2023a). As such, the Project would not conflict with adopted policies, plans, or programs regarding public transit, roadways, or bicycle or pedestrian facilities. Therefore, no impacts are expected to occur.

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

No Impact.

A Traffic Operations Analysis Report (TOAR) was prepared for the Project. The TOAR evaluated traffic operations in the study area by looking at 19 intersections and eight roadway segments (Translutions, Inc. 2023a). The intersections and roadway segments included in the study area are listed below and depicted on Figure 2.17-1 and Figure 2.17-2.

Study Area Intersections

1. Compton Avenue and Ontario Avenue
2. I-15 southbound ramps and Ontario Avenue
3. I-15 northbound ramps and Ontario Avenue
4. State Street and Ontario Avenue
5. Ontario Avenue and Rudell Road
6. Ontario Avenue and Envoy Avenue
7. I-15 southbound ramps and El Cerrito Road
8. I-15 northbound ramps and El Cerrito Road
9. Ontario Avenue – Temescal Canyon Road and El Cerrito Road
10. Temescal Canyon Road and Minnesota Road
11. Temescal Canyon Road and Grant Street-Jolora Avenue
12. Temescal Canyon Road and Jolora Avenue
13. Temescal Canyon Road and Coronita Street
14. Temescal Canyon Road and Tom Barnes Road

15. Temescal Canyon Road and Cajalco Road

16. Bedford Canyon Road and Eagle Glen Parkway

17. I-15 southbound ramps and Cajalco Road

18. I-15 northbound ramps and Cajalco Road

19. Grand Oaks and Cajalco Road

Study Area Roadway Segments

1. Cajalco Road between Grand Oaks and Temescal Canyon Road
2. Cajalco Road between I-15 northbound ramps and Grand Oaks
3. El Cerrito Road between I-15 Northbound Ramps and Temescal Canyon Road
4. Ontario Avenue between I-15 Northbound Ramps and State Street
5. Ontario Avenue between State Street and El Cerrito Road
6. Temescal Canyon Road between El Cerrito Road and Jolora Avenue
7. Temescal Canyon Road between Jolora Avenue and Tom Barnes Street
8. Temescal Canyon Road between Tom Barnes Street and Cajalco Road

Based on County guidelines, the TOAR evaluated the following scenarios under no-build and build conditions:

- Existing conditions (2021)
- Opening-year conditions (2025)
- Design-year conditions (2048)

In addition to the TOAR, a VMT[14] memorandum was completed for the Project. Total VMT within 10 miles of the traffic study area was projected from the traffic model used in the VMT memorandum. The analysis evaluated the effects of the Project on VMT in the model base year (2018) and model future year (2045). Table 2.17-1 shows the VMT data analysis for existing-year (2021), opening-year (2025), and design-year (2048) conditions. Compared to no-build conditions, build conditions under both the existing and future year are expected to result in a decrease in VMT. Therefore, the Project would not conflict with or be inconsistent with State CEQA Guidelines Section 15064.3. There would be no impact on traffic or transportation.

[14] VMT is a measure of vehicle miles traveled per capita, which is calculated from total annual miles of vehicle travel divided by the total population in a state or urbanized area.

Table 2.17-1 VMT within a 10-mile Radius

Year	Without Project	With Project
2018	8,253,277	8,248,434
2045	10,225,338	10,220,987
2021	8,472,395	8,467,607
2025	8,764,552	8,759,837
2048	10,444,456	10,440,160

Source: Translutions, Inc. 2023b.

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.

In addition to widening Temescal Canyon Road, the Project would install a new traffic signal at the extension to El Cerrito Road and Minnesota Road. In addition, a median would be installed on Temescal Canyon Road at Minnesota Road to eliminate left turns, and the existing traffic signal at Temescal Canyon Road and Minnesota Road would be removed to improve traffic circulation. The existing five-leg intersection at Temescal Canyon Road, Jolora Avenue, and Grant Street would be reconfigured to a four-leg intersection by aligning the south leg of Jolora Avenue with Grant Street. A traffic signal would also be added at the intersection. In addition, Envoy Avenue would be aligned with Rudell Road at Ontario Avenue and a traffic signal would be added. Reconfiguring the intersections is expected to improve operational efficiency. The Project aims to build more complete streets. The roadway modifications are intended to improve operations for pedestrians, bicyclists, motorists, and transit riders of all abilities. Therefore, the Project is expected to improve traffic circulation. It would not increase hazards due to a geometric design or incompatible uses. There would be no impact to traffic or transportation.

d) Would the project result in inadequate emergency access?

Less-than-Significant Impact.

As described in the responses in Section 2.15.2, construction of the Project could affect response times for emergency service providers. Partial closures of traffic lanes could result in temporary impacts on traffic circulation, including emergency services. The impacts are expected to be short in duration and addressed by the inclusion of **SM COM-1** during construction. **SM COM-1** would specifically address requirements for coordination with emergency service providers, ensuring accommodation for emergency travel routes and access to, through, and around active construction areas. Once operational, improvements to traffic flow and congestion 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

During construction, **SM COM-1**, related to traffic requirements, as identified in Section 2.11, *Land Use and Planning*, would be included to ensure adequate emergency access. No additional measures are required.

Figure 2.17-1 Study Area Intersections

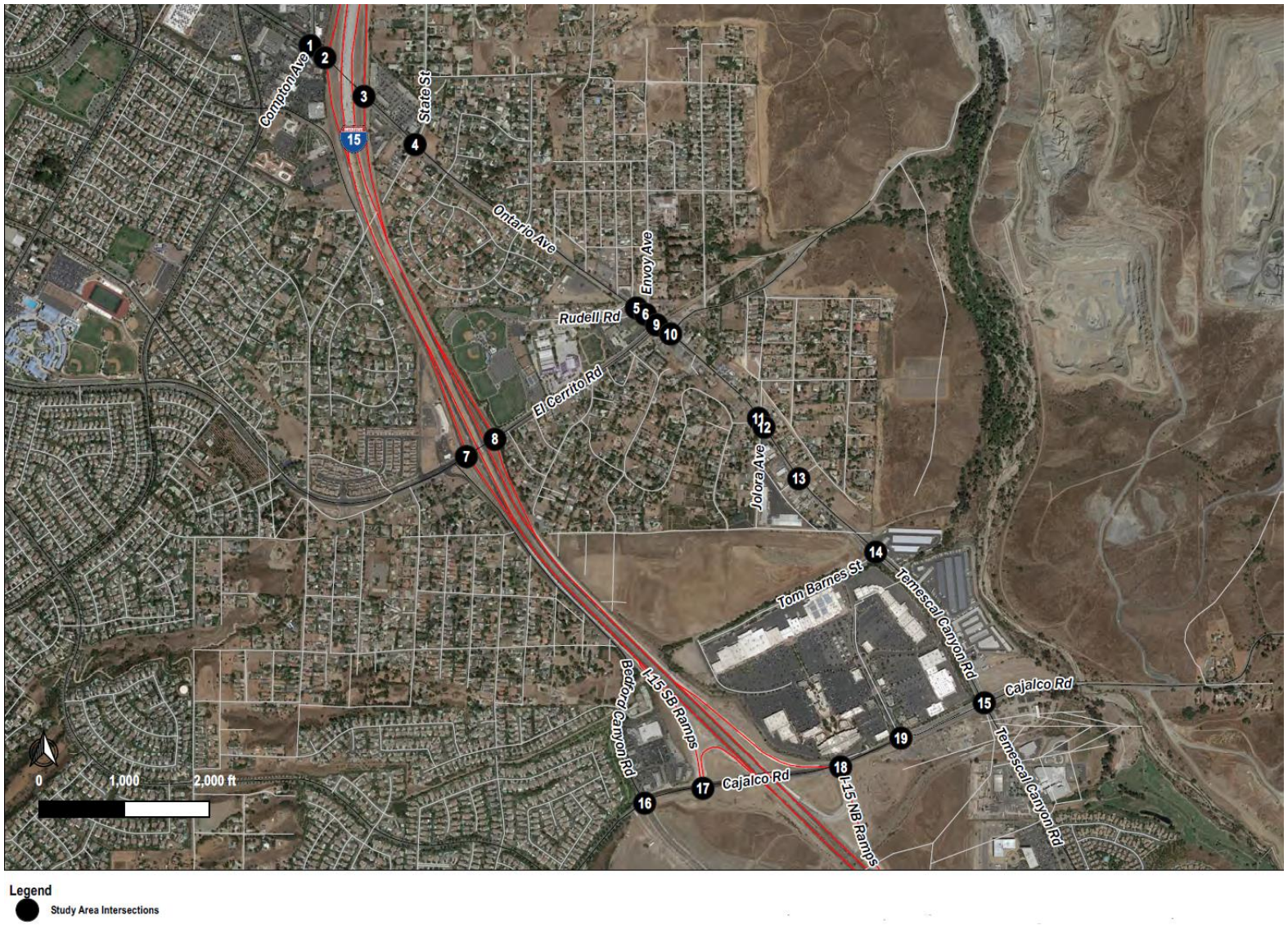
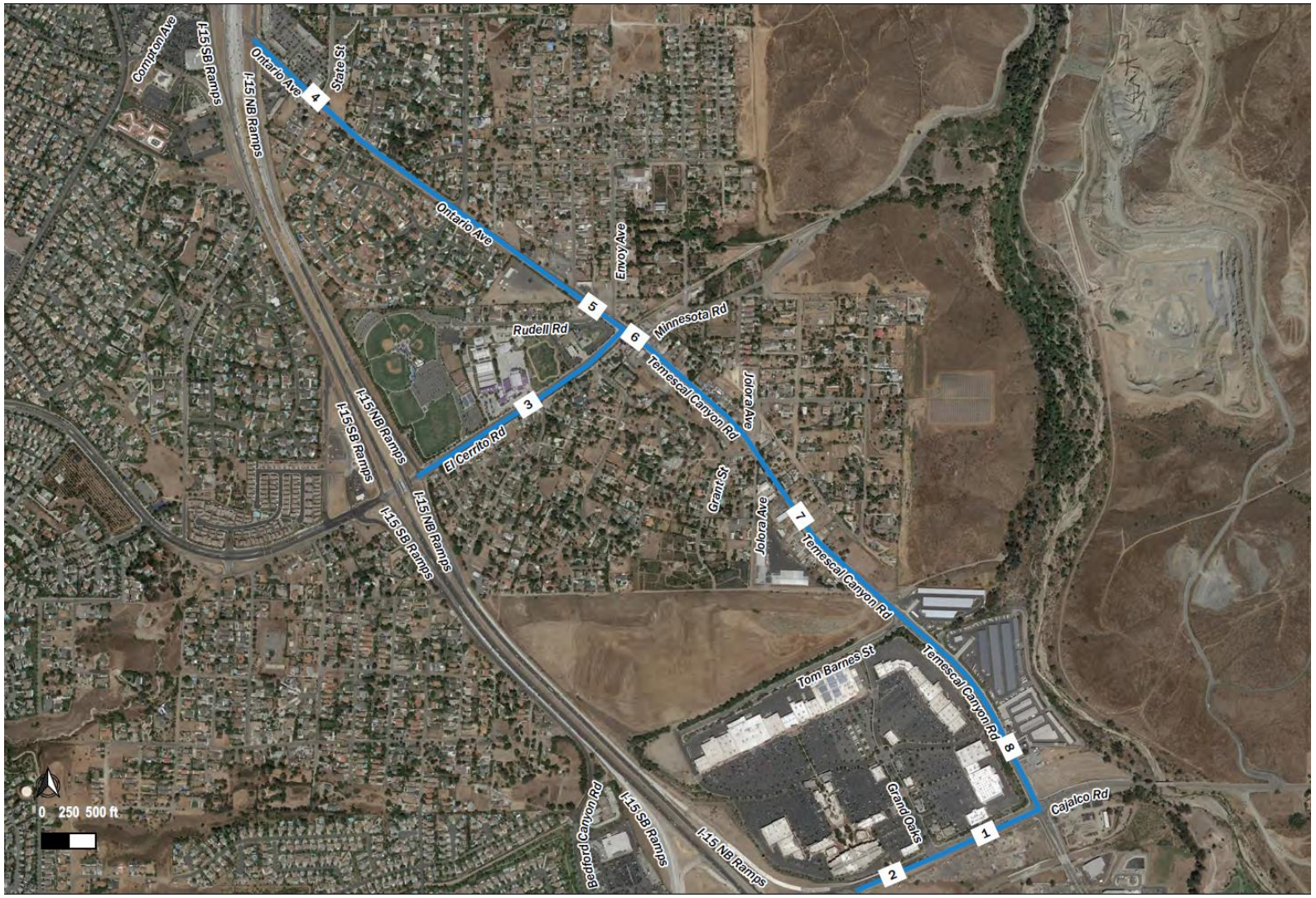


Figure 2.17-2 Roadway Segments



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 consideration of cultural resources that are historical resources and tribal cultural resources (TCRs), along with "unique" archaeological resources. California 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, considered 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 for identifying TCRs (as well as measures to avoid, preserve, or mitigate effects on them). As defined in PRC Section 21074(a), a TCR is an eligible CRHR or local-register site, feature, place, cultural landscape, or object that has 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

During consultation between Caltrans District 8, on behalf of FHWA, and the Pechanga Band of Luiseño Mission Indians for another nearby project, the tribe identified three TCPs: Túu'uv (TCP-1), Qaxáalku Payómik (TCP-2), and Qaxáalku Kwíimik (TCP-3). The tribe does not currently know the full extent and exact boundary of each TCP, but together they make up a vast, undefined geographic area that intersects portions of the current Project's APE and APE vicinity. The tribe considers the TCPs to be eligible for the NRHP under all four evaluation criteria; therefore, Caltrans District 8 assumes that the three TCPs are eligible for the NRHP under Criteria A, B, C, and D for the purposes of this Project only. Per the tribe's request, a face-to-

face meeting with Caltrans occurred on August 8, 2024. No additional information about the TCPs was provided during that meeting.

The NAHC was contacted regarding the Project on August 16, 2022. The NAHC responded in a letter dated September 19, 2022, stating that a search of the Sacred Lands Files was negative for sacred lands or traditional TCPs in proximity to the APE. The NAHC provided a list of Native American contacts who might have knowledge of cultural resources in the APE.

Gary Jones, Caltrans District 8 Native American Coordinator, sent outreach letters and maps of the Project APE to the Native American groups listed below on February 21, 2023. In addition, the County sent letters and thumb drives with electronic copies of the records search results, along with a request for AB 52 consultation, to the same Native American groups on February 21, 2023.

- Andrew Salas, Gabrieleño Band of Mission Indians – Kizh Nation (Section 106 and AB 52)
- Ann Brierty, Morongo Band of Mission Indians (Section 106)
- Robert Martin, Morongo Band of Mission Indians (AB 52)
- Shasta Gaughen, Pala Band of Mission Indians (Section 106 and AB 52)
- Ebru Ozdil, Pechanga Band of Luiseño Indians (Section 106 and AB 52)
- Mark Macarro, Pechanga Band of Luiseño Indians (AB 52)
- Cheryl Madrigal, Tribal Historic Preservation Officer, Rincon Band of Luiseño Indians (Section 106 and AB 52)
- Joseph Ontiveros, Soboba Band of Luiseño Indians (Section 106 and AB 52)
- Isaiah Vivanco, Soboba Band of Luiseño Indians (AB 52)

Consultation among Caltrans District 8, the County, and tribes occurred as follows:

- **Gabrieleño Band of Mission Indians – Kizh Nation, Andrew Salas, Chairperson**
  - **Caltrans/Section 106:** Mr. Salas responded on May 17, 2023, by phone and requested a copy of the consultation letter by email. The consultation letter was provided by email by Shane Sparks on May 18, 2023, per Mr. Salas's request. In a follow-up email, the Gabrieleño Band of Mission Indians – Kizh Nation requested a combined Section 106/ AB 52 consultation meeting with the County and Caltrans to discuss recently discovered TCRs. A formal consultation meeting occurred with the County and the Gabrieleño Band of Mission Indians – Kizh Nation on July 20, 2023. The tribe provided confidential information related to sacred resources in the Project area.
  - **County/AB 52**: Savannah Salas, the tribal administrative specialist, responded on March 9, 2023, by email; an attached letter asserted that the Project location is within tribal territory. See Caltrans/Section 106 bullet above for combined consultation meeting request and meeting summary.

- **Morongo Band of Mission Indians, Ann Brierty, Tribal Historic Preservation Officer**
  - **Caltrans/Section 106:** Ms. Ann Brierty responded to the letter by email on May 1, 2023, stating that they defer to the Pechanga Tribe for the Project.
- **Morongo Band of Mission Indians, Robert Martin, Chairperson**
  - **County/AB 52:** Mr. Robert Martin did not respond to the initial AB 52 consultation letter. A follow-up phone call was made on August 2, 2023; there was no answer. A detailed voicemail was left, describing the AB 52 consultation request, as part of the follow-up call on August 2, 2023.
- **Pala Band of Mission Indians, Shasta Gaughen, Tribal Historic Preservation Officer**
  - **Caltrans/Section 106:** Dr. Gaughen has not responded to the initial letter or follow-up phone call and voicemail. No response has been received to date.
  - **County/AB 52:** Dr. Gaughen has not responded to the initial letter or follow-up phone call and voicemail. No response has been received to date.
- **Pechanga Band of Luiseño Indians, Mark Macarro, Chairperson**
  - **County/AB 52:** Mr. Mark Macarro, Chairperson for the Pechanga Tribe, did not respond to the initial AB 52 request-for-consultation letter sent by the County. A follow-up phone call was made on August 2, 2023; there was no answer. A detailed voicemail was left, describing the AB 52 consultation request. Mr. Macarro called back on August 3, 2023, and said that his office had not received the AB 52 letter or attachments. Other consultation that occurred with Ms. Ebru Ozdil and Mr. Ochoa (see below) was discussed with Mr. Macarro. Mr. Macarro requested that an electronic letter and attachments be sent to his attention. Shane Sparks sent the additional letter and link to attachments on August 3, 2023. No additional response has been received to date.
- **Pechanga Band of Luiseño Indians, Ms. Ebru Ozdil, Cultural Resource Coordinator**
  - **Caltrans/Section 106:** Mr. Ochoa, assistant to Tribal Historic Preservation Officer Gary DuBois, responded to the initial consultation letter on March 17, 2023, by email, stating that they look forward to beginning formal Section 106 consultation. The Pechanga Tribe requested to be notified and involved in the entire environmental review process. The tribe also formally requested to be notified and involved closely with Caltrans District 8 until the Section 106 process is completed to their mutual satisfaction. The tribe requested in-person meetings with Caltrans District 8 and detailed the tribe's right to participate in the environmental review process. Per the tribe's request, a face-to-face meeting with Caltrans occurred on August 8, 2024. No additional information about the TCPs was provided during that meeting.
  - **County/AB 52:** Ms. Ebru Ozdil, the Cultural Resources Coordinator with the Pechanga Tribe, did not respond to the initial AB 52 request-for-consultation letter sent by the County. A follow-up phone call was made on August 2, 2023; there was no answer. A detailed voicemail was left, describing the AB 52 consultation request, as part of the follow-up call on August 2, 2023. No response has been received to date, although, as noted above, the Pechanga Band of Luiseño Indians did consult with Caltrans for this Project.

- **Rincon Band of Luiseño Indians, Cheryl Madrigal, Tribal Historic Preservation Officer**
    - **Caltrans/Section 106 and County/AB 52:** Ms. Madrigal responded to the letter on March 2, 2023, by email; an attached electronic document from Ms. Madrigal stated that the Project is within Rincon's specific area of historic interest. The tribe noted that the Project area is culturally sensitive. The tribe believes the Project site is within a TCP. In addition, they requested more information in the form of a geographic information system data file with the APE/footprint to identify the exact Project location with regard to sensitive resources. The County responded to the email, acknowledged the request, and stated that the documents would be provided to the tribe as they become available.
- **Soboba Band of Luiseño Indians, Joseph Ontiveros, Tribal Historic Preservation Officer**
    - **Caltrans/Section 106 and County/AB 52:** Mr. Ontiveros responded with a phone call on May 17, 2023, requesting government-to-government Section 106 consultation and the commencement of AB 52 consultation. Mr. Ontiveros also requested that Soboba continue to be a consulting tribal entity for the Project and requested digital copies of the initial consultation letter. Shane Sparks provided the consultation letters by email on May 18, 2023, per Mr. Ontiveros's request. No additional response has been received to date.
- **Soboba Band of Luiseño Indians, Mr. Isaiah Vivanco, Chairperson**
    - **County/AB 52:** Mr. Isaiah Vivanco, Chairperson for the Soboba Band of Luiseño Indians, did not respond to the initial AB 52 consultation request. A follow-up phone call was made on August 2, 2023; Mr. Vivanco's office called back and said that they defer to the AB 52 consultation through Mr. Ontiveros and that no further consultation with Mr. Vivanco is needed at this time.

Tribal consultation is an ongoing process, extending through the life of the Project; as such, Caltrans District 8 and the County will continue to consult with all interested tribes as responses are received, if any. Refer to Appendix E for the AB 52 tribal correspondence record.

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 Project would not physically alter TCPs. The overall setting and integrity of the character-defining features of the TCPs would not be adversely affected. Although some sites, which are no longer extant within the APE, may represent elements of the TCPs, the condition of the sites is such that they would not be physically affected. As such, there would be no effect on these TCPs by Project construction or operation.

The remaining resources identified in the APE during the background research include one prehistoric isolate (P-33-0131480), which is outside the ADI/APE and exempt from evaluation; two historical-period archaeological resources (P-33-004112 and P-33-006439), which were mapped by the EIC as intersecting the southern portion of the APE but have been demolished or destroyed and therefore are no longer extant in the APE; one built-environment resource, Temescal Canyon Road (P-33-024785; P-33-028199), which was previously determined to be not eligible for NRHP or CRHR listing, with SHPO concurrence; and one previously recorded archaeological site (P-33-000883), which is assumed NRHP-eligible with CSO approval dated November 8, 2024. Therefore, no impact on historical resources would occur because no eligible resources (other than the previously recorded archaeological site [P-33-000883] and three TCPs) are within the Project APE.

Previous construction of Temescal Canyon Road, as well as intersecting roads and intersections, and development of the adjacent mixed commercial and residential properties in the vicinity have very likely heavily disturbed much of the surface deposits throughout the LOD and APE overall. Furthermore, there is limited potential for effects on archaeological site P-33-000883 because the portion within the ADI has been disturbed through extensive road construction and commercial development and no site constituents have ever been recorded in the western portion of the site boundary. The eastern extents of the site are mostly under pavement and have been partially disturbed by construction of a recreational vehicle storage facility. Therefore, the potential for the Project to encounter or affect subsurface cultural materials during construction is considered low. **SM CR-1** would be implemented if any subsurface cultural materials are encountered during construction. **SM CR-3** and **SM CR-4** will establish an ESA boundary for site P-33-000883 as well as conducting archaeological and Native American monitoring to ensure impacts on the site are avoided or minimized, should any portions of the site be intact and encountered during construction. Therefore, the impact would be 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.

After the AB 52 consultation process, the County determined that no impacts on TCRs would occur, given the lack of substantial evidence and the criteria set forth in PRC Section 5024.1(c). In addition, no impacts on cultural resources are anticipated as a result of Project activities (refer to Responses "a" and "b" in Section 2.5.2); therefore, 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, **SM CR-1**, **SM CR-2**, and **SM CR-5** as identified in Section 2.5, *Cultural Resources*, would be implemented to avoid or minimize potential impacts should cultural resources or human remains be unexpectedly discovered during construction. **SM CR-3**, as identified in Section 2.5, *Cultural Resources*, would establish an ESA boundary and enclose the protected portion of site P-33-000883, and **SM CR-4** will result in archaeological and Native American monitoring of the ESA and AMA during excavation work.

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

- **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.

The Corona General Plan 2020–2040 establishes the following applicable policies (City of Corona 2024):

- **Policy IU-2.9** Require that grading plans be designed and implemented to reduce stormwater runoff by capturing rainwater on-site and storing on a temporary, short-term basis to facilitate groundwater recharge rather than relying solely on community drainage facilities.
- **Policy IU-3.10** Continue to implement, as appropriate, the requirements of the NPDES and SCAQMD regulations, including requiring the use of Best Management Practices by businesses in the City.
- **Policy IU-5.8** During construction projects, ensure compliance with all terms and conditions outlined in the NPDES permit, including the implementation of the latest best management practices and determination of need for any additional water quality management plans to reduce pollutants and urban runoff flows to the maximum extent practicable.

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 may affect existing surface or subsurface utility facilities; protection in place, removal, or relocation could be required. Construction of the Project consists of removing and installing traffic signals, street lights, storm drains, catch basin inlets, connector pipes, and outlet structures. The Project would require the relocation of approximately 20 power poles. Relocation plans for other utilities that could need to be relocated, removed, or protected in place would be determined during the final design phase, as specified in **SM UT-1** and **SM UT-2**. Although it is anticipated that utility conflicts could occur during construction, **SM UT-2** 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. As a result, impacts from the potential relocation of utility facilities would not result in significant environmental effects. Therefore, the impacts 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 alleviate congestion along Temescal Canyon Road during peak traffic hours; it would not require new or expanded water entitlements. The use of water during construction would be limited to the 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 the demand for water used for landscape irrigation. As a result, the Project would not require water districts serving the Project vicinity to provide new or expanded facilities to meet the need for water during construction and operation of the Project. Therefore, there would be no impact.

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 would not generate wastewater or discharge wastewater to the area sewer system. As a result, the Project would not exceed wastewater treatment requirements, require or result in the

construction of new wastewater treatment facilities, or exceed the capacity of the wastewater treatment provider. Therefore, there would be no impact.

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 such as vegetation, other plant material, and excess soil, along with 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. Furthermore, waste would be generated only during the construction period. That amount of waste would be only a very small percentage of the total waste disposed of or recycled at area landfills and recycling facilities on both a daily and annual basis. Therefore, the amount of waste generated during construction of the Project is anticipated to be accommodated at existing recycling and landfill facilities in Riverside County.

Trash/waste removal during Project operation would be consistent with current maintenance activities. The amount of trash/waste collected during operation of the Project would be similar to the amount under existing conditions. This is because the Project would consist of widening and extending an existing roadway. Therefore, the amount of waste generated during operation of the Project would be negligible. As such, 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.

Any hazardous waste generated during construction of the Project, collected during normal waste collection activities, or collected as a result of an accidental release on roadways would be handled, transported, and disposed of consistent with applicable federal, State, regional, and local regulations. Hazardous wastes would not be commingled with green waste in non-hazardous trash.

Waste materials generated during construction and operation of the Project would be disposed of in accordance with federal, State, and local regulations related to recycling, which would minimize the amount of waste material entering local landfills; as such, there would be no impact.

2.19.3 Avoidance, Minimization, and Mitigation Measures

The following standard Project measures would be implemented to avoid or minimize potential impacts:

SM UT-1: Utility Service.

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 right-of-way (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.

SM UT-2

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 that have been classified as VHFHSZs. The 2018 updates to the State CEQA Guidelines expanded this to include projects "near" VHFHSZs.

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 El Cerrito in Riverside County and Corona. Both the City of Corona and County of Riverside have an emergency operations plan that provides guidelines for emergency response planning, preparation, training, and execution throughout their jurisdictions (City of Corona 2024; County of Riverside 2020). 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 within the vicinity surrounding the Project area. This could result in increased travel times for emergency service providers. During Project construction, **SM COM-1** would be implemented to minimize these obstructions, which would 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. In addition, all Project

construction would follow State and federal fire regulations. Furthermore, once operational, the Project is expected to alleviate congestion along Temescal Canyon Road during peak traffic hours and improve emergency response times in the Project area. Therefore, there would be a less-than-significant impact.

b) Would the project exacerbate wildlife 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 site is within an urbanized area. According to CAL FIRE, the Project site is not within a VHFHSZ (refer to Figure 2.20-1), as previously discussed in Section 2.9, *Hazards and Hazardous Materials*; however, portions of the Project footprint are near or adjacent to areas designated as VHFHSZs (CAL FIRE 2023). Although it is possible that a wildfire could affect areas adjacent to the Project site, the Project itself would not exacerbate wildlife risks or expose people to potential impacts beyond those that are already part of the existing condition. 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 Temescal Canyon Road from two lanes to four lanes. Work would include roadway modifications, pavement widening, installation of street lights, and relocating of existing underground and aboveground utilities and appurtenances. Any affected utilities would be relocated in accordance with State law and regulations as well as County policies. By increasing the width of the existing roadway, the Project would be contributing to a more effective firebreak by reducing vegetation adjacent to the roadside and providing additional areas for staging emergency response vehicles. In addition, the Project would also comply with Caltrans Standard Specifications Section 7-1.02M(2), which mandates fire prevention procedures during construction, including a fire prevention plan. Construction and operation of the Project is not expected to exacerbate wildfire conditions. Therefore, there would be no impact.

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.

Implementation of standard Caltrans practices for erosion control and other BMPs, such as stabilizing disturbed soil areas with covers or binders, covering stockpiles, and diverting stormwater flows from disturbed soil areas, would avoid or minimize the Project's potential to result in downslope or downstream flooding or landslides. Therefore, the Project would not expose the public to a risk of post-fire slope instability or drainage changes. Generally,

transportation projects, particularly those on existing alignments, are considered unlikely to exacerbate wildfire risks or post-fire flooding/landslides. The Project would also comply with Caltrans Standard Specifications Section 7-1.02M(2), which mandates fire prevention procedures during construction, including a fire prevention plan. Therefore, there would be no impact.

2.20.3 Avoidance, Minimization, and Mitigation Measures

During construction, **SM COM-1**, related to traffic requirements, as identified in Section 2.15.3, *Avoidance, Minimization, and Mitigation Measures*, would be included to ensure adequate emergency access. No additional measures are required.

This page intentionally left blank.

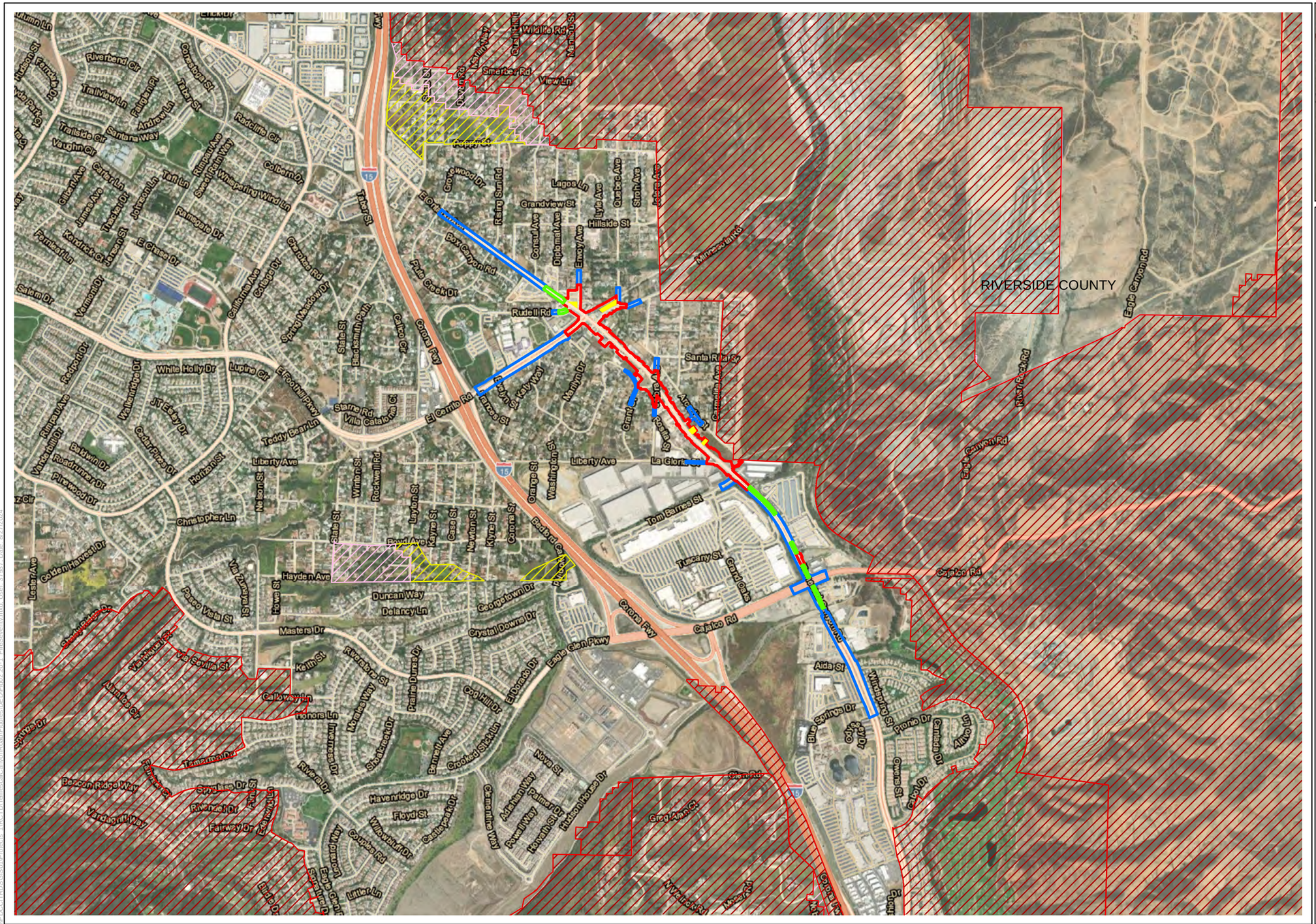


Figure 2.20-1
Fire Hazard Severity Zones
Temescal Canyon Road Widening Project – El Cerrito Segment

This page intentionally left blank.

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 with Mitigation Incorporated.

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. The Project would temporarily disturb 0.06 acre and permanently remove 0.01 acre of areas mapped as riverine. Impacts on MSHCP riparian/riverine resources from the Project would require compensatory mitigation to reduce impacts to less-than-significant levels under CEQA. Under the MSHCP, compensation for these losses shall be addressed through **MM BIO-14**, **MM BIO-15**, and any other measures defined in the DBESP to ensure that direct impacts on riparian and riverine resources would be less than significant.

Within the BSA, trees are protected by the County of Riverside Oak Tree Management Guidelines and County of Riverside Tree Removal Ordinance (Chapter 12.08.050). Protected trees in the BSA include a total of 13 coast live oak trees within the LOD. Currently, 11 of the 13 oak trees along Temescal Canyon Road are proposed for removal by the Project (the remaining two trees would be protected in place). This would require proceeding with potential remediation options to offset impacts from tree removal. With implementation of **AMM BIO-19** all potential direct and indirect impacts on protected trees would be reduced to less-than-significant levels.

The Project would not eliminate important examples of major periods of California history or prehistory. No impact on historical resources would occur because no eligible resources (other than the three TCPs) are within the Project APE. TCPs would not be physically altered by the Project such that the overall setting and integrity of the TCPs' character-defining features would be adversely affected. Although some sites, which are no longer extant within the APE, may represent elements of the TCPs, the condition of the sites is such that they would not be physically affected. As such, there would be no effect on these TCPs by Project construction or operation.

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, such as geologic hazards, hazardous air emissions, hazardous materials, or flooding, that could directly or indirectly cause substantial adverse effects on human beings. All potential effects that could result in substantial exposure of persons to hazards during construction of the Project would be fully addressed with the recommended AMMs. In addition, no permanent impacts have been identified as significant in this IS. AMMs, as well as SMs, 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 the city, 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 on Figure 2.22-1 and listed in Table 2.22-1.

This page intentionally left blank.

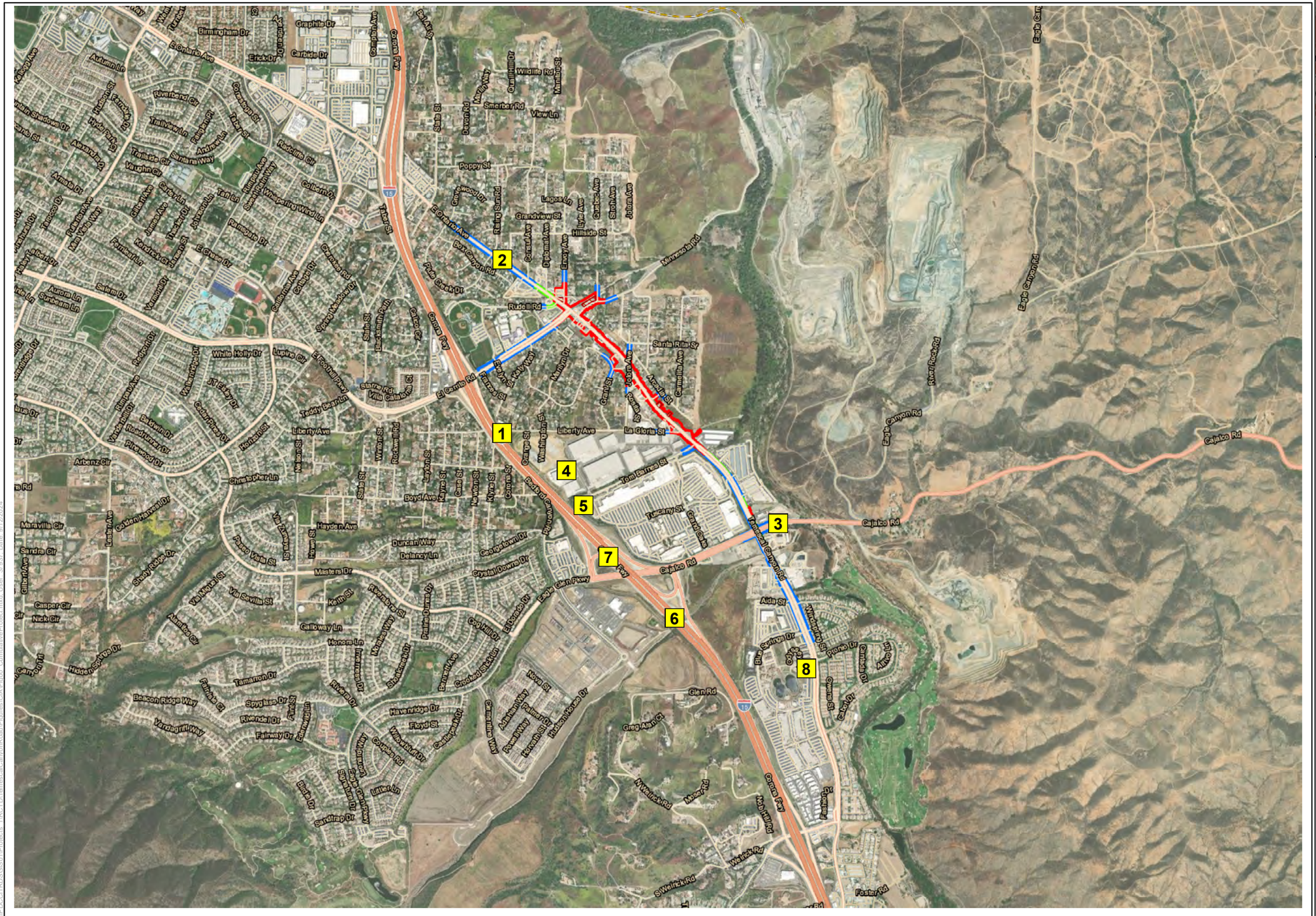


Figure 2.22-1
Past, Present, and Reasonably Foreseeable Future Projects
Temescal Canyon Road Widening Project – El Cerrito Segment

This page intentionally left blank.

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	I-15 Express Lanes Project	RCTC	County of Riverside, I-15 from Cajalco Road to SR-60	Addition of two tolled express lanes to I-15 in each direction, widened 11 bridges, and added six sound walls.	Constructed
2	Temescal Canyon Corridor—Ontario Avenue Segment	RCTD	Ontario Avenue from El Cerrito Road northward 0.6 mile to State Street	Road widening from two to four lanes.	Completion expected in 2026
3	Cajalco Road Widening	RCTD	Riverside County, Cajalco Road between Temescal Canyon Road to the west and I-215 to the east	Widen and realign Cajalco Road between Temescal Canyon Road and I-215.	Environmental clearance under way
4	Latitude Business Park	City of Corona	City of Corona, east of I-15 at the northwest corner of Tom Barnes Street and Temescal Canyon Road	Fifteen parcels totaling 74.49 acres for the development of 13 industrial buildings totaling 1,074,771 square feet.	Constructed
5	Woodspring Suites Hotel, PPM2019-0005	City of Corona	City of Corona, south side of Tom Barnes Street, east of I-15	A 48,413-square-foot, four-story hotel containing 122 rooms on 5.02 acres.	PC approved 1/21/20. CC approved 2/19/20; 2-year extension approved by the PC on 10/12/21; project currently in plan check
6	Interstate 15 Express Lanes Project Southern Extension	RCTC	I-15 from Cajalco Road in Corona, through Temescal Valley, to SR-74 (Central Avenue) in Lake Elsinore	Extending I-15 express lanes an additional 14.5 miles.	Environmental clearance under way

Figure 2.22-1 Reference No.	Project Name	Lead Agency	Location	Proposed Use	Status
7	Interstate 15 Corridor Operations Project	RCTC	I-15 from Cajalco Road in Corona to Weirick Road in Temescal Valley	Addition of a non-toll lane on southbound I-15 from the Cajalco Road on-ramp to the Weirick Road off-ramp, next to the outer shoulder.	Final design and environmental studies are completed and construction began May 2022; the new southbound I-15 lane is anticipated to open in late summer/early fall 2022
8	Vista Dos Lagos, PM 37221 and PP2020-0006	City of Corona	Southwest corner of Temescal Canyon Road and Pronio Circle	Development of two new medical office buildings proposed on 2.065 acres.	Project approved by PC on 10/12/2021; project scheduled for CC review on 11/03/2021; project currently in plan check

Sources: City of Corona 2021a, 2021b, 2022a, 2022b, 2022c, 2022d; County of Riverside Planning Department 2020a, 2020b, 2020c, 2020d, 2020e, 2020f, 2020g; Google 2022a, 2022b, 2022c, 2022d; Google Earth 2023; REXCO Development 2021; RCTD n.d.; RCTC 2021, 2022a, 2022b, 2022c; SCAG 2020
ADA = Americans with Disabilities Act; APN = Assessor's Parcel Number; CC = City Council; EIR = environmental impact report; I = Interstate; PC = Planning Commission; PM = post mile; PP = Precise Plan; PPM = Precise Plan Modification; RCTC = County of Riverside Transportation Commission; RCTD = County of Riverside Transportation Department; SR = State Route; TTM = Tentative Tract Map

The following analysis evaluates the Project's potential to contribute considerably to a cumulative impact. As discussed previously, the Project would have no effect on agricultural and forestry resources, cultural resources, mineral resources, recreational resources, or TCRs, and it would not contribute either directly or indirectly to a cumulatively considerable impact in these resource areas. The potential for the Project to result in cumulative impacts that would be considered significant in the above-mentioned resource areas is considered low because no impacts are anticipated from the Project on these resources, and the Project would not have the potential to result in cumulative impacts that would affect the health or sustainability of any of these resource areas.

For resources identified as having a less-than-significant impact or a less-than-significant impact with mitigation, a preliminary review of the potential impacts identified was conducted to determine whether a reasonably foreseeable cumulative impact could occur. Based on this review, it was determined that the resources that could contribute to significant cumulative impacts to a potentially considerable degree when combined with past, present, and reasonably foreseeable future projects are aesthetics, biological resources, geology/soils and paleontological resources, hazards/hazardous materials, hydrology and water quality, noise, transportation, and wildfire. However, as demonstrated below, the Project in conjunction with the projects listed above would not result in cumulatively considerable impacts.

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 ROW; it is determined by topography, vegetation, and viewing distance. The Project and surrounding area's setting is largely flat, with limited views of valleys and the rolling terrain of the Santa Ana Mountains to the west and the Gavilan Hills to the east and south.

As previously discussed in Section 2.1, *Aesthetics*, the Project is not located within or adjacent to areas that are 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. During construction, minor short-term visual impacts may occur; however, **AMM AES-1**, **AMM AES-4**, and **SM AES-5** would reduce and minimize potential visual impacts related to private properties, including Project-related light and glare. During final design, **AMM AES 2** would require design treatments for new retaining walls to be evaluated and implemented. Tree removal would be the most notable visual change as a result of the Project; however, **MM BIO-18** would be included to mitigate impacts on trees, in particular, oak trees, to the extent possible. Therefore, the Project, in consideration with the cumulative projects, would not result in a significant cumulative impact related to aesthetics.

2.22.2 Biological Resources

The RSA used for assessing cumulative impacts on biological resources is based on the BSA. The BSA for biological resources is within the boundaries of the MSHCP Plan Area. Portions of

the Project occur in the MSHCP BUOW Survey Area and MSHCP NEPSA 7. Portions of the Project also occur within MSHCP Criteria Cells. The BSA included a 300-foot buffer that was used for general habitat assessments for special-status wildlife species and a 500-foot buffer that was used for protocol BUOW surveys; buffers were applied from the edge of proposed permanent disturbance limits, as determined from the preliminary engineering design.

Oak Trees

Within the BSA, trees are protected by the County of Riverside Oak Tree Management Guidelines and County of Riverside Tree Removal Ordinance (Chapter 12.08.050). Protected trees in the BSA include a total of 13 coast live oak trees within the LOD. Currently, 11 of the 13 oak trees along Temescal Canyon Road are proposed for removal by the Project (the remaining two trees would be protected in place). This would require proceeding with potential remediation options to offset impacts from tree removal. With implementation of **MM BIO-18** all potential direct and indirect impacts on protected trees would be reduced to less-than-significant levels. because the trees would be replaced at a 1:1 ratio, the Project, in combination with other planned projects, would not result in substantial cumulative impacts on oak trees.

Plant Species

Portions of the BSA outside of the LOD include marginally suitable habitat (i.e., sparse nonnative grasslands) that could support federally listed as endangered San Diego ambrosia. In addition, portions of the BSA outside of the LOD also include marginally suitable habitat (i.e., nonnative grasslands, disturbed areas, riparian habitat) that could support eight non-listed special-status plant species: Brewer's calandrinia, lucky morning glory, Santa Barbara morning glory, smooth tarplant, paniculate tarplant, many-stemmed dudleya, mud nama, and San Bernardino aster. However, no individuals of any of these species were observed during the rare plant focused study or incidentally observed during vegetation mapping; therefore, they were determined not to occur within the BSA. As such, no impacts on any special-status plant species, including federally listed San Diego ambrosia, are anticipated. Therefore, 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*, four listed species—BUOW (State candidate for listing), Swainson's hawk (State-listed threatened), Stephens' kangaroo rat (federally listed endangered, State-listed threatened), and least Bell's vireo (federally listed endangered, State-listed endangered)—and eight non-listed special-status wildlife species were determined to have a potential to occur on site. The following non-listed special-status wildlife species have low potential to occur within the BSA: coastal western whiptail, Belding's orange-throated whiptail, white-tailed kite, golden eagle, northern harrier, yellow warbler, San Diego black-tailed jackrabbit, and San Diego desert woodrat. With implementation of the AMMs and BMPs required under the MSHCP (**AMM BIO-1** through **AMM BIO-10**, **AMM BIO-12**, **AMM BIO-13**, **AMM BIO-16**, **AMM BIO-17**, **AMM BIO-23**, and **AMM BIO-24**), as described in full in Section 2.4.3, no further measures would be necessary for these species. In addition, nest

clearance surveys, as described in **AMM BIO-11,** would reduce the potential for nesting birds to be affected during construction.

Potential indirect effects on BUOW could occur if BUOW are unexpectedly found prior to construction. These impacts could include effects from construction such as dust, trampling, or inadvertent loss of habitat due to inadequate demarcation of the LOD; degradation of habitat due to the introduction of invasive species and/or waste; or erosion and sedimentation leading to a loss of habitat. No direct impacts would occur because all potentially suitable BUOW habitat occurs outside of the LOD. Inclusion of **AMM BIO-1** through **AMM BIO-10**, **AMM BIO-13**, and **AMM BIO-24**, as described in full in Section 2.4.3, will ensure full compliance and consistency with Section 6.3.2 of the MSHCP and the JPR package, and impacts that may occur on individuals that may be nesting in the vicinity of the Project will be fully avoided and/or minimized.

Any indirect impacts (e.g., noise, human presence) resulting from Project activities are not expected to affect Swainson's hawk beyond existing baseline conditions, should any foraging or transient individuals be present at the time of construction. No suitable nesting habitat for this species is present within the BSA. Furthermore, **AMM BIO-2** through **AMM BIO-9** (as described in full in Section 2.4.3) would be included to avoid possible indirect impacts, such as increased dust and fire risk resulting from construction activities, on suitable foraging habitat for Swainson's hawk within the surrounding area.

Marginally suitable habitat for Stephens' kangaroo rat exists only in areas well outside the LOD, as discussed in Section 2.4.2; however, **AMM BIO-2** through **AMM BIO-9** would be included to avoid indirect impacts, such as increased dust and fire risk resulting from construction activities, on the marginally suitable habitat occurring within the surrounding area.

Marginally suitable riparian habitat for least Bell's vireo is present along Temescal Canyon Road south of the intersection with the Tom Barnes Street. This habitat could potentially support dispersing juveniles or transient vireos but is generally not considered suitable for nesting. Vireo are known to nest in the habitat located approximately 300 feet east of the Project within Temescal Wash, so there is low potential for individuals of this species to forage within the limited and disturbed riparian habitat along Temescal Canyon Road outside of the LOD. Furthermore, **AMM BIO-2** through **AMM BIO-9** (as described in Section 2.4.3) and **AMM BIO-23**, as identified through the JPR process, would be included to avoid indirect impacts on vireo and the marginally suitable habitat occurring within the surrounding area, such as indirect effects like increased noise, dust, and fire risk from Project activities.

As previously discussed in Section 2.4.2, **AMM BIO-4** and **AMM BIO-5** are expected to adequately address Project-related impacts on any potential wildlife corridors. These measures would help ensure that Project activities would be contained within agreed-upon construction limits and prevent wildlife from entering the Project area through demarcation of environmentally sensitive areas with fencing. 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

Although a total of 1.88 acres of southern cottonwood-willow riparian forest and 0.18 acre of coastal sage scrub are present within the BSA; they are not within the LOD. Therefore, no direct impacts on riparian habitat or other sensitive natural communities would occur. There is potential for indirect impacts on southern cottonwood-willow riparian forest and coastal sage scrub habitat adjacent to the Project work area during construction activities, including increased sedimentation and dust, chemical spills, increased risk of fire, and the introduction of invasive plants. However, with the inclusion of **AMM BIO-2** through **AMM BIO-9**, **AMM BIO-19**, and **AMM BIO-20** and BMPs required under the MSHCP, as described in Sections 2.4.2 and 2.4.3, impacts on sensitive natural communities within the BSA would be minimized or fully avoided. 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

As previously discussed in Section 2.4.2, minor temporary and permanent impacts on USACE/RWQCB non-wetland waters of the United States and a CDFW unvegetated streambed would occur as a result of Project construction; however, no direct impacts would occur. Furthermore, no impacts on USACE/RWQCB wetlands, a CDFW vegetated streambed, or CDFW-associated riparian vegetation would occur. Implementation of **MM BIO-14**, **MM BIO-21**, **AMM BIO-22**, and **AMM BIO-2** through **AMM BIO-9** would compensate fully for any impacts on aquatic resources. Therefore, the Project, in combination with other planned projects, would not result in substantial cumulative impacts on wetlands and other waters.

MSHCP Riparian/Riverine Resources

The Project would temporarily disturb 0.06 acre and permanently remove 0.01 acre of areas mapped as riverine; these areas are along the road shoulder or at a culvert outfall. They are disturbed and have no vegetation. The potential exists for short-term, temporary indirect effects from construction, including increased dust, increased fire risks, the introduction of invasive plant species, erosion and sedimentation, the introduction of hazardous materials, and the introduction of trash, on riparian/riverine resources adjacent to the LOD. The potential for direct and indirect impacts on riparian/riverine resources and sensitive natural riparian communities, as well as associated native flora and fauna, would be avoided or minimized with the inclusion of **AMM BIO-1** through **AMM BIO-12**, **AMM BIO-16**, **AMM BIO-17**, **AMM BIO-19**, **AMM BIO-20**, and **AMM BIO-25** through **AMM BIO-27**. The proposed impacts on riparian/riverine resources from the Project would require mitigation. **MM BIO-15**, **MM BIO-21**, and **AMM BIO-22** would ensure no net loss of riparian/riverine resources. Implementation of **MM BIO-15**, **MM BIO-21**, and **AMM BIO-22** and the DBESP would fully compensate any impacts on riparian/riverine resources. Therefore, the Project, in combination with other planned projects, would not result in substantial cumulative impacts.

MSHCP Covered Species

As described in Section 2.4.2, none of the fully covered special-status plant species identified in the literature review and none of the MSHCP NEPSA 7 species were detected within the BSA

during the rare plant surveys. As such, no impacts on any MSHCP plants are anticipated as a result of the Project. Therefore, the Project, in combination with other planned projects, would not result in substantial cumulative impacts.

A total of nine special-status wildlife species are fully covered under the MSHCP but have a low potential to occur within the BSA: coastal western whiptail, Belding's orange-throated whiptail, white-tailed kite, golden eagle, northern harrier, yellow warbler, San Diego black-tailed jackrabbit, Stephens' kangaroo rat, and San Diego desert woodrat. As described in Section 2.4.2, the potential for these species to occur within the BSA is low due to the nature of the development that occurs along Temescal Canyon Road. Project construction and operation may result in direct or indirect mortality of these species, should they be present. Where animals (particularly reptiles and small mammals) are inside of burrows or are under vegetation for shelter, they may be crushed by construction equipment or vehicles, resulting in injury or mortality. However, suitable burrows that could provide refuge for these species were not observed within the LOD; therefore, the potential for mortality for these species is very low.

Birds nesting in the area may be disturbed by construction noise, human presence, and general disturbance during the construction period, and any increase in long-term use of the road may reduce nesting opportunities within the BSA. Small amounts of habitat may be lost, but this is generally habitat that is highly disturbed and already characterized by an abundance of invasive species.

With inclusion of the AMMs and BMPs required under the MSHCP (**AMM BIO-1** through **AMM BIO-10**, **AMM BIO-12**, **AMM BIO-16**, **AMM BIO-17**, and **AMM BIO-25** through **AMM BIO-27**), as described in full in Section 2.4.3, the Project would be consistent with the MSHCP, and no further measures would be necessary for these species. Nest clearance surveys, as described in **AMM BIO-11**, would reduce the potential for nesting birds to be affected during construction. Therefore, the Project, in combination with other planned projects, would not result in substantial cumulative impacts.

2.22.3 Cultural Resources and Tribal Cultural Resources

The Advisory Council on Historic Preservation regulations, which govern implementation of Section 106 of the National Historic Preservation Act (Section 106), state that adverse effects on historic properties may include reasonably foreseeable effects that may occur later in time, be farther removed in distance, or be cumulative (36 CFR 800.5[a][1]). Analysis of cumulative effects under Section 106 requires the consideration of past, present, and future projects that may result in a cumulative effect on historic properties.

The RSA includes the APE that was established for this Project (see Section 2.5, *Cultural Resources*, for more information). There are 12 previously recorded resources within 0.5 mile of the APE; four of the 12 EIC resources intersect the APE. Temescal Canyon Road (P-33-024785; P-33-028199), also in the APE, was previously evaluated and determined ineligible for the NRHP and CRHR. The SHPO concurred with these findings on May 26, 2023. Of the five resources that intersect the APE, one is a prehistoric archaeological site (P-33-000883), which is assumed NRHP-eligible; two are historical-period archaeological resources (P-33-004112 and P-33-006439); one is a prehistoric isolate (P-33-0131480), determined to be a hammerstone/mano

made of quartzite; and one is a built-environment resource, Temescal Canyon Road (P-33-024785; P-33-028199). The two historical-period resources (P-33-004112 and P-33-006439) are no longer extant within the APE. The prehistoric archaeological site (P-33-000883) was not identified during the 2023 pedestrian survey and the portion of the site boundary mapped within the ADI was found to be graded and paved for commercial use or heavily disturbed by previous development. There is limited potential for effects on site P-33-000883 because the portion within the ADI has been disturbed through extensive road construction and commercial development and no constituents have ever been recorded in the western portion of the site boundary. The eastern portion of the site is mostly under pavement and partially disturbed by construction of a recreational vehicle storage facility.

Three TCPs are eligible for the NRHP. Project activities within the boundaries of *Túu'uv* (TCP-1), *Qaxáalku Payómik* (TCP-2), and *Qaxáalku Kwíimik* (TCP-3) would not alter any applicable characteristics that would convey their historic significance or disqualify them for inclusion in or eligibility for the NRHP or CRHR because there are no physical manifestations of the sites in the APE. The Project would not physically alter the TCPs such that the overall setting and integrity of their character-defining features would be adversely affected. Although some sites that are no longer extant within the APE may represent elements of the TCPs, the condition of the sites is such that they would not be physically affected. As such, there would be no effect on these TCPs from Project construction or operation. The cumulative contribution of the proposed direct and indirect Project impacts and effects on the four archaeological resources and the three TCPs is considered in the context of the APE and vicinity, which is limited to the community of El Cerrito in Riverside County and the city of Corona. The impacts of past and foreseeable projects in this area are combined with the potential Project effects on the archaeological sites and the TCPs to assess the Project's contribution to cumulative effects on the character-defining features of the properties. However, the potential for the Project to encounter or affect subsurface cultural materials during construction is considered low. **SM CR-1** and **SM CR-5** would be implemented if any subsurface cultural materials are encountered during construction. Although there is no evidence of human remains within the Project area that would be affected, **SM CR-2** would be implemented if any unforeseen impacts should occur. An ESA boundary will also enclose site P-33-000883 to prohibit entry during construction as stated in **SM CR-3**, and **SM CR-4** will implement archaeological and Native American monitoring when construction begins near the ESA (see Section 2.5, *Cultural Resources*, for the full text of the measures). However, as explained above, the Project would not represent an incremental increase in adverse effects from past and future projects. Therefore, there would be no adverse cumulative effects on the three historic properties (the TCPs) and archaeological site P-33-000883, considered eligible for the NRHP for the purposes of the Project only and identified within or adjacent to the Project APE. In addition, SHPO concurred on February 28, 2025, that the Project has a Finding of No Adverse Effect. As such, the Project would not result in a cumulative adverse effect on historic properties. Consequently, the Project would not have a cumulative adverse effect under NEPA or significant cumulative impacts under CEQA related to historic properties.

2.22.4 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 SMs, as described in Section 2.10.3, *Avoidance, Minimization, and Mitigation Measures*. Development in a 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 the Project-specific hazards evaluation processes mandated by the Seismic Hazards Mapping Act as well as the 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 proposed 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. Generally, they would not combine with similar effects that could occur with other projects and, thus, would not be expected to result in cumulative geological effects in the region.

The Project LOD is within an area of high paleontological sensitivity. The Project would be required to comply with federal and State laws and regulations as well as local laws and ordinances related to paleontological resources. Cumulative impacts on paleontological resources would vary, based on the footprint of other projects. 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 (**SM GEO-1**) would be prepared for this Project, which would 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.

2.22.5 Hazards/Hazardous Materials

The cumulative geographic context (RSA) for hazards and hazardous materials consists of sites within the Project area and nearby properties in the vicinity (up to 1 mile away). 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 the ones 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 cumulative project area. 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.

2.22.6 Hydrology and Water Quality

The RSA for surface hydrology and water quality is the Santa Ana Watershed, the Prado Flood Control Basin, and the Bedford Wash Channel, with El Cerrito Channel and Temescal Wash as receiving water bodies. 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 increase. 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 Santa Ana Watershed. The Project would not represent a substantial departure from the existing land use of the area but would increase the impervious surface area. However, water quality impacts would be further avoided or minimized with the inclusion of **SM WQ-1**, through which the Project would comply with the SWRCB 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. The roadway widening projects listed in Table 2.22-1 would result in impacts on water quality similar to those of the Project. However, future land use and transportation projects would be required to comply with NPDES requirements (for projects disturbing more than 1 acre), MS4 permits, and County of Riverside 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. 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 Santa Ana Watershed 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.

2.22.7 Noise

The RSA for noise includes the area within 0.5 mile of each side of the Project. Construction activities related to development of the Project would occur over approximately 16 months and would cause short-term elevated noise levels at surrounding residences. It is reasonable to assume that other projects could occur within this timeframe in close to the Project alignment. Projects identified to be constructed during this time could include commercial/industrial developments in the vicinity of the Project area. Even if construction of a project listed in Table 2.22-1 were to occur within the same timeframe as that of the Build Alternative and in proximity, construction noise would not be considered cumulatively considerable because construction noise is generally exempt from the County's noise ordinance, provided that construction activities occur during the permitted hours.

Under CEQA, an impact would occur if, once in operation, the Project would exceed the 65 dBA CNEL threshold (relative to the existing condition) during the design year by 1.5 dB at any receiver or if the Project would result in a 3 dB increase at any receiver that was between 60 and 65 dBA CNEL (relative to the existing condition). In addition, an impact would occur if the Project would result in an increase of 5 dB or more at any receiver that was below 60 dBA CNEL under the existing condition.

The noise modeling in Section 2.13, *Noise*, predicts traffic noise increases of 1.5 dB relative to the existing condition at two modeled receivers and 3 or 5 dB (based on the existing noise level) at eight modeled receivers under the Build Alternative. **MM NOI-2** (Inclusion of Quiet Pavement) was identified to reduce impacts. With inclusion of **MM NOI-2**, impacts associated with the Project would be reduced to less-than-significant levels, and the Project's cumulative contribution would not be cumulatively considerable.

2.22.8 Population and Housing

The RSA for the analysis of cumulative impacts associated with population and housing consists of the community of El Cerrito in unincorporated Riverside County and the city of Corona. As discussed in Section 2.14, the Project would not induce population growth or have a substantial effect on population characteristics or housing. The Project would result in the displacement of a single-family residence, one residential mobile home, one residential duplex in a multifamily complex, and a retail/commercial business. However, adequate replacement housing and retail properties exist within the replacement area for those displaced, and the relocation of residents and the business would not pose an impact on the community. In addition, **SM COM-2** ensures that potential impacts from property acquisition and relocation would be reduced or avoided, and

relocation assistance payments and counseling would be provided by the County to persons and businesses in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended, to ensure adequate relocation and a decent, safe, and sanitary home for displaced residents. Beyond the effects that would occur on properties adjacent to Temescal Canyon Road, operation of the Project would not affect housing in the RSA or the regional population because the number of residents and employees displaced would be considered negligible in comparison to the RSA. Therefore, the Project would not contribute to a cumulatively considerable impact related to population and housing.

2.22.9 Public Services

The RSA includes the community of El Cerrito in unincorporated Riverside County and the city of Corona. The RSA also includes the area covered by each service provider with responsibility for the portion of Temescal Canyon Road/Ontario Avenue associated with the Project. The Project involves pedestrian, bicyclist, and transit rider improvements, including safety improvements. The Project would not result in an increase in population and, therefore, would not increase demand for public services. To the extent that the construction periods for the Project and related projects overlap, there is potential for cumulative impacts on emergency response times from multiple detours and lane reductions occurring simultaneously adjacent to the Project area, although the impact would be minimal. The related projects would not occur directly within the Project area; as such, it is unlikely that public services would be affected on a cumulative level. Lastly, implementation of **SM COM-1** would help ensure emergency access within the RSA. Therefore, the Project would not contribute to a cumulative impact related to public services.

2.22.10 Transportation

The RSA for transportation includes the total length of the Project (approximately 1.4 miles long) and the 19 intersections and eight roadway segments listed in Section 2.17, *Transportation* (refer to Figure 2.17-1 and Figure 2.17-2). The Project and the future transportation projects would include traffic requirements in the special provisions of the projects' specifications to minimize construction impacts on the community, as referenced in **SM COM-1**, which would include limits on construction work hours and lane closures; preparation and submittal of traffic control plans for approval by the County prior to construction; maintaining access to residences, businesses, and public facilities at all times; and communicating with motorists, residents, transit providers, and emergency service responders through the County's public affairs office regarding any potential detours and/or closures. Construction impacts would be temporary and less than significant and further reduced or avoided with the inclusion of **SM COM-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 potential for cumulative traffic impacts at the local level from multiple detours and lane reductions occurring simultaneously adjacent to the Project area, potentially resulting 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. 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.

2.22.11 Utilities and Service Systems

The RSA for the analysis of cumulative impacts associated with utilities and service systems consists of the city of Corona and 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, **SM UT-1** and **SM UT-2** would 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. 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 very 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.

2.22.12 Wildfire

The RSA includes unincorporated Riverside County and the city of Corona. The Project would not install any facilities that would exacerbate impacts related to wildfire. Portions of the Project area are adjacent to an area with wildfire hazards; 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 from two lanes to four lanes, the Project would be contributing to a more effective firebreak by reducing vegetation adjacent to the roadside and providing additional areas for staging emergency response vehicles. 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 COM-1** would be included to further maintain emergency access to the Project area and nearby properties.

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

2.22.13 Avoidance, Minimization, and Mitigation Measures

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

This page intentionally left blank.

Chapter 3 List of Preparers

3.1 County of Riverside Transportation Department

Jan Bulinski	Senior Transportation Manager
Lisa Wadley	Associate Transportation Planner
Catherine M. Wampler	Engineering Project Manager

3.2 ICF

Brian Calvert	Project Director
Monica Corpuz	Project Manager
Nina Franklin	Environmental Planner
Mario Barrera	Senior Environmental Planner
Uyenlan Vu	Senior Environmental Planner
Mabel Chan	Environmental Planner
Peter Hardie	Noise Specialist
Ryan Hallman	Air Quality Specialist
Keith Lay	Air Quality Specialist
Greg Hoisington	Project Biologist
Colleen Martin	Project Biologist
Johnnie Garcia	GIS Analyst

This page intentionally left blank.

Chapter 4 References

4.1 Chapter 1, Proposed Project

N/A

4.2 Chapter 2, CEQA Checklist

4.2.1 Aesthetics

California Department of Transportation (Caltrans). 2019. List of Eligible and Officially Designated State Scenic Highways.

City of Corona. 2020. *2020–2040 General Plan*. Community Design Element, Circulation Element, Land Use Element, Environmental Resources Element. Available: https://www.coronaca.gov/home/showpublisheddocument/25479/638494039032370000. Accessed: July 25, 2024.

County of Riverside. 2015. *County of Riverside General Plan.* Multipurpose Open Space Element. Available: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-general-Plan-2017-elements-OCT17-Ch05-MOSE-120815.pdf. Accessed: July 31, 2024.

———. 2020. *County of Riverside General Plan.* Circulation Element. Available: chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-2019-elements-Ch04-Circulation-072720v2.pdf. Accessed: August 1, 2024.

———. 2021a. *County of Riverside General Plan*. Temescal Canyon Area Plan. Available: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-GPA-2022-Compiled-RCBAP-4-2022-rev.pdf. Accessed: August 1, 2024.

———. 2021b. *County of Riverside General Plan.* Land Use Element. Available: https://planning.rctlma.org/sites/g/files/aldnop416/files/2024-05/Portals-14-Ch03-Land-Use-2019-28-21_0.pdf. Accessed: July 9, 2024.

International Dark-Sky Association. 2010a. Seeing Blue. April 2010. *Nightscape 80*: 8-12. Available: http://www.darksky.org/assets/documents/SeeingBlue.pdf. Accessed: June 14, 2024.

———. 2010b. *Visibility, Environmental, and Astronomical Issues Associated with Blue-Rich White Outdoor Lighting*. May. Available: http://www.darksky.org/assets/documents/Reports/IDA-Blue-Rich-Light-White-Paper.pdf. Accessed: June 14, 2024.

———. 2015. IDA Issues New Standards on Blue Light at Night. April 2015. *Nightscape 94*: 10. Available: http://www.darksky.org/assets/documents/Nightscape/IDA_April2015_LowRes.pdf. Accessed: June 14, 2024.

4.2.2 Agricultural and Forestry Resources

California Department of Conservation. 2020. Farmland Mapping and Monitoring Program (FMMP). Available: https://www.conservation.ca.gov/dlrp/fmmp. Accessed July 31, 2024.

County of Riverside. 2021a. *County of Riverside General Plan.* Multipurpose Open Space Element. Available: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-general-Plan-2017-elements-OCT17-Ch05-MOSE-120815.pdf. Accessed: July 9, 2024.

———. 2021b. *County of Riverside General Plan.* Land Use Element. Available: https://planning.rctlma.org/sites/g/files/aldnop416/files/2024-05/Portals-14-Ch03-Land-Use-2019-28-21_0.pdf. Accessed: July 9, 2024.

4.2.3 Air Quality

California Department of Transportation (Caltrans). 2024. Air Quality Report for the Temescal Canyon Road Widening Project - El Cerrito Segment. June.

South Coast Air Quality Management District (SCAQMD). *2022 Air Quality Management Plan*. Available: https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan. Accessed August 2, 2024.

Southern California Association of Governments (SCAG). 2024. *2024–2050 Regional Transportation Plan/Sustainable Communities Strategy*. Available: https://scag.ca.gov/connect-socal. Accessed: July 11, 2024.

4.2.4 Biological Resources

California Department of Fish and Wildlife (CDFW). 2025. *California Natural Diversity Database (CNDDB), Version 5.2.14*. Sacramento, CA: California Department of Fish and Wildlife, Biogeographic Data Branch. Element report for the Corona South USGS 7.5-minute quadrangle and surrounding quadrangles.

———. 2024. *California Essential Habitat Connectivity Viewer*. CDFW Biogeographic Information and Observation System (BIOS). Available: https://apps.wildlife.ca.gov/bios/?bookmark=648. Accessed: July 2024.

California Department of Transportation (Caltrans). 2024a. *Natural Environment Study (Minimal Impacts) (NESMI)*. Temescal Canyon Road Widening Project—El Cerrito Segment. July.

———. 2024b. *Jurisdictional Delineation Report for the Temescal Canyon Road Widening Project—El Cerrito Segment*. July.

California Native Plant Society (CNPS). 2025. *Inventory of Rare and Endangered Plants (online edition, v8-03 0.39)*. Sacramento, CA. Available: http://www.cnps.org/inventory. Accessed: January 2025.

Dokken Engineering. 2017. *Temescal Canyon Oak Tree Corridor Study – County of Riverside*. Prepared for County of Riverside Transportation Department. February 2017.

National Oceanic and Atmospheric Administration National Marine Fisheries Service (NOAA Fisheries). 2024. *Essential Fish Habitat Mapper.* Available: https://www.fisheries.noaa.gov/resource/map/essential-fish-habitat-mapper. Accessed: April 2022.

Riverside County Integrated Project. 2003. *Western Riverside County Multiple Species Habitat Conservation Plan*. Approved June 17. Available: https://www.wrc-rca.org/about-rca/multiplespecies-habitat-conservation-plan/.

U.S. Fish and Wildlife Service (USFWS). 2025. *Official Species List, Temescal Canyon Road Widening Project*. Provided by Carlsbad Fish and Wildlife Office. Project Code: 2023-0008442.

4.2.5 Cultural Resources

California Department of Transportation (Caltrans). 2023. *Historic Resources Evaluation Report*. December.

———. 2024a. *Historic Property Survey Report*. December.

———. 2024b. *Archaeological Survey Report*. December.

———. 2024c. *Finding of No Adverse Effect*. December.

4.2.6 Energy

California Department of Transportation (Caltrans). 2024. Air Quality Report for the Temescal Canyon Road Widening Project - El Cerrito Segment. June.

California Energy Commission (CEC). 2024. *2023 Integrated Energy Policy Report*. Publication Number: CEC-100-2023-001-CMF. Available: www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report. Accessed: July 11, 2024.

County of Riverside. 2015. General Plan: Multipurpose Open Space Element. Available: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-general-Plan-2017-elements-OCT17-Ch05-MOSE-120815.pdf. Accessed: July 11, 2024.

———. 2018. General Plan: Air Quality Element. Available: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-general-plan-2018-elements-Ch09-AQE-071718.pdf. Accessed: July 11, 2024.

Southern California Association of Governments (SCAG). 2024. *2024–2050 Regional Transportation Plan/Sustainable Communities Strategy*. Available: https://scag.ca.gov/connect-socal. Accessed: July 11, 2024.

4.2.7 Geology, Soils, and Paleontological Resources

California Geological Survey. 2024. Earthquake Zones of Required Investigation. Available: https://maps.conservation.ca.gov/cgs/eqzapp/app/. Accessed: July 17, 2024.

City of Corona. 2020. *City of Corona 2020–2040 General Plan.* Available: chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.coronaca.gov/home/showpublisheddocument/25479/638494039032370000.

County of Riverside. 2015. General Plan: Multipurpose Open Space Element. Available: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-general-Plan-2017-elements-OCT17-Ch05-MOSE-120815.pdf. Accessed: July 11, 2024.

State Water Resources Control Board (SWRCB). 2024. Welcome to the Construction Stormwater Program. Available: https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.html. Accessed: July 17, 2024.

U.S. Geological Survey (USGS). No date. Land Subsidence in California. Available: https://www.usgs.gov/centers/land-subsidence-in-california. Accessed: August 4, 2024.

4.2.8 Greenhouse Gases

California Air Resources Board (CARB). 2008. Climate Change Draft Scoping Plan. Measure Documentation Supplement. Available: https://ww3.arb.ca.gov/cc/scopingplan/document/measure_documentation.pdf. Accessed: July 11, 2024.

———. 2016. 2030 Target Scoping Plan Concept Paper. Available: www.arb.ca.gov/cc/scopingplan/document/2030_sp_concept_paper2016.pdf. Accessed: July 11, 2024.

———. 2022. Proposed Advanced Clean Cars II Regulations. Available: https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program/advanced-clean-cars-ii. Accessed: July 11, 2024.

California Department of Transportation (Caltrans). 2024. Air Quality Report for the Temescal Canyon Road Widening Project - El Cerrito Segment. June.

County of Riverside. 2018. General Plan: Air Quality Element. Available: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-general-plan-2018-elements-Ch09-AQE-071718.pdf. Accessed: July 11, 2024.

———. 2019. Climate Action Plan Update. Available: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-CAP-2019-2019-CAP-Update-Full.pdf. Accessed: July 11, 2024.

———. 2020. General Plan: Circulation Element. Available: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-2019-elements-Ch04-Circulation-072720v2.pdf. Accessed: July 11, 2024.

———. 2021. General Plan: Land Use Element. Available: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-Ch03-Land-20Use-FINAL-209-28-21.pdf. Accessed: July 11, 2024.

Federal Highway Administration (FHWA). No date. Sustainable Highways Initiative. https://www.fhwa.dot.gov/environment/sustainability/initiative/. Accessed: July 11, 2024.

———. 2023. Sustainability. https://www.fhwa.dot.gov/environment/sustainability/resilience/. Last updated November 3, 2023. Accessed: July 11, 2024.

U.S. Department of Transportation. 2014. Corporate Average Fuel Economy (CAFE) Standards. https://www.transportation.gov/mission/sustainability/corporate-average-fuel-economy-cafe-standards. Accessed: July 11, 2024.

4.2.9 Hazards and Hazardous Materials

Diaz Yourman & Associates. 2024. Phase I Initial Site Assessment for Temescal Canyon Road Widening Project- El Cerrito Segment. Project No. 2022-001. August 2024.

California Department of Forestry and Fire Protection (CAL FIRE). 2023. *State Responsibility Area Fire Hazard Severity Zones, Riverside County.* Available: https://34c031f8-c9fd-4018-8c5a-4159cdff6b0d-cdn-endpoint.azureedge.net/-/media/osfm-website/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-map-2022/fire-hazard-severity-zones-maps-2022-files/fhsz_county_sra_11x17_2022_riverside_2.pdf. Accessed: June 20, 2024.

California Environmental Protection Agency and California Department of Toxic Substances Control. 2016. Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils, Docket No. ESPO-SMA 15/16-00. Signed June 29, 2016, and effective July 1, 2016.

Earth Mechanics, Inc. 2024. Aerially Deposited Lead Data Report. October 10, 2024.

State Water Resources Control Board (SWRCB). 2024. Welcome to the Construction Stormwater Program. Available: https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.html. Accessed: July 12, 2024.

4.2.10 Hydrology and Water Quality

California Department of Transportation (Caltrans). 2023. *Scoping Questionnaire for Water Quality Issues*. August.

County of Riverside. 2012. *Guidance and Standards for Transportation Projects for the Santa Ana Region Riverside County Co-Permittees.* Available: https://content.rcflood.org/downloads/NPDES/Documents/SA_WQMP/EXHIBIT%20D.pdf. Accessed: August 2, 2024.

Federal Emergency Management Agency (FEMA). 2023. Flood Insurance Rate Maps 06059C0225J and 06065C1360G.

4.2.11 Land Use

California Department of Transportation (Caltrans). 2024. *Temescal Canyon Road Widening Project—El Cerrito Segment Community Impact Assessment.*

City of Corona. 2024. *El Cerrito Specific Plan SP-91-02.* Available: https://www.coronaca.gov/home/showpublisheddocument/25751/638536298114000000. Accessed July 10, 2024.

County of Riverside. 2021. *County of Riverside General Plan.* Land Use Element. Available: https://planning.rctlma.org/sites/g/files/aldnop416/files/2024-05/Portals-14-Ch03-Land-Use-2019-28-21_0.pdf. Accessed: July 9, 2024.

4.2.12 Mineral Resources

California Department of Conservation. 2023. DOC Maps: Mines and Mineral Resources. Available: https://maps.conservation.ca.gov/mineralresources/#webmaps. Accessed: August 1, 2024.

County of Riverside. 2015. *County of Riverside General Plan.* Multipurpose Open Space Element. Available: https://planning.rctlma.org/general-plan-archives/riverside-county-general-plan. Accessed: August 1, 2024.

U.S. Geological Survey (USGS). 2011. Mineral Resources Data System. Available: https://mrdata.usgs.gov/mrds/. Accessed: August 2, 2024.

4.2.13 Noise

County of Riverside. 2015. *County of Riverside General Plan.* Noise Element. Available: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-general-Plan-2017-elements-OCT17-Ch07-Noise-120815.pdf. Accessed: August 5, 2024.

———. 2019. Riverside County Municipal Code, Chapter 15.04 – General Provisions, Administration and Enforcement. Available: library.municode.com/ca/riverside_county/codes/code_of_ordinances?nodeId=TIT15BUCO_CH15.04BURE_15.04.020PU. Accessed: August 5, 2024.

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

Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual*. Available: www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed: August 23, 2024.

Mavridoua, S. and F. Kehagia. 2017. Environmental Noise Performance of Rubberized Asphalt Mixtures: Lamia's case study. *ScienceDirect* Procedia Environmental Sciences (38): 804–811.

4.2.14 Population and Housing

California Department of Transportation (Caltrans). 2024. *Temescal Canyon Road Widening Project—El Cerrito Segment Community Impact Assessment.*

County of Riverside Transportation Department (County). 2024. Draft Relocation Impact Report. July 11.

Southern California Association of Governments (SCAG). 2024. *2024–2050 Regional Transportation Plan/Sustainable Communities Strategy*. Available: https://scag.ca.gov/connect-socal. Accessed: July 11, 2024.

4.2.15 Public Services

California Department of Transportation (Caltrans). 2024. *Temescal Canyon Road Widening Project—El Cerrito Segment Community Impact Assessment.* September.

City of Corona. No date. Parks and Facilities Directory. Available: https://www.coronaca.gov/about-us/facility-directory. Accessed: June 26, 2024.

Corona-Norco Unified School District (CNUSD). 2024. Available: https://www.cnusd.k12.ca.us/about_us. Accessed: June 26, 2024.

Google Earth. 2023. Project Area Aerial Imagery. Available: www.google.com/earth/. Accessed: June 21, 2024.

Olive Branch Christian School. No date. Available: https://obcc.church/school. Accessed: June 26, 2024.

Riverside County Fire Department. 2024. Fire Stations. Available: rvcfire.org. Accessed: June 25, 2024.

Riverside County Library System (RCLS). No date. Available: https://www.rivlib.net/. Accessed: June 26, 2024.

Riverside County Sheriff's Department. No date. Patrol Stations - Law Enforcement in Riverside County. Available: https://www.riversidesheriff.org/168/Patrol-Stations. Accessed: June 26, 2024.

4.2.16 Recreation

California Department of Transportation (Caltrans). 2024. *Temescal Canyon Road Widening Project—El Cerrito Segment Community Impact Assessment.*

4.2.17 Transportation and Traffic

City of Corona. 2024a. *El Cerrito Specific Plan SP-91-02.* Available: https://www.coronaca.gov/home/showpublisheddocument/25751/638536298114000000. Accessed: August 2, 2024.

———. 2024b. *2020–2040 General Plan*. Adopted April 17, 2024. Available: https://www.coronaca.gov/government/departments-divisions/planning-division/general-plan-update. Accessed: August 1, 2024.

County of Riverside. 2020. *County of Riverside General Plan*. Circulation Element. Available: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-2019-elements-Ch04-Circulation-072720v2.pdf Accessed: August 1, 2024.

Translutions, Inc. 2023a. Subject: Temescal Canyon Road Widening – El Cerrito Segment, Traffic Operations Analysis. Prepared for NCM Engineering Corp. October 30.

———. 2023b. Subject: Temescal Canyon Road Widening – El Cerrito Segment- VMT Forecasts Memorandum. November 22.

4.2.18 Tribal Cultural Resources

N/A

4.2.19 Utilities and Service Systems

City of Corona. 2024. *2020–2040 General Plan*. Adopted April 17, 2024. Available: https://www.coronaca.gov/government/departments-divisions/planning-division/general-plan-update. Accessed: August 1, 2024.

County of Riverside. 2020. *County of Riverside General Plan*. Circulation Element. Available: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-2019-elements-Ch04-Circulation-072720v2.pdf Accessed: August 1, 2024.

4.2.20 Wildfire

California Department of Forestry and Fire Protection (CAL FIRE). 2023. Riverside County (West) Fire Hazard Severity Zone State Responsibility Area Map. Available: https://www.fire.ca.gov/osfm/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-maps-2022. Accessed: August 5, 2024.

City of Corona. 2024. *2020–2040 General Plan*. Adopted April 17, 2024. Available: https://www.coronaca.gov/government/departments-divisions/planning-division/general-plan-update. Accessed: August 1, 2024.

County of Riverside. 2020. *County of Riverside General Plan*. Circulation Element. Available: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-2019-elements-Ch04-Circulation-072720v2.pdf Accessed: August 1, 2024.

4.2.21 Cumulative Impacts

City of Corona. 2021a. Mitigated Negative Declaration for Parcel Map application No. 37221 and Precise Plan application No. 2020-0006. Available: https://www.coronaca.gov/home/showpublisheddocument/21146/63769818638713000. Accessed: June 16, 2024.

———. 2021b. Mitigated Negative Declaration for Specific Plan Amendment 2021-0001. Available: https://www.coronaca.gov/home/showpublisheddocument/20582/637674045606600000. Accessed: June 16, 2024.

———. 2022a. Development Plan Review Agenda, May 26, 2022. Available: https://www.coronaca.gov/home/showpublisheddocument/22354/637877148011200000. Accessed: June 16, 2024.

———. 2022b. Development Plan Review Agenda, April 14, 2022. Available: https://www.coronaca.gov/home/showpublisheddocument/21766/637841495018930000. Accessed: June 16, 2024.

———. 2022c. Development Plan Review Agenda, March 17, 2022. Available: https://www.coronaca.gov/home/showpublisheddocument/21616/637819252732770000. Accessed: June 16, 2024.

———. 2022d. Project Updates. Available: https://cityofcorona.maps.arcgis.com/apps/MapSeries/index.html?appid=6e3b7f35182a45d79d753bc4a6c543e0. Accessed: June 30, 2024.

County of Riverside Planning Department. 2020a. Horsethief Canyon Ranch Addendum No. 1 to MND. Available: https://planning.rctlma.org/Home/Planning-Notices/Horsethief. Accessed: June 16, 2022.

———. 2020b. Notice of Public Hearing for Tentative Tract Map No. 37554 & Tentative Tract Map No. 37556. Available: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-hearings-pc-2020-08-19-20-TTM37554-PC.pdf. Accessed: June 22, 2024.

———. 2020c. Notice of Public Hearing for Tentative Parcel Map No. 37676. Available: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-hearings-pc-2020-07-15-20-TPM37676-PC.pdf. Accessed: June 22, 2024.

———. 2020d. Notice of Public Hearing and Intent to Adopt a Mitigated Negative Declaration for Conditional Use Permit No. 190006. Available: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-hearings-pc-2020-12-16-20-CUP190006-PC.pdf. Accessed: June 22, 2024.

———. 2020e. Notice of Public Hearing for Conditional Use Permit No. 190053 & Development Agreement No. 1900044. Available: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-hearings-pc-2020-06-03-20-CUP190053-PC.pdf. Accessed: June 22, 2024.

———. 2020f. Notice of Public Hearing for Tentative Parcel Map No. 37433. Available: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-hearings-pc-2020-05-20-20-PM37433-PC.pdf. Accessed: June 22, 2024.

———. 2020g. Notice of Public Hearing for Conditional Use Permit No. 03787. Available: https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-hearings-pc-2020-01-29-20-CUP03787-PC.pdf. Accessed: June 22, 2024.

County of Riverside Transportation Commission (RCTC). 2021. Interstate 15 Corridor Operations Project Fact Sheet.

———. 2022a. Interstate 15 Express Lanes Project Fact Sheet. Available: https://www.rctc.org/wp-content/uploads/2022/04/15-Express-Lanes-Project_Fact_Sheet_0422.pdf. Accessed: June 16, 2022.

———. 2022b. Interstate 15 Express Lanes Project Southern Extension Fact Sheet. Available: https://www.rctc.org/wp-content/uploads/2022/04/I-15_Express_Lanes_Southern_Extension_Fact_Sheet_041222.pdf. Accessed: June 16, 2022.

———. 2022c. Interstate 15 Interim Corridor Operations Project Fact Sheet. Available: https://www.rctc.org/wp-content/uploads/2022/04/I-15_Interim_Corridor_Operations_Project_Fact_Sheet_0422.pdf. Accessed: June 16, 2022.

Google. 2022a. Collier Ave & W Minthorn St, Lake Elsinore, CA 92530. Available: https://maps.app.goo.gl/9U7BfEdvqsUY46ZUA. Accessed: November 22, 2023.

———. 2022b. Lake Elsinore Honda. Available: https://maps.app.goo.gl/9uokvUogF5hNeTgh6. Accessed: November 22, 2023.

———. 2022c. 18320 Collier Ave, Lake Elsinore, CA 92530; Miguel's Jr. Available: https://maps.app.goo.gl/6QSJWdnMgJrGsNzw9. Accessed: November 22, 2023.

———. 2022d. 18330 Collier Ave Suite 102, Lake Elsinore, CA 92530: Bright Now! Dental & Orthodontics. Available: https://maps.app.goo.gl/REDMdEwHLz8ZhQFf8. Accessed: November 22, 2023.

County of Riverside Transportation Department (RCTD). No date. Cajalco Road Widening & Safety Enhancement Project. Available: https://rcprojects.org/cajalco-road-widening. Accessed: June 16, 2022.

Google Earth. 2023. Project Area Aerial Imagery. Available: www.google.com/earth/. Accessed: June 21, 2024.

REXCO Development. 2021. Latitude Business Park. Available: https://rexcodev.com/projects/latitude-business-park/. Accessed: November 22, 2023.

Southern California Association of Governments (SCAG). 2020. *Connect SoCal – The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*. Available: https://scag.ca.gov/read-plan-adopted-final-connect-socal-2020. Accessed: September 25, 2023.

Appendix A Acronyms

Term	Definition
AB	Assembly Bill
ACM	asbestos-containing materials
ADA	Americans with Disabilities Act
ADI	Area of Direct Impact
ADL	aerially deposited lead
AGR	agricultural supply
AMA	Archaeological Monitoring Area
AMM	avoidance and minimization measure
APE	Area of Potential Effects
AQMP	air quality management plan
ASR	Archaeological Survey Report
Basin	South Coast Air Basin
BMP	best management practice
BSA	biological study area
BUOW	burrowing owl
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CAL FIRE	California Department of Forestry and Fire Protection
Cal-IPC	California Invasive Plant Council
Cal/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPTAC	Comprehensive Agricultural Preserve Technical Advisory Committee
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act of 1980
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CIA	Community Impact Assessment
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNUSD	Corona-Norco Unified School District
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
County	County of Riverside

Term	Definition
CRHR	California Register of Historical Resources
CSO	Cultural Studies Office
CT-EMFAC2021	2021 Caltrans EMission FACtors model
CWA	Clean Water Act
dB	decibels
dBA	A-weighted decibels
DBESP	Determination of Biologically Equivalent or Superior Preservation
DBH	diameter at breast height
DPP	Design Pollution Prevention
EIC	Eastern Information Center
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ESA	environmentally sensitive area
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FICON	Federal Interagency Committee on Noise
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FPPA	Farmland Protection Policy Act
FRPP	Farm and Ranch Lands Protection Program
FTA	Federal Transit Administration
FTIP	Federal Transportation Implementation Program
GHG	greenhouse gas
GPS	global positioning system
GWR	groundwater recharge
HPSR	Historic Property Survey Report
I-15	Interstate 15
in/sec	inch per second
IND	industrial service supply
IS	Initial Study
ISA	Initial Site Assessment
JPR	Joint Project Review
JSA	jurisdictional delineation study area
LBP	lead-based paint
LCFS	Low-Carbon Fuel Standard
LED	light-emitting diode
L_{eq}	equivalent noise level
LOD	limits of disturbance
LST	Localized Significance Threshold
MBTA	Migratory Bird Treaty Act
MND	mitigated negative declaration
MPO	Metropolitan Planning Organization

Term	Definition
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
MSAT	Mobile-Source Air Toxic
MSHCP	Multiple Species Habitat Conservation Plan
MUN	municipal and domestic supply
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NEPSA	Narrow Endemic Plant Survey Areas
NESMI	Natural Environment Study (Minimal Impacts)
NFIP	National Flood Insurance Program
NHTSA	National Highway Traffic and Safety Administration
NOAA Fisheries	National Oceanic and Atmospheric Administration's National Marine Fisheries Service
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
O_3	ozone
PCBs	polychlorinated biphenyls
PM_{10}	particulate matter 10 microns or less in diameter
$PM_{2.5}$	particulate matter 2.5 microns or less in diameter
PMP	Paleontological Mitigation Plan
POAQC	project of air quality concern
Porter-Cologne	Porter-Cologne Water Quality Control Act
PPV	peak particle velocity
PQP	public/quasi-public
PQS	professionally qualified staff
PRC	Public Resources Code
Project	Temescal Canyon Road Widening Project – El Cerrito Segment
PS&E	Plans, Specifications, and Estimates
RAP	Relocation Assistance Program
RARE	rare, threatened, or endangered species
RCA	Western Riverside County Regional Conservation Authority
RCEM	Road Construction Emissions Model
RCLS	Riverside County Library System
RCRA	Resource Conservation and Recovery Act of 1976
RCTD	County of Riverside Transportation Department
REC	recognized environmental condition
REC1	contact water recreation
REC2	non-contact water recreation
ROW	right-of-way
RSA	resource study area

Term	Definition
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SM	standard measure
SMARA	California Surface Mining and Reclamation Act
SMARTS	Storm Water Multiple Application and Report Tracking System
SO_2	sulfur dioxide
SSP	Standard Special Provision
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TBMP	treatment best management practice
TCM	transportation-control measure
TCP	Traditional Cultural Property
TCR	Tribal Cultural Resource
TCWG	Transportation Conformity Working Group
TOAR	Traffic Operations Analysis Report
TWW	treated wood waste
USACE	U.S. Army Corps of Engineers
USC	United States Code
USDA	U.S. Department of Agriculture
USFWS	U.S. Fish and Wildlife Service
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compound
WARM	warm freshwater habitat
WILD	wildlife habitat

Appendix B Emissions Estimates

This page intentionally left blank.

Road Construction Emissions Model, Version 9.0.0

Daily Emission Estimates for -> Temescal Canyon Rd Project Phases (Pounds)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	SOx (lbs/day)	CO2 (lbs/day)	CH4 (lbs/day)	N2O (lbs/day)	CO2e (lbs/day)
Grubbing/Land Clearing	0.92	10.21	8.27	10.37	0.37	10.00	2.40	0.32	2.08	0.03	2,475.03	0.59	0.08	2,513.25
Grading/Excavation	4.18	42.93	41.68	11.72	1.72	10.00	3.57	1.49	2.08	0.11	11,098.53	2.87	0.34	11,271.63
Drainage/Utilities/Sub-Grade	2.57	28.44	25.57	11.04	1.04	10.00	2.98	0.90	2.08	0.07	6,923.37	1.18	0.26	7,031.61
Paving	1.26	18.17	15.10	0.68	0.68	0.00	0.54	0.54	0.00	0.05	4,815.24	0.75	0.36	4,940.17
Maximum (pounds/day)	4.18	42.93	41.68	11.72	1.72	10.00	3.57	1.49	2.08	0.11	11,098.53	2.87	0.36	11,271.63
Total (tons/construction project)	0.50	5.43	5.05	1.71	0.21	1.50	0.49	0.18	0.31	0.01	1,378.50	0.31	0.05	1,401.32

Notes:

Project Start Year ->	2026
Project Length (months) ->	16
Total Project Area (acres) ->	20
Maximum Area Disturbed/Day (acres) ->	1
Water Truck Used? ->	Yes

	Total Material Imported/Exported Volume (yd^3/day)		Daily VMT (miles/day)			
Phase	Soil	Asphalt	Soil Hauling	Asphalt Hauling	Worker Commute	Water Truck
Grubbing/Land Clearing	35	0	60	0	320	40
Grading/Excavation	158	100	240	150	920	40
Drainage/Utilities/Sub-Grade	106	100	180	150	680	40
Paving	248	100	390	150	520	40

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

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

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

Total Emission Estimates by Phase for -> Temescal Canyon Rd Project Phases (Tons for all except CO2e. Metric tonnes for CO2e)	ROG (tons/phase)	CO (tons/phase)	NOx (tons/phase)	Total PM10 (tons/phase)	Exhaust PM10 (tons/phase)	Fugitive Dust PM10 (tons/phase)	Total PM2.5 (tons/phase)	Exhaust PM2.5 (tons/phase)	Fugitive Dust PM2.5 (tons/phase)	SOx (tons/phase)	CO2 (tons/phase)	CH4 (tons/phase)	N2O (tons/phase)	CO2e (MT/phase)
Grubbing/Land Clearing	0.02	0.18	0.15	0.18	0.01	0.18	0.04	0.01	0.04	0.00	43.56	0.01	0.00	40.13
Grading/Excavation	0.29	3.02	2.93	0.83	0.12	0.70	0.25	0.10	0.15	0.01	781.34	0.20	0.02	719.88
Drainage/Utilities/Sub-Grade	0.16	1.75	1.58	0.68	0.06	0.62	0.18	0.06	0.13	0.00	426.48	0.07	0.02	392.95
Paving	0.03	0.48	0.40	0.02	0.02	0.00	0.01	0.01	0.00	0.00	127.12	0.02	0.01	118.32
Maximum (tons/phase)	0.29	3.02	2.93	0.83	0.12	0.70	0.25	0.10	0.15	0.01	781.34	0.20	0.02	719.88
Total (tons/construction project)	0.50	5.43	5.05	1.71	0.21	1.50	0.49	0.18	0.31	0.01	1378.50	0.31	0.05	1,271.27

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

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

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

The CO2e emissions are reported as metric tons per phase.

Road Construction Emissions Model **Version 9.0.0**

Data Entry Worksheet

Note: Required data input sections have a yellow background.
Optional data input sections have a blue background. Only areas with a yellow or blue background can be modified. Program defaults have a white background.
The user is required to enter information in cells D10 through D24, E28 through G35, and D38 through D41 for all project types.
Please use "Clear Data Input & User Overrides" button first before changing the Project Type or begin a new project.

To begin a new project, click this button to clear data previously entered. This button will only work if you opted not to disable macros when loading this spreadsheet.

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

Input Type

Project Name	Temescal Canyon Rd	
Construction Start Year	2026	Enter a Year between 2014 and 2040 (inclusive)
Project Type	2	1) New Road Construction : Project to build a roadway from bare ground, which generally requires more site preparation than widening an existing roadway 2) Road Widening : Project to add a new lane to an existing roadway 3) Bridge/Overpass Construction : Project to build an elevated roadway, which generally requires some different equipment than a new roadway, such as a crane 4) Other Linear Project Type: Non-roadway project such as a pipeline, transmission line, or levee construction
Project Construction Time	16.00	months
Working Days per Month	22.00	days (assume 22 if unknown)
Predominant Soil/Site Type: Enter 1, 2, or 3 (for project within "Sacramento County", follow soil type selection instructions in cells E18 to E20 otherwise see instructions provided in cells J18 to J22)	1	1) Sand Gravel : Use for quaternary deposits (Delta/West County) 2) Weathered Rock-Earth : Use for Laguna formation (Jackson Highway area) or the Ione formation (Scott Road, Rancho Murieta) 3) Blasted Rock : Use for Salt Springs Slate or Copper Hill Volcanics (Folsom South of Highway 50, Rancho Murieta)
Project Length	1.40	miles
Total Project Area	20.00	acres
Maximum Area Disturbed/Day	1.00	acre
Water Trucks Used?	1	1. Yes 2. No

Please note that the soil type instructions provided in cells E18 to E20 are specific to Sacramento County. Maps available from the California Geologic Survey (see weblink below) can be used to determine soil type outside Sacramento County.

http://www.conservation.ca.gov/cgs/information/geologic_mapping/Pages/googlemaps.aspx#regionalseries

Material Hauling Quantity Input

Material Type	Phase	Haul Truck Capacity (yd^3) (assume 20 if unknown)	Import Volume (yd^3/day)	Export Volume (yd^3/day)
Soil	Grubbing/Land Clearing	20.00		35.20
	Grading/Excavation	20.00		158.40
	Drainage/Utilities/Sub-Grade	20.00		105.60
	Paving	20.00	195.00	52.80
Asphalt	Grubbing/Land Clearing	20.00		
	Grading/Excavation	20.00	100.00	
	Drainage/Utilities/Sub-Grade	20.00	100.00	
	Paving	20.00	100.00	

Mitigation Options

On-road Fleet Emissions Mitigation		Select "2010 and Newer On-road Vehicles Fleet" option when the on-road heavy-duty truck fleet for the project will be limited to vehicles of model year 2010 or newer
Off-road Equipment Emissions Mitigation	No Mitigation	Select "20% NOx and 45% Exhaust PM reduction" option if the project will be required to use a lower emitting off-road construction fleet. The SMAQMD Construction Mitigation Calculator can be used to confirm compliance with this mitigation measure (http://www.airquality.org/Businesses/CEQA-Land-Use-Planning/Mitigation). Select "Tier 4 Equipment" option if some or all off-road equipment used for the project meets CARB Tier 4 Standard

The remaining sections of this sheet contain areas that can be modified by the user, although those modifications are optional.

Note: The program's estimates of construction period phase length can be overridden in cells D50 through D53, and F50 through F53.

Construction Periods	User Override of Construction Months	Program Calculated Months	User Override of Phase Starting Date	Program Default Phase Starting Date
Grubbing/Land Clearing		1.60		1/1/2026
Grading/Excavation		6.40		2/19/2026
Drainage/Utilities/Sub-Grade		5.60		9/2/2026
Paving		2.40		2/20/2027
Totals (Months)		16		

Note: Soil Hauling emission default values can be overridden in cells D61 through D64, and F61 through F64.

Soil Hauling Emissions User Input	User Override of Miles/Round Trip	Program Estimate of Miles/Round Trip	User Override of Truck Round Trips/Day	Default Values Round Trips/Day	Calculated Daily VMT
Miles/round trip: Grubbing/Land Clearing		30.00		2	60.00
Miles/round trip: Grading/Excavation		30.00		8	240.00
Miles/round trip: Drainage/Utilities/Sub-Grade		30.00		6	180.00
Miles/round trip: Paving		30.00		13	390.00

Emission Rates	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Grubbing/Land Clearing (grams/mile)	0.03	0.41	3.10	0.11	0.05	0.02	1,652.48	0.00	0.26	1,729.92
Grading/Excavation (grams/mile)	0.03	0.41	3.10	0.11	0.05	0.02	1,652.48	0.00	0.26	1,729.92
Drainingr/Utilities/Sub-Grade (grams/mile)	0.03	0.42	3.11	0.11	0.05	0.02	1,645.58	0.00	0.26	1,722.69
Paving (grams/mile)	0.03	0.42	3.12	0.11	0.05	0.02	1,629.11	0.00	0.26	1,705.46
Grubbing/Land Clearing (grams/trip)	0.00	0.00	4.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading/Excavation (grams/trip)	0.00	0.00	4.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Drainingr/Utilities/Sub-Grade (grams/trip)	0.00	0.00	4.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving (grams/trip)	0.00	0.00	4.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling Emissions	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Pounds per day - Grubbing/Land Clearing	0.00	0.05	0.43	0.01	0.01	0.00	218.59	0.00	0.03	228.83
Tons per const. Period - Grubbing/Land Clearing	0.00	0.00	0.01	0.00	0.00	0.00	3.85	0.00	0.00	4.03
Pounds per day - Grading/Excavation	0.02	0.22	1.72	0.06	0.03	0.01	874.35	0.00	0.14	915.32
Tons per const. Period - Grading/Excavation	0.00	0.02	0.12	0.00	0.00	0.00	61.55	0.00	0.01	64.44
Pounds per day - Drainage/Utilities/Sub-Grade	0.01	0.16	1.29	0.04	0.02	0.01	653.02	0.00	0.10	683.62
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.00	0.01	0.08	0.00	0.00	0.00	40.23	0.00	0.01	42.11
Pounds per day - Paving	0.03	0.36	2.81	0.10	0.04	0.01	1,400.72	0.00	0.22	1,466.36
Tons per const. Period - Paving	0.00	0.01	0.07	0.00	0.00	0.00	36.98	0.00	0.01	38.71
Total tons per construction project	0.00	0.04	0.28	0.01	0.00	0.00	142.61	0.00	0.02	149.29

Note: Asphalt Hauling emission default values can be overridden in cells D91 through D94, and F91 through F94.

Asphalt Hauling Emissions User Input	User Override of Miles/Round Trip	Program Estimate of Miles/Round Trip	User Override of Truck Round Trips/Day	Default Values Round Trips/Day	Calculated Daily VMT
Miles/round trip: Grubbing/Land Clearing		30.00		0	0.00
Miles/round trip: Grading/Excavation		30.00		5	150.00
Miles/round trip: Drainage/Utilities/Sub-Grade		30.00		5	150.00
Miles/round trip: Paving		30.00		5	150.00

Emission Rates	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Grubbing/Land Clearing (grams/mile)	0.03	0.41	3.10	0.11	0.05	0.02	1,652.48	0.00	0.26	1,729.92
Grading/Excavation (grams/mile)	0.03	0.41	3.10	0.11	0.05	0.02	1,652.48	0.00	0.26	1,729.92
Drainingr/Utilities/Sub-Grade (grams/mile)	0.03	0.42	3.11	0.11	0.05	0.02	1,645.58	0.00	0.26	1,722.69
Paving (grams/mile)	0.03	0.42	3.12	0.11	0.05	0.02	1,629.11	0.00	0.26	1,705.46
Grubbing/Land Clearing (grams/trip)	0.00	0.00	4.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading/Excavation (grams/trip)	0.00	0.00	4.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Drainingr/Utilities/Sub-Grade (grams/trip)	0.00	0.00	4.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving (grams/trip)	0.00	0.00	4.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Emissions	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Pounds per day - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Grading/Excavation	0.01	0.14	1.07	0.04	0.02	0.01	546.47	0.00	0.09	572.07
Tons per const. Period - Grading/Excavation	0.00	0.01	0.08	0.00	0.00	0.00	38.47	0.00	0.01	40.27
Pounds per day - Drainage/Utilities/Sub-Grade	0.01	0.14	1.08	0.04	0.02	0.01	544.18	0.00	0.09	569.68
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.00	0.01	0.07	0.00	0.00	0.00	33.52	0.00	0.01	35.09
Pounds per day - Paving	0.01	0.14	1.08	0.04	0.02	0.01	538.74	0.00	0.08	563.98
Tons per const. Period - Paving	0.00	0.00	0.03	0.00	0.00	0.00	14.22	0.00	0.00	14.89
Total tons per construction project	0.00	0.02	0.17	0.01	0.00	0.00	86.22	0.00	0.01	90.26

Note: Worker commute default values can be overridden in cells D121 through D126.

Worker Commute Emissions User Input	User Override of Worker Commute Default Values	Default Values		
Miles/ one-way trip		20	Calculated Daily Trips	Calculated Daily VMT
One-way trips/day		2		
No. of employees: Grubbing/Land Clearing		8	16	320.00
No. of employees: Grading/Excavation		23	46	920.00
No. of employees: Drainage/Utilities/Sub-Grade		17	34	680.00
No. of employees: Paving		13	26	520.00

Emission Rates	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Grubbing/Land Clearing (grams/mile)	0.01	0.72	0.05	0.05	0.02	0.00	285.85	0.00	0.01	287.41
Grading/Excavation (grams/mile)	0.01	0.72	0.05	0.05	0.02	0.00	285.85	0.00	0.01	287.41
Draining/Utilities/Sub-Grade (grams/mile)	0.01	0.71	0.05	0.05	0.02	0.00	283.13	0.00	0.00	284.66
Paving (grams/mile)	0.01	0.68	0.04	0.05	0.02	0.00	276.66	0.00	0.00	278.11
Grubbing/Land Clearing (grams/trip)	0.87	2.47	0.23	0.00	0.00	0.00	61.59	0.06	0.03	71.10
Grading/Excavation (grams/trip)	0.87	2.47	0.23	0.00	0.00	0.00	61.59	0.06	0.03	71.10
Draining/Utilities/Sub-Grade (grams/trip)	0.86	2.45	0.22	0.00	0.00	0.00	61.00	0.06	0.03	70.37
Paving (grams/trip)	0.83	2.39	0.21	0.00	0.00	0.00	59.60	0.05	0.03	68.64
Emissions	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Pounds per day - Grubbing/Land Clearing	0.04	0.60	0.04	0.03	0.01	0.00	203.83	0.00	0.00	205.27
Tons per const. Period - Grubbing/Land Clearing	0.00	0.01	0.00	0.00	0.00	0.00	3.59	0.00	0.00	3.61
Pounds per day - Grading/Excavation	0.11	1.72	0.12	0.09	0.04	0.01	586.02	0.01	0.01	590.14
Tons per const. Period - Grading/Excavation	0.01	0.12	0.01	0.01	0.00	0.00	41.26	0.00	0.00	41.55
Pounds per day - Drainage/Utilities/Sub-Grade	0.08	1.25	0.09	0.07	0.03	0.00	429.03	0.01	0.01	432.02
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.00	0.08	0.01	0.00	0.00	0.00	26.43	0.00	0.00	26.61
Pounds per day - Paving	0.06	0.91	0.06	0.05	0.02	0.00	320.58	0.01	0.01	322.76
Tons per const. Period - Paving	0.00	0.02	0.00	0.00	0.00	0.00	8.46	0.00	0.00	8.52
Total tons per construction project	0.01	0.23	0.02	0.01	0.01	0.00	79.73	0.00	0.00	80.29

Note: Water Truck default values can be overridden in cells D153 through D156, I153 through I156, and F153 through F156.

Water Truck Emissions User Input	User Override of Default # Water Trucks	Program Estimate of Number of Water Trucks	User Override of Truck Round Trips/Vehicle/Day	Default Values Round Trips/Vehicle/Day	Calculated Trips/day	User Override of Miles/Round Trip	Default Values Miles/Round Trip	Calculated Daily VMT
Grubbing/Land Clearing - Exhaust		1		5	5		8.00	40.00
Grading/Excavation - Exhaust		1		5	5		8.00	40.00
Drainage/Utilities/Subgrade		1		5	5		8.00	40.00
Paving		1		5	5		8.00	40.00

Emission Rates	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Grubbing/Land Clearing (grams/mile)	0.03	0.41	3.10	0.11	0.05	0.02	1,652.48	0.00	0.26	1,729.92
Grading/Excavation (grams/mile)	0.03	0.41	3.10	0.11	0.05	0.02	1,652.48	0.00	0.26	1,729.92
Draining/Utilities/Sub-Grade (grams/mile)	0.03	0.42	3.11	0.11	0.05	0.02	1,645.58	0.00	0.26	1,722.69
Paving (grams/mile)	0.03	0.42	3.12	0.11	0.05	0.02	1,629.11	0.00	0.26	1,705.46
Grubbing/Land Clearing (grams/trip)	0.00	0.00	4.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading/Excavation (grams/trip)	0.00	0.00	4.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Draining/Utilities/Sub-Grade (grams/trip)	0.00	0.00	4.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving (grams/trip)	0.00	0.00	4.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Emissions	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Pounds per day - Grubbing/Land Clearing	0.00	0.04	0.32	0.01	0.00	0.00	145.72	0.00	0.02	152.55
Tons per const. Period - Grubbing/Land Clearing	0.00	0.00	0.01	0.00	0.00	0.00	2.56	0.00	0.00	2.68
Pounds per day - Grading/Excavation	0.00	0.04	0.32	0.01	0.00	0.00	145.72	0.00	0.02	152.55
Tons per const. Period - Grading/Excavation	0.00	0.00	0.02	0.00	0.00	0.00	10.26	0.00	0.00	10.74
Pounds per day - Drainage/Utilities/Sub-Grade	0.00	0.04	0.32	0.01	0.00	0.00	145.12	0.00	0.02	151.92
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.00	0.00	0.02	0.00	0.00	0.00	8.94	0.00	0.00	9.36
Pounds per day - Paving	0.00	0.04	0.32	0.01	0.00	0.00	143.66	0.00	0.02	150.40
Tons per const. Period - Paving	0.00	0.00	0.01	0.00	0.00	0.00	3.79	0.00	0.00	3.97
Total tons per construction project	0.00	0.01	0.06	0.00	0.00	0.00	25.56	0.00	0.00	26.75

Note: Fugitive dust default values can be overridden in cells D183 through D185.

Fugitive Dust	User Override of Max Acreage Disturbed/Day	Default Maximum Acreage/Day	PM10 pounds/day	PM10 tons/per period	PM2.5 pounds/day	PM2.5 tons/per period
Fugitive Dust - Grubbing/Land Clearing		1.00	10.00	0.18	2.08	0.04
Fugitive Dust - Grading/Excavation		1.00	10.00	0.70	2.08	0.15
Fugitive Dust - Drainage/Utilities/Subgrade		1.00	10.00	0.62	2.08	0.13

Off-Road Equipment Emissions

Grubbing/Land Clearing	Default Number of Vehicles	Mitigation Option: Override of Default			ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Override of Default Number of Vehicles	*Program-estimate*	Default Equipment Tier (applicable only when "Tier 4 Mitigation" Option Selected)	Equipment Tier	Type	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
			Model Default Tier	Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cranes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Crawler Tractors	0.37	2.10	3.96	0.15	0.14	0.01	758.27	0.25	0.01	766.45
			Model Default Tier	Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2		Model Default Tier	Excavators	0.33	6.52	2.44	0.12	0.11	0.01	1,000.68	0.32	0.01	1,011.46
			Model Default Tier	Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Graders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other General Industrial Equipn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Material Handling Equipm	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pavers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pumps	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rollers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Scrapers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	3		Model Default Tier	Signal Boards	0.17	0.90	1.08	0.04	0.04	0.00	147.94	0.02	0.00	148.69
			Model Default Tier	Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Tractors/Loaders/Backhoes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Trenchers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Welders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

User-Defined Off-road Equipment	If non-default vehicles are used, please provide information in 'Non-default Off-road Equipment' tab			ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Number of Vehicles		Equipment Tier	Type	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
0.00		N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00		N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00		N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00		N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00		N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00		N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00		N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Grubbing/Land Clearing		pounds per day	0.88	9.53	7.48	0.32	0.29	0.02	1,906.89	0.58	0.02	1,926.60
	Grubbing/Land Clearing		tons per phase	0.02	0.17	0.13	0.01	0.01	0.00	33.56	0.01	0.00	33.91

Grading/Excavation	Default Number of Vehicles	Override of Default Equipment Tier (applicable only when "Tier 4 Mitigation" Option Selected)	Mitigation Option Default Equipment Tier	Type	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Override of Default Number of Vehicles	*Program-estimate*		Equipment Tier		pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
			Model Default Tier	Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	0		Model Default Tier	Cranes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Crawler Tractors	0.37	2.10	3.96	0.15	0.14	0.01	758.27	0.25	0.01	766.45
			Model Default Tier	Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	3		Model Default Tier	Excavators	0.50	9.78	3.66	0.18	0.17	0.02	1,501.02	0.49	0.01	1,517.20
			Model Default Tier	Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2		Model Default Tier	Graders	0.62	3.19	6.91	0.22	0.20	0.01	1,280.48	0.41	0.01	1,294.28
			Model Default Tier	Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other General Industrial Equipn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Material Handling Equipm	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pavers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pumps	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2		Model Default Tier	Rollers	0.27	3.69	2.89	0.15	0.13	0.01	508.12	0.16	0.00	513.60
			Model Default Tier	Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Rubber Tired Loaders	0.23	1.47	1.86	0.06	0.06	0.01	605.62	0.20	0.01	612.16
	2		Model Default Tier	Scrapers	1.34	10.76	12.74	0.50	0.46	0.03	2,936.30	0.95	0.03	2,967.95
	3		Model Default Tier	Signal Boards	0.17	0.90	1.08	0.04	0.04	0.00	147.94	0.02	0.00	148.69
			Model Default Tier	Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	4		Model Default Tier	Tractors/Loaders/Backhoes	0.53	8.92	5.34	0.22	0.20	0.01	1,208.22	0.39	0.01	1,221.22
			Model Default Tier	Trenchers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Welders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

User-Defined Off-road Equipment	If non-default vehicles are used, please provide information in 'Non-default Off-road Equipment' tab			ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Number of Vehicles		Equipment Tier	Type	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
0.00		N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00		N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00		N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00		N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00		N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00		N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00		N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

	Grading/Excavation	pounds per day	4.04	40.82	38.44	1.52	1.41	0.09	8,945.97	2.86	0.08	9,041.54
	Grading/Excavation	tons per phase	0.28	2.87	2.71	0.11	0.10	0.01	629.80	0.20	0.01	636.52

Drainage/Utilities/Subgrade	Default Number of Vehicles	Override of Default Equipment Tier (applicable only when "Tier 4 Mitigation" Option Selected)	Mitigation Option Default Equipment Tier		ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Override of Default Number of Vehicles	*Program-estimate*		Equipment Tier		pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
	0.00		Model Default Tier	Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Air Compressors	0.23	2.41	1.53	0.07	0.07	0.00	375.26	0.02	0.00	376.62
			Model Default Tier	Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cranes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Crawler Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Excavators	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Generator Sets	0.27	3.66	2.40	0.10	0.10	0.01	623.04	0.02	0.00	625.01
	1		Model Default Tier	Graders	0.31	1.59	3.46	0.11	0.10	0.01	640.24	0.21	0.01	647.14
			Model Default Tier	Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other General Industrial Equipn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Material Handling Equipm	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pavers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Plate Compactors	0.04	0.21	0.25	0.01	0.01	0.00	34.48	0.00	0.00	34.65
			Model Default Tier	Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Pumps	0.29	3.72	2.43	0.10	0.10	0.01	623.04	0.03	0.00	625.06
			Model Default Tier	Rollers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Rough Terrain Forklifts	0.10	2.29	1.28	0.04	0.03	0.00	333.72	0.11	0.00	337.31
			Model Default Tier	Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Scrapers	0.67	5.38	6.37	0.25	0.23	0.02	1,468.15	0.47	0.01	1,483.97
	3		Model Default Tier	Signal Boards	0.17	0.90	1.08	0.04	0.04	0.00	147.94	0.02	0.00	148.69
			Model Default Tier	Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	3		Model Default Tier	Tractors/Loaders/Backhoes	0.40	6.69	4.01	0.16	0.15	0.01	906.17	0.29	0.01	915.91
			Model Default Tier	Trenchers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Welders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

User-Defined Off-road Equipment	If non-default vehicles are used, please provide information in 'Non-default Off-road Equipment' tab			ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Number of Vehicles	Equipment Tier	Type		pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

	Drainage/Utilities/Sub-Grade		pounds per day	2.47	26.85	22.80	0.88	0.83	0.05	5,152.03	1.17	0.04	5,194.37
	Drainage/Utilities/Sub-Grade		tons per phase	0.15	1.65	1.40	0.05	0.05	0.00	317.36	0.07	0.00	319.97

Paving	Default Number of Vehicles	Override of Default Equipment Tier (applicable only when "Tier 4 Mitigation" Option Selected)	Mitigation Option Default Equipment Tier	Type	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Override of Default Number of Vehicles	*Program-estimate*		Equipment Tier		pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
			Model Default Tier	Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cranes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Crawler Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Excavators	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Graders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other General Industrial Equipn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Material Handling Equipmr	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Pavers	0.17	2.90	1.58	0.07	0.07	0.00	454.99	0.15	0.00	459.90
	1		Model Default Tier	Paving Equipment	0.15	2.55	1.26	0.06	0.06	0.00	394.32	0.13	0.00	398.57
			Model Default Tier	Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pumps	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2		Model Default Tier	Rollers	0.27	3.69	2.89	0.15	0.13	0.01	508.12	0.16	0.00	513.60
			Model Default Tier	Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Scrapers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	3		Model Default Tier	Signal Boards	0.17	0.90	1.08	0.04	0.04	0.00	147.94	0.02	0.00	148.69
			Model Default Tier	Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	3		Model Default Tier	Tractors/Loaders/Backhoes	0.40	6.69	4.01	0.16	0.15	0.01	906.17	0.29	0.01	915.91
			Model Default Tier	Trenchers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Welders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

User-Defined Off-road Equipment	If non-default vehicles are used, please provide information in 'Non-default Off-road Equipment' tab			ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Number of Vehicles	Equipment Tier	Type		pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

			ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Paving	pounds per day		1.16	16.73	10.82	0.49	0.45	0.03	2,411.54	0.75	0.02	2,436.68
Paving	tons per phase		0.03	0.44	0.29	0.01	0.01	0.00	63.66	0.02	0.00	64.33
Total Emissions all Phases (tons per construction period) =>			0.48	5.14	4.53	0.18	0.17	0.01	1,044.39	0.30	0.01	1,054.73

Equipment default values for horsepower and hours/day can be overridden in cells D403 through D436 and F403 through F436.

Equipment	User Override of Horsepower	Default Values Horsepower	User Override of Hours/day	Default Values Hours/day
Aerial Lifts		63		8
Air Compressors		78		8
Bore/Drill Rigs		221		8
Cement and Mortar Mixers		9		8
Concrete/Industrial Saws		81		8
Cranes		231		8
Crawler Tractors		212		8
Crushing/Proc. Equipment		85		8
Excavators		158		8
Forklifts		89		8
Generator Sets		84		8
Graders		187		8
Off-Highway Tractors		124		8
Off-Highway Trucks		402		8
Other Construction Equipment		172		8
Other General Industrial Equipment		88		8
Other Material Handling Equipment		168		8
Pavers		130		8
Paving Equipment		132		8
Plate Compactors		8		8
Pressure Washers		13		8
Pumps		84		8
Rollers		80		8
Rough Terrain Forklifts		100		8
Rubber Tired Dozers		247		8
Rubber Tired Loaders		203		8
Scrapers		367		8
Signal Boards		6		8
Skid Steer Loaders		65		8
Surfacing Equipment		263		8
Sweepers/Scrubbers		64		8
Tractors/Loaders/Backhoes		97		8
Trenchers		78		8
Welders		46		8

END OF DATA ENTRY SHEET

Temescal Canyon Road Widening Project - Local Emissions						
	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	PM10 (lbs/day)	PM2.5 (lbs/day)	SOx
Grubbing/Land Clearing						
Crawler Tractors	0.37	2.10	3.96	0.15	0.14	0.01
Excavators	0.33	6.52	2.44	0.12	0.11	0.01
Signal Boards	0.29	1.51	1.80	0.07	0.07	0.00
Total On-Site	**1.0**	**10.1**	**8.2**	**0.3**	**0.3**	**0.0**
Grading/Excavation						
Crawler Tractors	0.37	2.10	3.96	0.15	0.14	0.01
Excavators	0.50	9.78	3.66	0.18	0.17	0.02
Graders	0.62	3.19	6.91	0.22	0.20	0.01
Rollers	0.27	3.69	2.89	0.15	0.13	0.01
Rubber Tired Loaders	0.23	1.47	1.86	0.06	0.06	0.01
Scrapers	1.34	10.76	12.74	0.50	0.46	0.03
Signal Boards	0.29	1.51	1.80	0.07	0.07	0.00
Tractors/Loaders/Backhoes	0.53	8.92	5.34	0.22	0.20	0.01
Total On-Site	**4.2**	**41.4**	**39.2**	**1.6**	**1.4**	**0.1**
Drainage/Utilities/Sub-Grade						
Air Compressors	0.23	2.41	1.53	0.07	0.07	0.00
Generator Sets	0.27	3.66	2.40	0.10	0.10	0.01
Graders	0.31	1.59	3.46	0.11	0.10	0.01
Plate Compactors	0.04	0.21	0.25	0.01	0.01	0.00
Pumps	0.29	3.72	2.43	0.10	0.10	0.01
Rough Terrain Forklifts	0.10	2.29	1.28	0.04	0.03	0.00
Scrapers	0.67	5.38	6.37	0.25	0.23	0.02
Signal Boards	0.29	1.51	1.80	0.07	0.07	0.00
Tractors/Loaders/Backhoes	0.40	6.69	4.01	0.16	0.15	0.01
Total On-Site	**2.6**	**27.5**	**23.5**	**0.9**	**0.9**	**0.1**
Paving						
Pavers	0.17	2.90	1.58	0.07	0.07	0.00
Paving Equipment	0.15	2.55	1.26	0.06	0.06	0.00
Rollers	0.27	3.69	2.89	0.15	0.13	0.01
Signal Boards	0.29	1.51	1.80	0.07	0.07	0.00
Tractors/Loaders/Backhoes	0.40	6.69	4.01	0.16	0.15	0.01
Total On-Site	**1.3**	**17.3**	**11.5**	**0.5**	**0.5**	**0.0**
Maximum On-Site	**4.2**	**41.4**	**39.2**	**1.6**	**1.4**	**0.1**
SCAQMD Localized Significance Thresholds (5-acre site with 25-m receptor distance in SRA 22)	N/A	1700	270	12	8	N/A
Thresholds Exceeded?	No	No	No	No	No	No

Appendix C Mitigation Monitoring and Reporting Program

This page intentionally left blank

Date: (12/30/24) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction		Mitigation Monitoring and Reporting Program (Temescal Canyon Widening Project—El Cerrito Segment)									
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**
Aesthetics											
AMM AES-1 Replace or Relocate Site Features Affected by the Project. Where appropriate and to the degree possible, fencing and gates removed from private properties as a result of construction will be relocated, replaced, or restored in place and in kind, or value compensated to the property owner, to reduce visual impacts. Replacement will be of value at least equal to that of existing features.	Section 2.1.3 IS/MND	IS/MND, Section 2.1.3	Project Engineer/RCTD	Design							
AMM AES-2 Decorative Treatments for Retaining Walls. During final design, the County will evaluate aesthetic design treatments for new retaining walls, which may include using roughened, textured surfaces. This will soften the verticality of surfaces by providing visual texture and will reduce the amount of smooth surfaces that can reflect light, reducing glare, and be attractive for graffiti.	Section 2.1.3 IS/MND	IS/MND, Section 2.1.3	Project Engineer/RCTD	Design							
AMM AES-3 Minimize Fugitive Light from Portable Sources Used for Construction. At a minimum, the construction contractor will minimize Project-related light and glare to the maximum extent feasible, given safety considerations. Portable lights will be operated at the lowest allowable wattage and height and will be raised to a height no greater than 20 feet. All lights will be screened and directed downward toward work activities and away from the night sky and roadway users and neighbors, particularly residential areas, to the maximum extent possible. The number of nighttime lights used will be minimized to the greatest extent possible.	Section 2.1.3 IS/MND	IS/MND, Section 2.1.3	Project Engineer/RCTD	Construction							
SM AES-4 Apply Minimum Lighting Standards. All overhead street lighting is to be limited to the minimum required for driver and pedestrian safety and will be designed in accordance with County Road Standards. All lighting is to cause minimum impact on the surrounding environment and will use downcast, cut-off type fixtures that are shielded and direct the light only toward surfaces requiring illumination, thereby minimizing incidental light spill onto adjacent properties or backscatter into the nighttime sky. Lighting will have daylight sensors or be timed with an on/off program.	Section 2.1.3 IS/MND	IS/MND, Section 2.1.3	Project Engineer/RCTD	Construction							
Air Quality											
SM AQ-1. During clearing, grading, earthmoving, or excavation operations, fugitive dust emissions be controlled by regular watering or other dust preventive measures using the following	Section 2.3.3 IS/MND	IS/MND, Section 2.3.3	Contractor	Construction							

Date: (12/30/24) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction	Mitigation Monitoring and Reporting Program (Temescal Canyon Widening Project—El Cerrito Segment)										
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**
procedures, as specified in South Coast Air Quality Management District (SCAQMD) Rule 403. All material excavated or graded will be sufficiently watered to prevent excessive amounts of dust. Watering will occur as required by SCAQMD and the County, with complete coverage, preferably in the late morning and after work is done for the day. All material transported on site or off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust. The areas disturbed by clearing, grading, earthmoving, or excavation operations will be minimized so as to prevent excessive amounts of dust. These control techniques will be indicated in Project specifications. Visible dust beyond the property line emanating from the Project will be prevented to the maximum extent feasible.											
Biological Resources											
AMM BIO-1, Vegetation Clearing Restrictions. Clearing of natural vegetation (including sage scrub) will be performed outside of the active breeding season for birds (February 1 through August 31). If construction activities and disturbances to vegetation cannot be avoided during the active breeding season, **AMM BIO-11** is required (refer to **AMM BIO-11** for the nesting bird survey requirements).	Sections 2.4.3, 2.11.3 IS/MND	IS/MND, Section 2.4.3	Contractor	Construction							
AMM BIO-2, Dust Control. Active construction areas will be watered regularly to control dust and thus minimize impacts on adjacent vegetation.	Section 2.4.3 IS/MND	IS/MND, Section 2.4.3	Contractor/ Qualified Biologist	Construction							
AMM BIO-3, Fire Prevention. When work is conducted during the fire season (as identified by the Riverside County Fire Department), appropriate fire-fighting equipment (e.g., extinguishers, shovels, water tankers) will be available on the Project site during all phases of Project construction to help minimize the chance of human-caused wildfires. Shields, protective mats, and/or other fire preventive methods will be used during grinding, welding, and other spark-inducing activities. Personnel trained in fire hazards, preventive actions, and responses to fires will advise contractors regarding fire risk from all construction-related activities.	Section 2.4.3 IS/MND	IS/MND, Section 2.4.3	Contractor/ Qualified Personnel	Construction							
AMM BIO-4, Biological Monitoring. The qualified Project biologist will monitor construction activities for the duration of the proposed Project at a frequency necessary to ensure that practicable measures are being employed and avoid incidental disturbance of habitat and species of concern outside the Project footprint. Special attention will be provided to ensure that any	Section 2.4.3 IS/MND	IS/MND, Section 2.4.3	Qualified Biologist	Construction							

Date: (12/30/24) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction	Mitigation Monitoring and Reporting Program (Temescal Canyon Widening Project—El Cerrito Segment)										
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 area (ESA) fencing required **in AMM BIO-5** is maintained. Additionally, monitoring and reporting will occur weekly if active nests are present for the duration of the construction activity to ensure implementation of best management practices (BMPs). This will be done in tandem with **AMM BIO-5**, below, which includes the fencing of sensitive areas (oak tree and aquatic resources avoidance areas).											
AMM BIO-5, Construction Limits and ESA Fencing. Construction personnel will strictly limit their activities, vehicles, equipment, and construction materials to the proposed Project footprint and designated staging areas and routes of travel. The construction area(s) will be the minimal area necessary to complete the proposed Project and will be specified in the construction plans. Construction limits adjacent to oak tree and aquatic resources avoidance areas will be demarcated using environmentally sensitive area (ESA) fencing (e.g., orange snow fencing, silt fencing, signage) by a qualified biologist. The ESA fencing will be reviewed at a frequency deemed necessary by the biological monitor (as indicated in **AMM BIO-4**) 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.	Section 2.4.3 IS/MND	IS/MND, Section 2.4.3	Contractor/ Qualified Biologist	Construction							
AMM BIO-6, Exotic Species. Exotic plant species removed during construction will be properly handled to prevent sprouting or regrowth. Vegetation removed from the Project site will be covered while being carried on trucks, and vegetation materials removed from the site will be disposed of in accordance with applicable laws and regulations.	Section 2.4.3 IS/MND	IS/MND, Section 2.4.3	Contractor/ Qualified Biologist	Preconstruction/ Construction							
AMM BIO-7, Equipment Cleaning. Construction equipment will be cleaned of mud or other debris that may contain invasive plants and/or seeds and inspected to reduce the potential of spreading noxious weeds before mobilizing to the site and before leaving the site during the course of construction. The cleaning of equipment will occur at least 300 feet from environmentally sensitive area (ESA) fencing to prevent the spread of invasives.	Section 2.4.3 IS/MND	IS/MND, Section 2.4.3	Contractor/ Qualified Biologist	Construction							
AMM BIO-8, Water Pollution Control Plan. Plans for water pollution and erosion control (i.e., Stormwater Pollution Prevention Plan [SWPPP]) will be prepared in accordance with Project aquatic resource permits and other Project requirements. The plans will describe sediment and hazardous materials control,	Section 2.4.3 IS/MND	IS/MND, Section 2.4.3	Contractor	Preconstruction/ Construction							

Date: (12/30/24) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction	Mitigation Monitoring and Reporting Program (Temescal Canyon Widening Project—El Cerrito Segment)										
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**
dewatering or diversion structures, fueling and equipment management practices, and use of plant material for erosion control. Plans will be reviewed and approved by the County prior to construction.											
AMM BIO-9, Biological Training. A qualified biologist will conduct a training session for Project and construction personnel prior to any construction activities. The training will include a description of the species of concern and their habitats, the general provisions of the Federally Endangered Species Act (FESA) and California Endangered Species Act (CESA) and the Multiple Species Habitat Conservation Plan (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 proposed Project.	Section 2.4.3 IS/MND	IS/MND, Section 2.4.3	Qualified Biologist	Construction							
AMM BIO-10, Waste Management. To avoid attracting predators of the species of concern, the Project site will be kept as clean of debris as possible. All food-related trash items will be enclosed in sealed containers and regularly removed from the site(s). Waste, dirt, or rubble, or trash will not be deposited on native habitat.	Section 2.4.3, 2.11.3 IS/MND	IS/MND, Section 2.4.3	Contractor	Construction							
AMM BIO-11, Nesting Bird Preconstruction Surveys. A preconstruction survey for nesting birds will occur within 3 days prior to construction activities by an experienced avian biologist. The survey will occur within all suitable nesting habitat within the Project impact area and a 500-foot buffer where access is permitted. If nesting birds are found, an avoidance area will be established as determined by a qualified biologist around the nest until it has been determined that and no sign is present that the nest is being used. The Project site will need to be re-surveyed if there is a lapse in construction activities for more than 7 days during the nesting season.	Section 2.4.3 IS/MND	IS/MND, Section 2.4.3	Qualified Biologist	Preconstruction							
AMM BIO-12, Sensitive Wildlife Preconstruction Clearance Surveys. One preconstruction sweep will be conducted by a qualified biologist prior to clearing/grubbing in areas of suitable habitat to support terrestrial wildlife. The goal of the survey will be to identify any special-status species not covered by the Multiple Species Habitat Conservation Plan (MSHCP) that may be present within the Project footprint, and to remove the animal(s) from the Project footprint as possible to avoid any injury or mortality. No nesting birds will be flushed during the nesting season. Amphibians, reptiles, and burrowing wildlife will be relocated from	Section 2.4.3 IS/MND	IS/MND, Section 2.4.3	Qualified Biologist	Preconstruction							

Date: (12/30/24) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction	Mitigation Monitoring and Reporting Program (Temescal Canyon Widening Project—El Cerrito Segment)										
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**
the site of temporary or permanent impacts as feasible during preconstruction clearance surveys by the qualified biologist.											
AMM BIO-13, Burrowing Owl Preconstruction Surveys. A 30-day preconstruction survey for burrowing owl (BUOW) is required prior to initial ground-disturbing activities (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering) to ensure that no BUOW have colonized the site in the days or weeks preceding the ground-disturbing activities. Preconstruction surveys will be conducted in the morning 1 hour before sunrise to 2 hours after sunrise or in the early evening 2 hours before sunset to 1 hour after sunset within areas providing suitable habitat for BUOW. The survey will include the proposed Project limits and a 500-foot buffer. If BUOWs are present within 500 feet of Project activities, the following measures will be implemented, as applicable: • If BUOWs have colonized the Project site prior to the initiation of ground-disturbing activities, the qualified biologist will immediately inform and coordinate further with the Wildlife Agencies and the Western Riverside County Regional Conservation Authority, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. The Protection and Relocation Plan will provide any additional avoidance/minimization, relocation/exclusion, and monitoring methods that will be used, nest buffers, and any additional mitigation requirements, which may include the following: ○ If BUOW are found outside of the Project site but within 500 feet of Project activities during preconstruction take avoidance surveys during the nesting season, the BUOW will be fully avoided by establishing an appropriate buffer in coordination with California Department of Fish and Wildlife (CDFW). No work will occur within the buffered area until a qualified biologist has verified that BUOW young have fledged, or owls are no longer occupying the burrow. ○ If BUOW are found during preconstruction take avoidance surveys outside of the nesting season, passive relocation by a qualified avian biologist will be conducted once it has been confirmed that pairing activities are not observed. Passive relocation efforts will be conducted in coordination with CDFW. ○ If construction activities have ceased or the site has been left undisturbed for more than 30 days, a preconstruction	Section 2.4.3, 2.11.3 IS/MND	IS/MND, Section 2.4.3	Qualified Biologist	Preconstruction							

Date: (12/30/24) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction	Mitigation Monitoring and Reporting Program (Temescal Canyon Widening Project—El Cerrito Segment)										
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**
survey must be repeated to ensure that BUOW has not recolonized the site. If BUOW is found, the same coordination described above will be necessary.											
MM BIO-14, Aquatic Resources Compensation. (Mitigation) To address effects on aquatic resources (e.g., Fish and Game Cose section 1602), a compensatory mitigation plan will be developed during the permitting phase of the Project, which will include a minimum 1:1 ratio for permanent impacts on aquatic resources. The required mitigation will be implemented through the use of an agency-approved mitigation bank, permittee-responsible mitigation, on site restoration, or any other agency-approved mitigation provider, or through a combination of any of these.	Section 2.4.3 IS/MND	IS/MND, Section 2.4.3	County	Construction							
MM BIO-15, Riparian/Riverine Resources Compensation. (Mitigation) Compensation for permanent impacts on riparian/riverine resources will occur at a 3:1 ratio with a minimum 1:1 ratio of re-establishment. For permanent impacts, compensation can occur through the purchase of mitigation bank credits through an agency-approved mitigation bank, in-lieu fee provider, permittee-responsible mitigation or any other agency-approved mitigation provider. Mitigation for all riparian/riverine resources will be biologically superior or equivalent to resources occurring on site. Temporary impacts on riparian/riverine resources may be replaced through restoration of the temporarily affected area to pre-Project conditions. Compensatory mitigation will be coordinated with U.S. Army Corps of Engineers (USACE) Clean Water Act (CWA) 404 authorization, Regional Water Quality Control Board (RWQCB) CWA 401 Certification, California Department of Fish and Wildlife (CDFW) Fish and Game Code 1602 Streambed Alteration Agreement acquisition, and Multiple Species Habitat Conservation Plan (MSHCP) riparian/riverine requirements to ensure efficiencies with the mitigation effort (see **MM BIO-14**). Final mitigation ratios will be determined after consultation with USACE, RWQCB, U.S. Fish and Wildlife Service (USFWS), and CDFW. Western Riverside County Regional Conservation Authority (RCA) and the wildlife agencies will be notified for concurrence once final mitigation ratios are determined; this will occur prior to the start of Project construction, including any ground disturbance work and/or vegetation clearing.	Section 2.4.3 IS/MND	IS/MND, Section 2.4.3	County	Construction							
AMM BIO-16, Aquatic Resources Avoidance. The limits of disturbance (LOD), including the upstream, downstream, and lateral extents on either side of any stream adjacent to the Project impact footprint, will be clearly defined and marked in the field.	Section 2.4.3 IS/MND	IS/MND, Section 2.4.3	Qualified Biologist	Preconstruction							

Date: (12/30/24) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction	Mitigation Monitoring and Reporting Program (Temescal Canyon Widening Project—El Cerrito Segment)										
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**
Monitoring personnel (biology) will review the LOD prior to initiation of construction activities. This will ensure avoidance of jurisdictional areas and riparian habitat.											
AMM BIO-17, MSHCP Covered Species Avoidance. During construction, the placement of equipment within a stream or on adjacent banks or adjacent upland habitats occupied by Multiple Species Habitat Conservation Plan (MSHCP) covered species that are outside of the Project footprint will be avoided.	Section 2.4.3 IS/MND	IS/MND, Section 2.4.3	Qualified Biologist	Construction							
MM BIO-18 Protection of Oak Trees. The County or its contractor will protect oak trees to the maximum extent possible by adhering to the County of Riverside Oak Tree Management Guidelines. The guidelines include the following design provisions: no construction activities or placement of structures are to occur within the protected zone of any oak tree (i.e., the dripline); no cut or fill slopes are to extend within the protected zone of any oak tree; sedimentation and siltation are to be controlled to avoid filling around the base of an oak tree; and the protected zone around an oak tree is to be clearly delineated to prevent impacts from construction operations and to prevent storage or parking of equipment within this zone. Construction limits adjacent to oak tree avoidance areas will be demarcated using environmentally sensitive area (ESA) fencing (e.g., orange snow fencing, silt fencing, signage). If an oak tree is required for removal after avoidance measures are not sufficient to avoid impacts (e.g., utility relocations), then the County of Riverside Tree Removal Ordinance shall be followed accordingly, including a replacement ratio of 1:1 for each affected tree.	Sections 2.1.3, 2.4.3, IS/MND	IS/MND, Section 2.4.3	Contractor/ Qualified Biologist/ County	Construction							
AMM BIO-19: Invasive Species/Upland Temporary Impacts (JPR) For temporary Impact areas, for the duration of construction, if construction activities are stopped for a duration of 30 days or greater, any lands disturbed and left bare will be inspected by a qualified restoration ecologist for growth of non-native plant species listed as Moderate or High by the California Invasive Plant Council (Cal-IPC) (e.g., stinknet [*Oncosiphon pilulifer*], tocalote [*Centaurea melitensis*]). If detected, these species, with the exception of non-native grasses, shall be removed by within 5 days of detection. All material from species with a Cal-IPC rating of Moderate or High will be bagged, removed, and disposed of off site. This measure will only be required if Project construction is ceased for 30 days or more.	Section 2.4.3 IS/MND	JPR; IS/MND, Section 2.4.3	Qualified Biologist/ County	Construction/Post-construction							

Date: (12/30/24) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction	Mitigation Monitoring and Reporting Program (Temescal Canyon Widening Project—El Cerrito Segment)										
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**
Areas containing vegetation will be returned to pre-Project or better condition upon completion of construction. A native seed mix will be developed by a qualified restoration ecologist and be reviewed and approved in writing by the RCA. Hydroseeding will occur within 30 days of completion of construction. The hydroseed mix must avoid use of invasive, non-native plant species listed in Table 6-2 of the MSHCP. These areas will be inspected by a qualified resource ecologist for growth of non-native plant species listed as Moderate or High by Cal-IPC on a quarterly basis (June through January) and monthly during the growing season (approximately February through May) following hydroseeding. All species listed as Moderate or High by Cal-IPC will be removed by mechanical means (e.g., mowing, string trimming) or application of herbicide by a California licensed applicator within 5 days of detection. Maintenance/monitoring will cease once the absolute cover of native species reflect pre-Project condition and absolute cover of vegetation within the temporary impact areas are equal to or better than pre-Project condition. A memo will be provided to the RCA demonstrating completion (including photographs). These activities will be included in and implemented as part of the Project construction schedule.											
AMM BIO-20: Rough Step Measure (JPR) In accordance with MSHCP Volume I, Section 6.7, it is the Permittees responsibility that "[i]f the rough step rule is not met during any analysis period (performed annually by the Regional Conservation Authority [RCA]), the Permittees must conserve appropriate lands supporting a specified vegetation community within the analysis unit to bring the Plan back into the parameters of the rule prior to authorizing additional loss of the vegetation community for which the rule was not achieved." The Permittee is encouraged to consult with the RCA on current rough step allowances prior to developing grading plans. The Permittee must not cause additional loss of any rough step vegetation that is out of balance. Prior to Project ground disturbance, the Permittee will confirm with the RCA that the Project will not impact out-of-balance Rough Step vegetation in the applicable Rough Step unit.	Section 2.4.3 IS/MND	JPR; IS/MND, Section 2.4.3	County	Preconstruction							
MM BIO-21: Riparian/Riverine Mitigation Measure (JPR - Mitigation)	Section 2.4.3 IS/MND	JPR; IS/MND, Section 2.4.3	County	Preconstruction							

Date: (12/30/24) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction	Mitigation Monitoring and Reporting Program (Temescal Canyon Widening Project—El Cerrito Segment)										
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**
Permanent impacts on 0.01 acre of riparian/riverine resources associated with Feature 3 will be offset by purchase of credits from an approved mitigation bank within the MSHCP Plan Boundary (e.g., Riverpark Mitigation Bank) at a 2:1 ratio, including establishment/re-establishment credits at a minimum 1:1 ratio and the remainder 1:1 ratio can be a combination of establishment/re-establishment and rehabilitation credits; or permittee-responsible mitigation with prior review and approval from the RCA, California Department of Fish and Wildlife, and United States Fish and Wildlife Service.										
AMM BIO-22: Hydroseeding Measure (JPR) The temporarily impacted portions of Feature 3 will be hydroseeded and returned to pre-Project grade and condition upon completion of construction. The replacement Feature 1 reach will be hydroseeded for erosion control purposes. A native seed mix will be developed by a qualified biologist and reviewed and approved in writing by the RCA. Hydroseeding will occur during the first fall (September-October) following the completion of construction. The hydroseed mix must avoid use of invasive, non-native plant species listed in Table 6-2 of the MSHCP. A memo will be provided to the RCA demonstrating completion (including photographs). These activities will be included in and implemented as part of the Project construction schedule.	Section 2.4.3 IS/MND	JPR; IS/MND, Section 2.4.3	Qualified Biologist/County	Post construction							
AMM BIO-23: Least Bell's Vireo Avoidance (JPR) To avoid indirect impacts, all Project construction and site preparation activities within 300 feet of suitable least Bell's vireo habitat will be conducted outside of the least Bell's vireo breeding season from March 15 to September 30. If construction activities must occur during the breeding season, pre-construction surveys to determine if least Bell's vireo occurs within 300 feet of Project construction will be conducted once a week for three consecutive weeks within the breeding season, with the last visit no more than three (3) days prior to commencement of construction activities within 300 feet of the riparian habitat. The preconstruction survey visits for least Bell's vireo will be conducted by a qualified biologist familiar with vocalization characteristics, breeding behavior, nesting habits, and plumage characteristics of adult and juvenile vireos. Surveys will be conducted between dawn and 11:00 a.m. Surveys will not be conducted during periods of excessive or abnormal cold, heat, wind, rain, or other inclement weather that individually or collectively may reduce the likelihood of detection. Furthermore, weekly clearance surveys will be performed during	Section 2.4.3 IS/MND	JPR; IS/MND, Section 2.4.3	Qualified Biologist	Construction							

Date: (12/30/24) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction	Mitigation Monitoring and Reporting Program (Temescal Canyon Widening Project—El Cerrito Segment)										
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**
the nesting season at the riparian area if construction activities are planned to occur within 300 feet of suitable least Bell's vireo habitat within Feature 2. If at any time it is determined by the qualified biologist that construction activities are negatively affecting least Bell's vireo present (e.g., construction activities are flushing away vireo or discouraging vireo use of suitable riparian habitat), work will be halted then notification will be sent to the California Department of Fish and Wildlife and U.S. Fish Wildlife Service to obtain further guidance. Daily noise monitoring will be required during the breeding season if least Bell's vireo are detected at any point during preconstruction surveys or weekly clearance surveys completed within Feature 2. Daily noise monitoring will be required during the breeding season if construction activities occur within 300 feet of riparian habitat within Feature 4. A qualified biological monitor must be present to measure noise levels at the edge of all suitable habitat and work shall cease if, at any time, noise levels exceed 60 dB due to construction activities, or the existing ambient level if that is over 60 dB. Noise monitoring will continue throughout the breeding season or until construction activities have halted within 300 feet of occupied least Bell's vireo habitat. CDFW and USFWS can be contacted on next steps if the Project is not able to reduce the noise. For areas where pre-construction ambient noise levels exceed 60 dB, pre-construction, ambient noise measurements can be taken by a qualified entity during the full daylight period (sunrise to sunset), and subsequently, the median average ambient noise level can be used as the baseline in lieu of 60 dB. For projects that need to perform nighttime construction activities the same would be done as above but with measurements taken during the full nighttime period (sunset to sunrise). Although not required, it may be sensible to construct a temporary noise wall between the construction area and the habitat to maximize avoidance of indirect effects on least Bell's vireo and reduce potential for Project halts. Preconstruction ambient noise levels will be taken into consideration when deciding whether noise attenuation measures are practical. The preconstruction and clearance surveys will still be required to ensure full avoidance has been met by the Project during the least Bell's vireo breeding season unless USFWS and CDFW have confirmed in writing that such surveys are not necessary.										

Date: (12/30/24) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction	Mitigation Monitoring and Reporting Program (Temescal Canyon Widening Project—El Cerrito Segment)										
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**
AMM BIO-24: Burrowing Owl Avoidance (JPR) Due to the presence of potentially suitable habitat, a 30-day preconstruction survey for burrowing owls is required prior to initial ground-disturbing activities (including vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, grading, etc.) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized the Project site prior to the initiation of ground-disturbing activities, the Project proponent will immediately inform the Regional Conservation Authority (RCA) and the Wildlife Agencies, and will need to coordinate further with RCA and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure burrowing owl has not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination described above will be necessary.	Section 2.4.3 IS/MND	JPR; IS/MND, Section 2.4.3	Qualified Biologist/County	Preconstruction/construction						
AMM BIO-25: Section 6.1.4 Measures (JPR) Although the proposed Project is not directly adjacent (i.e., only in the vicinity of) to the MSHCP Conservation Area, the following Urban Wildlands Interface Guidelines (UWIG) may apply during Project construction. Accordingly, the Permittee should include the following measures as Project conditions of approval when applicable: i. Incorporate measures to control the quantity and quality of runoff from the site entering the MSHCP Conservation Area. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into MSHCP Conservation Areas. Best Management Practices (BMPs) will be implemented to prevent the release of toxins, chemicals, petroleum products, exotic plant materials, or other elements that might degrade or harm downstream biological resources or ecosystems. ii. Land uses proposed in proximity to the MSHCP Conservation Area that use chemicals or generate bioproducts, such as manure, that are potentially toxic or may adversely affect wildlife species, habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharge to the MSHCP Conservation Area. The	Section 2.4.3 IS/MND	JPR; IS/MND, Section 2.4.3	County/Qualified Biologist	Construction						

Date: (12/30/24) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction	Mitigation Monitoring and Reporting Program (Temescal Canyon Widening Project—El Cerrito Segment)										
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**
greatest risk is from landscaping fertilization overspray and runoff. iii. Night lighting shall be shielded and directed downward and away from the MSHCP Conservation Area to protect species from direct night lighting. Post-Project ambient light levels within the MSHCP Conservation Area shall not exceed that of pre-Project conditions as a result of light spill from the Project site. It is understood the Project does not propose new lighting. iv. Proposed noise-generating land uses affecting the MSHCP Conservation Area, including designated avoidance areas, shall incorporate setbacks, berms, or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations, and guidelines related to land use noise standards. v. Avoid use of invasive, non-native plant species listed in Table 6-2 of the MSHCP in approving landscape plans for the portions of the Project that are adjacent to the MSHCP Conservation Area, including avoidance areas. Considerations in reviewing the applicability of this list shall include proximity of planting areas to the MSHCP Conservation Areas and designated avoidance areas, species considered in the planting plans, resources being protected within the MSHCP Conservation Area and their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography, and other features. vi. Manufactured slopes associated with proposed site development shall not extend into the MSHCP Conservation Area. vii. Weed abatement and fuel modification activities are not permitted in the Conservation Area, including designated avoidance areas.											
AMM BIO-26: Appendix C Measures (JPR) i. A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for Project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate	Section 2.4.3 IS/MND	JPR; IS/MND, Section 2.4.3	Qualified Biologist/County	Preconstruction/construction							

Date: (12/30/24) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction	Mitigation Monitoring and Reporting Program (Temescal Canyon Widening Project—El Cerrito Segment)										
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**
to the Project, and the access routes to and Project site boundaries within which the Project activities must be accomplished. ii. Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements. iii. The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible. iv. The upstream and downstream limits of Project disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work. v. Projects should be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern. vi. Projects that cannot be conducted without placing equipment or personnel in sensitive habitats should be timed to avoid the breeding season of riparian species identified in MSHCP Global Species Objective No. 7. vii. When stream flows must be diverted, the diversions shall be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing of other sediment trapping materials shall be installed at the downstream end of construction activity to minimize the transport of sediments off site. Settling ponds where sediment is collected shall be cleaned out in a manner that prevents the sediment from reentering the stream. Care shall be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream. viii. Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, USFWS, CDFW, and RWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.										

Date: (12/30/24) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction	Mitigation Monitoring and Reporting Program (Temescal Canyon Widening Project—El Cerrito Segment)										
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**
ix. Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks. x. The qualified Project biologist shall monitor construction activities for the duration of the Project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the Project footprint. xi. The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species. xii. Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible. xiii. To avoid attracting predators of the species of concern, the Project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s). xiv. Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed Project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the Project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas. xv. The Permittee shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with Project approval conditions, including these BMPs.											
AMM BIO-27: Section 7.5.3 Construction Guidelines (JPR) i. Plans for water pollution and erosion control will be prepared for all discretionary projects involving the movement of earth in excess of 50 cubic yards. The plans will describe sediment and hazardous materials control, dewatering or diversion structures, fueling and equipment management practices, and use of plant material for erosion control. Plans	Section 2.4.3 IS/MND	JPR; IS/MND, Section 2.4.3	County/Qualified Biologist	Preconstruction/construction							

Date: (12/30/24) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction	Mitigation Monitoring and Reporting Program (Temescal Canyon Widening Project—El Cerrito Segment)										
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**
will be reviewed and approved by the County of Riverside and participating jurisdiction prior to construction. ii. Timing of construction activities will consider seasonal requirements for breeding birds and migratory non-resident species. Habitat clearing will be avoided during species' active breeding season, defined as March 1 to June 30. iii. Sediment and erosion control measures will be implemented until such time soils are determined to be successfully stabilized. iv. Short-term stream diversions will be accomplished by use of sandbags or other methods that will result in minimal instream impacts. Short-term diversions will consider effects on wildlife. v. Silt fencing or other sediment trapping materials will be installed at the downstream end of construction activities to minimize the transport of sediments off site. vi. Settling ponds where sediment is collected will be cleaned in a manner that prevents sediment from re-entering the stream or damaging/disturbing adjacent areas. Sediment from settling ponds will be removed to a location where sediment cannot re-enter the stream or surrounding drainage area. Care will be exercised during removal of silt fencing to minimize release of debris or sediment into streams. vii. No erodible materials will be deposited into water courses. Brush, loose soils, or other debris material will not be stockpiled within stream channels or on adjacent banks. viii. The footprint of disturbance will be minimized to the maximum extent feasible. Access to sites will occur on pre-existing access routes to the greatest extent possible. ix. Equipment storage, fueling and staging areas will be sited on non-sensitive upland habitat types with minimal risk of direct discharge into riparian areas or other sensitive habitat types. x. The limits of disturbance, including the upstream, downstream and lateral extents, will be clearly defined and marked in the field. Monitoring personnel will review the limits of disturbance prior to initiation of construction activities. xi. During construction, the placement of equipment within the stream or on adjacent banks or adjacent upland Habitats											

Date: (12/30/24) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction	Mitigation Monitoring and Reporting Program (Temescal Canyon Widening Project—El Cerrito Segment)										
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**
occupied by Covered Species that are outside of the Project footprint will be avoided. xii. Exotic species removed during construction will be properly handled to prevent sprouting or regrowth. xiii. Training of construction personnel will be provided. xiv. Ongoing monitoring and reporting will occur for the duration of the construction activity to ensure implementation of best management practices. xv. When work is conducted during the fire season (as identified by the Riverside County Fire Department) adjacent to coastal sage scrub or chaparral vegetation, appropriate fire-fighting equipment (e.g., extinguishers, shovels, water tankers) shall be available on the site during all phases of Project construction to help minimize the chance of human-caused wildfires. Shields, protective mats, and/or other fire preventative methods shall be used during grinding, welding, and other spark-inducing activities. Personnel trained in fire hazards, preventative actions, and responses to fires shall advise contractors regarding fire risk from all construction-related activities. xvi. Active construction areas shall be watered regularly to control dust and minimize impacts to adjacent vegetation. xvii. All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other toxic substances shall occur only in designated areas within the proposed grading limits of the Project site. These designated areas shall be clearly marked and located in such a manner as to contain run-off. xviii. Waste, dirt, rubble, or trash shall not be deposited in the Conservation Area or on native habitat.											

Date: (12/30/24) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction	Mitigation Monitoring and Reporting Program (Temescal Canyon Widening Project—El Cerrito Segment)										
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**
Cultural Resources											
SM CR-1: Unanticipated Discoveries. If previously unidentified cultural materials are unearthed during construction, all earthmoving activity within 60 feet of the discovery area will be diverted until a qualified archaeologist can assess the significance of the find. All unanticipated discoveries will follow the identification and communication protocols outlined in the Post-Review Monitoring and Discovery Plan.	Sections 2.5.3, 2.18.3 IS/MND	IS/MND, Section 2.5.3	Contractor/ Project Engineer/ Qualified Archaeologist	Construction							
SM CR-2: Human Remains. If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the county coroner shall be contacted. Pursuant to California Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), which will then notify the Most Likely Descendant (MLD). At that time, the person who discovered the remains will contact Gary Jones, District 8 Native American Coordinator, at (909) 261-8157 so that he can work with the MLD regarding the respectful treatment and disposition of the remains. Further provisions of California Public Resources Code Section 5097.98 are to be followed as applicable.	Section 2.5.3, IS/MND	IS/MND, Section 2.5.3	Contractor/ Project Engineer/ Qualified Archaeologist/ California State Native American Heritage Commission	Construction							
SM CR-3: Establish ESA and AMA. An environmentally sensitive area (ESA) boundary will enclose the protected portions of site P-33-000883 that will be closed to entry during construction. No construction activity will be allowed near P-33-000883 without the lead archaeological monitor present. An ESA fence will establish a boundary between the Area of Direct Impact (ADI) and the remainder of the site within the Area of Potential Effects (APE). The ESA fencing will be installed and checked/confirmed as accurate prior to construction. The fencing will meet the standards identified in California Department of Transportation (Caltrans) Standard Specifications (2018) Section 14-2. No excavation will occur outside of the ADI/Archaeological Monitoring Area (AMA) within the ESA. In addition, all construction personnel will be informed of historic preservation laws that protect archaeological sites from any disturbance or removal of artifacts. The Project Engineer will notify the County and Caltrans professionally qualified staff (PQS) Archaeologist or PQS-equivalent consultant archaeologist (archaeological monitor) at least 2 weeks in advance of construction activities planned to occur within the	Section 2.5.3, IS/MND	IS/MND, Section 2.5.3	Contractor/ Project Engineer/ Qualified Archaeologist	Preconstruction, Construction							

Date: (12/30/24) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction	Mitigation Monitoring and Reporting Program (Temescal Canyon Widening Project—El Cerrito Segment)										
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**
ADI/AMA to ensure that required personnel will be available to monitor and review the ESA boundary protection.											
SM CR-4: Archaeological and Native American Monitoring. The County and its professionally qualified staff (PQS)-equivalent consultant archaeologist, with oversight from the California Department of Transportation (Caltrans), will be responsible for all archaeological monitoring. The PQS-equivalent consultant archaeologist will be notified when construction begins and will monitor the all work within the Archaeological Monitoring Area (AMA), which is the portion of the site located in the Project Area of Direct Impact (ADI). The engineer, Riverside County Transportation Department (RCTD) lead, the archaeological monitor, and identified Native American monitor(s) will conduct a field review at least 2 weeks before the start of job-site activities. The archaeological monitor and Native American monitor(s) will monitor ground-disturbing activities within the AMA. If the ESA is breached, the archaeological monitor will have the authority to immediately: 1) Stop all work within 25 feet of the ESA boundary; 2) Secure the area; and 3) Notify the Project Engineer, Caltrans District 8, and the County Project Manager. Upon completion of construction, the PQS-equivalent consultant archaeologist will monitor the removal of the fencing and observe the backfilling of any post holes with soil removed during the installation and with approved clean fill sediments. An archaeological monitoring report will be completed detailing the results of the monitoring efforts when the monitoring effort has been terminated.	Section 2.5.3, IS/MND	IS/MND, Section 2.5.3	Contractor/ Project Engineer/ Qualified Archaeologist/ Native American Monitor	Preconstruction, Construction							
SM CR-5: **Unanticipated Discoveries.** In the unlikely event that unanticipated discoveries are encountered during Project activities and the nature of the find is found to be significant by the California Department of Transportation (Caltrans) District professionally qualified staff (PQS), in accordance with Caltrans policy and the Caltrans 2022 Standard Specifications, the District shall notify the Cultural Studies Office (CSO), the State Historic Preservation Officer (SHPO), and notified parties within 48 hours of the discovery. Caltrans will then invite the notified parties to be involved in resolving the discovery in accordance with 36 Code of Federal Regulations 800.13(b), 800.13(b)(3), and 800.13(c).	Sections 2.5.3, 2.18.3 IS/MND	IS/MND, Section 2.5.3	Contractor/ Project Engineer/ Qualified Archaeologist	Construction							

Date: (12/30/24) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction	Mitigation Monitoring and Reporting Program (Temescal Canyon Widening Project—El Cerrito Segment)										
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**
Further provisions of the Caltrans 2022 Standard Specifications 14 2.03 are to be followed as appropriate.											
Geology, Soils, and Paleontological Resources											
SM GEO-1: A Paleontological Mitigation Plan (PMP) has been developed and will be implemented during Project construction. The PMP follows the guidelines of the California Department of Transportation (Caltrans) and the recommendations of the Society of Vertebrate Paleontology. The PMP details the requirements for paleontological monitoring: • Having the qualified paleontologist attend the preconstruction meeting to 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), late to middle Pleistocene-age old axial channel deposits (Qoa), late to middle Pleistocene-age old alluvial valley deposits (Qova), and middle to early Pleistocene-age very old alluvial fan deposits, unit 3 (Qvof3), as well as ground disturbance greater than 5 feet deep in areas mapped at the surface as Holocene- and late Pleistocene-age young axial channel deposits (Qyag) and young alluvial fan deposits (Qyfbg). • 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 the 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 Global Positioning System (GPS) mapping. • Completing a final summary report that outlines the results of the mitigation program.	Section 2.7.3, IS/MND	IS/MND, Section 2.7.3	Project Engineer/ Designer Contractor	Design/ Construction							

Date: (12/30/24) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction	Mitigation Monitoring and Reporting Program (Temescal Canyon Widening Project—El Cerrito Segment)										
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**
Hazards and Hazardous Materials											
SM HAZ-1: Asbestos-containing materials (ACM) and lead-based paint (LBP) sampling would be conducted on structures to be disturbed as part of Project implementation. If these materials are identified, proper abatement would be required. **SM HAZ-2:** Thermoplastic striping material to be handled as part of the Project would be handled in accordance with California Department of Transportation (Caltrans) Standard Specifications and the corresponding Standard Special Provision (SSP). **SM HAZ-3:** Electrical transformers and associated equipment to be removed or relocated as part of Project implementation would be evaluated for polychlorinated biphenyls (PCB) content. **SM HAZ-4:** Power poles or guard rail posts to be removed as part of the Project would be managed or disposed of as treated wood waste (TWW) in accordance with Department of Toxic Substances Control guidance. **SM HAZ-5:** Prior to any ground disturbance activities, a Lead Compliance Plan would be prepared in accordance with the California Department of Transportation (Caltrans) Code of Safety Practices, California Code of Regulations, and California Division of Occupational Safety and Health (Cal/OSHA) standards addressing the presence of aerially deposited lead (ADL) in the soils within the Project area.	Section 2.9 IS/MND	IS/MND, Section 2.9	Contractor	Preconstruction/ Construction							
Hydrology and Water Quality											
SM WQ-1: Construction SWPPP. The Project will comply with the California State Water Resources Control Board (SWRCB) Construction General Permit in effect at the time the Project goes to construction by developing and implementing a Stormwater Pollution Prevention Plan (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 Erosion Control Plan and best management practice (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 the SWRCB's Storm Water Multiple Application and Report Tracking System (SMARTS) prior to the start of construction. Additionally, within 90 days of when	Section 2.10.3, IS/MND	IS/MND, Section 2.10.3	Project Engineer/ Contractor	Design/Pre-construction/ Construction/Post-construction							

Date: (12/30/24) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction	Mitigation Monitoring and Reporting Program (Temescal Canyon Widening Project—El Cerrito Segment)										
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**
construction is complete, a Notice of Termination will be electronically filed through SMARTS.											
SM WQ-2: Post-Construction BMPs. Post-construction best management practices (BMPs) will be implemented to the maximum extent practicable, consistent with the requirements of the National Pollutant Discharge Elimination System (NPDES) permit and Waste Discharge Requirements for the County of Riverside's Municipal Separate Storm Sewer System (MS4) Permit in place at the time of Project approval.	Section 2.10.3, IS/MND	IS/MND, Section 2.10.3	Project Engineer/ Contractor	Post-construction							
Land Use and Planning											
SM COM-1: The County shall identify traffic requirements in the special provisions of the Project specifications to minimize construction impacts on the community. It is anticipated that the traffic requirements would include the following contractor requirements: 1. Limits on construction work hours and lane closures. 2. Preparation and submittal of traffic control plans for approval by the County prior to construction. 3. Maintaining access to residences, businesses, and public facilities at all times. 4. Providing construction information to residents and businesses through the use of flyers. 5. Providing Project information to motorists through the use of changeable message signs and ground-mounted signs. 6. Attendance at public information meetings to provide updates and answer questions from the community. In addition, the County will provide outreach to Project stakeholders including residents, businesses, schools, emergency service providers, mail delivery, trash collection, utility companies, transit agencies, and the general public through Project information meetings, mailers, the Project web page, email blasts, social media, and a Project telephone hotline.	Sections 2.11.3, 2.15.3, 2.17.3, 2.20.3 IS/MND	IS/MND, Section 2.11.3 (CIA 2024)	County/ Contractor	PS&E							
Noise											
SM NOI-1: Construction noise would be temporary and limited to the duration of the 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,	Section 2.13.3, IS/MND	IS/MND, Section 2.13.3	County/ Contractor	Construction							

Date: (12/30/24) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction	Mitigation Monitoring and Reporting Program (Temescal Canyon Widening Project—El Cerrito Segment)										
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**
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. • The use of noise-producing signals, including horns, whistles, alarms, and bells, will be for safety warning purposes only. • No Project-related public address or music system will be audible at any adjacent receptor. • All residential units located within 500 feet of the construction site shall be sent a notice regarding the construction schedule. A sign, legible at a distance of 50 feet, shall also be posted at the construction site. All notices and the signs shall indicate the dates and duration of construction activities. • The on-site construction supervisor will have the responsibility and authority to receive and resolve noise complaints. A clear appeal process to the owner will be established prior to construction commencement that will allow for resolution of noise problems that cannot be immediately solved by the site supervisor.											

Date: (12/30/24) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction		Mitigation Monitoring and Reporting Program (Temescal Canyon Widening Project—El Cerrito Segment)									
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**
MM NOI-2: Inclusion of Quiet Pavement. The new Temescal Canyon Road roadways will use rubberized asphalt pavement to provide an overall 5-decibel minimum tire pavement noise reduction.	Section 2.13.3, IS/MND	IS/MND, Section 2.13.3	County/ Contractor	Construction							
Population and Housing											
SM COM-2: In accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended (42 U.S. Code 4601–4655), provide compensation to eligible recipients for property acquisitions. Relocation assistance payments and counseling will be provided by the transportation agency to persons and businesses in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended, to ensure adequate relocation and a decent, safe, and sanitary home for displaced residents. All eligible displacees will be entitled to moving expenses. All benefits and services will be provided equitably to all residential and business displacees without regard to race, color, religion, age, national origins, and disability, as specified under Title VI of the Civil Rights Act of 1964. All relocation activities would be conducted by the County in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources will be available to all displacees without discrimination. In addition, the nonresidential Relocation Assistance Program (RAP) provides assistance to businesses in locating suitable replacement properties and reimbursement for certain costs involved in relocation. The RAP will provide current lists of properties offered for sale or rent, suitable for a particular business's specific relocation needs. The types of payments available to eligible businesses are instead of any moving, searching, and reestablishment expenses.	Section 2.14.3, IS/MND	IS/MND, Section 2.14.3 (CIA 2024)	County	PS&E							
Utilities and Service Systems											
SM UT-1: Utility Service. 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 right-of-way (ROW) or other existing public ROWs and/or easements. For all to 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	Section 2.19.3, IS/MND	IS/MND, Section 2.19.3	County	Design							

Date: (12/30/24) Project Phase: 1 ☒ PA/ED ☐ PS&E ☐ Construction		Mitigation Monitoring and Reporting Program (Temescal Canyon Widening Project—El Cerrito Segment)								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**
outside of existing or additional public ROWs and/or easements required for the Project is necessary, the final design will focus on relocating those.											
SM UT-2: 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 Potential to Occur Table

This page intentionally left blank.

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
Plants					
Chaparral Sand-Verbena	*Abronia villosa* var. *aurita*	-/-/1B.1/-	Found in sandy soil within coastal scrub and mostly broad alluvial fans and benches. Known to occur in northern Orange County, western Riverside County, San Diego County and southern Imperial County. It blooms from January to August at elevations from 262 feet to 5,248 feet. It is threatened by flood control activities.	HA	The plant study area lacks suitable habitat (alluvial or sandy soils) for this species. The species was not found during focused studies within the Biological Study Area (BSA) and is considered absent.
Yucaipa Onion	*Allium marvinii*	-/-/1B.2/ MSHCP(b)	Found in clay soils within chaparral. Elevation ranges from 2,493 feet to 3,494 feet above mean sea level. It blooms from April through May. Known to occur in the foothills of the San Bernardino Mountains near Beaumont and Calimesa (Roberts et al. 2004).	HA	The Project does not occur within the Narrow Endemic Plant Species Survey Area (NEPSA) for this species. No clay soils or suitable habitat are present in the rare plant study area. The species was not found during focused studies and is outside of the elevation range encountered throughout the Project area; therefore, it is considered absent.
Munz's Onion	*Allium munzii*	E/T/1B.1/ MSHCP(b)	Found on mesic exposures or seasonally moist microsites in grassy openings in coastal sage scrub, chaparral, juniper woodland, valley, and foothill grasslands in clay soils. Associated with a special "clay soil flora" found in southwestern Riverside County. At least one	HA	The species occurs in the NEPSA 1. The Project occurs outside of this species survey area, therefore it is fully covered. No clay soils or suitable habitat are present in the rare plant study area, and the species was not found during focused studies.

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			population (Bachelor Mountain) is reported to be associated with pyroxenite outcrops instead of clay.		
San Diego Ambrosia	*Ambrosia pumila*	E/-/1B.1/ MSHCP(b)	Occurs in open floodplain terraces or in the watershed margins of vernal pools. This species occurs in a variety of associations that are dominated by sparse nonnative grasslands or ruderal habitat in association with river terraces, vernal pools, and alkali playas. San Diego ambrosia generally occurs at low elevations generally less than 1,600 feet in the Riverside populations and less than 600 feet in San Diego County.	HP	The Project occurs within the NEPSA 7 for this species. Marginal suitable habitat is present in the BSA within ruderal habitat or nonnative grasslands along Temescal Canyon Rd. The closest records of San Diego ambrosia by the BSA (according to CNDDB) are approximately 10 miles to the southeast and were observed in 2019. The species was not found during focused studies and is therefore considered absent.
Western Spleenwort	*Asplenium vespertinum*	-/-/4.2/-	Occurs in rocky areas within chaparral, cismontane woodlands, and coastal scrubs. Blooming occurs from February to June at elevations of 590 to 3,280 feet.	HA	The rare plant study area lacks suitable rocky features and habitat. The species was not found during focused studies and is considered absent.
Braunton's Milkvetch	*Astragalus brauntonii*	E/-/1B.1/-	Can be found within chaparral, coastal scrub, and valley and foothill grasslands. Often found within recently burned areas. Flowers emerge between January and August. Occurs at an elevation of 13 to 2,099 feet.	HA	No suitable habitat is present in the rare plant study area of which the majority has been developed. The species was not found during focused studies and is considered absent.

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
Coulter's Saltbush	*Atriplex coulteri*	-/-/1B.2/-	Known to occur in coastal dunes, coastal bluff scrub, coastal sage scrub, and grassland habitats. Often on ocean bluffs or ridgetops, but also known from low places with some alkalinity. Found in heavy, usually clay soils and often with some alkalinity. Tolerant of some disturbance (e.g., light grazing) but is restricted to intact, natural communities. Elevation ranges from 10 to 1,509 feet. Blooms from March to October. Occurrences within Riverside County are misidentified based on careful reexamination of specimens (Roberts et al. 2004).	HA	The rare plant study area lacks proper coastal or grassland habitat and alkaline or clay soils suitable for the species. The species was not found during focused studies and is considered absent.
Malibu Baccharis	*Baccharis malibuensis*	-/-/1B.1/-	This shrub is known only from the Malibu Creek drainage area in the Santa Monica Mountains (Los Angeles County). Elevation range of 197 to 2,133 feet. Blooms in August and September.	HA	The study area is outside of the known geographic range for this species. The species was not found during focused studies and is considered absent.
San Diego County viguiera	*Bahiopsis laciniata*	-/-/4.3/-	A perennial shrub that is found within chaparral and coastal scrub habitats. This grows between 195 and 2,460 feet and typically blooms between February and June. This is locally common in San Diego County, and	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			occurrences outside of this area are typically introduced.		
Nevin's Barberry	*Berberis nevinii*	E/E/1B.1/ MSHCP(d)	Perennial deciduous shrub. Occurs in broadleaved upland forest, chaparral, cismontane woodland, and coastal scrub. 15–1,395 feet. Blooms as early as May and also between August and October.	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.
Thread-leaved Brodiaea	*Brodiaea filifolia*	T/E/1B.1/ MSHCP(d)	Found in heavy soils (e.g., clay) in coastal sage scrub, chaparral, cismontane woodland, and vernal pools from 1,575 feet–4,000 feet. Within western Riverside County found in southern Santa Ana Mountains, Santa Rosa Plateau, and alkali flats of the San Jacinto River flood plain and west of Hemet (Roberts et al. 2004).	HA	The Project does not occur within the MSHCP Criteria Area for this species. No clay soils or suitable habitat are present in the rare plant study area. The species was not found during focused studies and is considered absent.
Brewer's Calandrinia	*Calandrinia breweri*	-/-/4.2/-	Annual herb, with blooming from March through June, but sometimes in January. Native to the coastal mountains and canyons of California and Baja California. Found in recently burned and otherwise disturbed habitats.	HP	Disturbed habitat is present. However, the species was not found during focused studies and is considered absent.
Catalina Mariposa Lily	*Calochortus catalinae*	-/-/4.2/-	Found in chaparral, cismontane woodlands, coastal scrub, and valley and foothill grasslands. Occurs at elevations between 45 and	HA	No suitable habitat is present in the rare plant study area of which the majority has been developed. The species was not found during

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			2,295 feet and blooms as early as February, but typically blooms between March and June. This species is threatened by development.		focused studies and is considered absent.
Plummer's Mariposa Lily	*Calochortus plummerae*	-/-/4.2/ MSHCP(e)	Found on rocky and sandy areas with granitic or alluvial material in coastal sage scrub, chaparral, and valley and foothill grasslands from 295 feet to 5,280 feet.	HA	No suitable habitat with granitic or alluvial material is present in the rare plant study area of which the majority has been developed. The species was not found during focused studies and is considered absent.
Intermediate Mariposa Lily	*Calochortus weedii* var. *intermedius*	-/-/1B.2/ MSHCP	The typical blooming period extends from May to July, and the plant is a perennial. This species is known to occur in dry chaparral, valley grassland and coastal sage scrub. It is often on sandstone outcrops in areas from elevation 590 to 2,805 feet. Soil affinities include sandy or clay soils.	HA	No suitable scrub, grassland or chaparral habitat nor sandstone outcrops are present in the rare plant study area. The species was not found during focused studies and is considered absent.
Lucky Morning-glory	*Calystegia felix*	-/-/1B.1/-	This annual herb blooms from March to September. Often associated with wetlands and marshes with silty loam or alkaline soils, but also drier areas. Also, found in alluvial riparian scrub and meadows and seeps.	HP	The rare plant study area features marginal riparian habitat suitable for the species. However, silty loam or alkaline soils were not present and the species was not found during focused studies and is considered absent.
Lewis' Evening-primrose	*Camissoniopsis lewisii*	-/-/3/-	An annual herb that occurs within coastal bluff scrub, cismontane woodland, coastal	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			dunes, coastal scrub, and valley and foothill grasslands. Sometimes associated with clay and sandy soils. Blooms form March to early summer.		during focused studies and is considered absent.
Payson's Jewelflower	*Caulanthus simulans*	-/-/4.2/MSHCP	Occurs in sandy, granitic soils within chaparral and coastal scrub. Grows between elevations of 295 and 7,220 feet and typically blooms between March and May, but can also bloom between February and June. Confused with *C. heterophyllus var. pseudosimulans*, which is more coastal.	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.
Smooth Tarplant	*Centromadia pungens* ssp. *laevis*	-/-/1B.1/ MSHCP(d)	Found in fine or alkaline soils of seasonally wet chenopod scrub, meadows and seeps, playas, riparian woodland, fallow fields, drainage ditches, and moist situations within valley and foothill grasslands below about 1,575 feet elevation. Tolerant of rural and agricultural land use. Found primarily in southwestern Riverside County, but also a few sites in the interior valleys of San Bernardino, Los Angeles, and San Diego Counties.	HP	The Project site does not occur within the Criteria Area Species Study Area for this species. The study area contains marginally suitable conditions by drainage ditches and riparian woodland for this species, but the species was not found during focused studies and is considered absent.
Peninsular Spineflower	*Chorizanthe leptotheca*	-/-/4.2/MSHCP	Found on alluvial fans and granitic soils within chaparral, coastal scrub, and lower	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			montane coniferous forests. Elevations range from 980 to 6,235 feet and blooms between May and August. Much habitat already lost to development; also threatened by non-native grasses. Closely related to and difficult to distinguish from *C. staticoides*.		during focused studies and is considered absent.
San Fernando Valley Spineflower	*Chorizanthe parryi* var. *fernandina*	-/SC/1B.1/-	An annual herb found in sandy areas within mixed grassland and chaparral communities. The species occurs at elevations ranging from 295–1,640 feet. Blooming period is from April to July. This species has a severely limited distribution and is only known in Los Angeles, Orange, and Ventura Counties.	HA	The rare plant study area lacks suitable habitat for this species and is outside of the species' known geographic range. In addition, the species was not found during focused studies and is considered absent.
Parry's Spineflower	*Chorizanthe parryi* var. *parryi*	-/-/1B.1/ MSHCP(e)	Found on dry sandy soils on slopes and flats, within coastal sage scrub and chaparral.	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.
Long-spined Spineflower	*Chorizanthe polygonoides* var. *longispina*	-/-/1B.2/ MSHCP	Associated primarily with heavy, often rocky, clay soils in southern needlegrass grassland, and openings in coastal sage scrub and chaparral. The species has been described as occurring on sandy and gravelly soil but	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			this appears to be infrequently the case.		
San Miguel Savory	*Clinopodium chandleri*	-/-/1B.2/ MSHCP(b)	Associated with rocky, gabbroic, and metavolcanic substrates in valley and foothill grassland, coastal sage scrub, chaparral, cismontane woodland, and riparian woodland. The majority of populations and individuals are associated with the Santa Rosa Plateau and the Santa Ana Mountains. Known from 3 miles south of De Luz Road in the Santa Ana Mountains and 3 miles southwest of Murrieta near Warner's Ranch. Expected within the vicinity of the Santa Rosa Plateau, the Hogbacks, and the Santa Ana Mountains. Elevation range for this species is 65–3,530 feet, and blooming period is from March to July.	HA	This species is found within NEPSA 1 & 7, and the Project lies within the NEPSA 7 area. However, the Project lacks suitable habitat featuring rocky, gabbroic, or metavolcanic soils. The species was not found during focused studies and is considered absent.
Summer Holly	*Comarostaphylis diversifolia ssp. diversifolia*	-/-/1B.2/-	Found in chaparral and cismontane woodlands between 95 and 2,590 feet. Blooming period typically occurs between April and June. Threatened by development, urbanization, and gravel mining.	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.
Small-flowered Morning Glory	*Convolvulus simulans*	-/-/4.2/MSHCP	Grows in clay and serpentinite seeps within chaparral	HA	The rare plant study area lacks suitable habitat for this species. In

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			openings, coastal scrub, and valley and foothill grasslands. Elevations range from 95 to 2,430 feet and blooming period occurs between March and July. Rare in Southern California. Threatened by development and vehicles		addition, the species was not found during focused studies and is considered absent.
Paniculate Tarplant	*Deinandra paniculata*	-/-/4.2/-	This annual herb has a limited distribution with the species known from Orange, western Riverside, southwestern San Bernardino, and southwestern San Diego counties. It regularly grows in mesic conditions within sage scrub, valley and foothill grassland, and vernal pools but can also occur in dry nonnative grasslands. Blooming period is April through November.	HP	Marginally suitable habitat is present in the disturbed nonnative grasslands in the BSA. However, the species was not found during focused studies and is considered absent.
Cleveland's Bush Monkeyflower	*Diplacus clevelandii*	-/-/4.2/-	Known to grow within gabbroic and rocky soils, often in openings and disturbed areas within chaparral, cismontane woodlands, and lower montane coniferous forests. Elevations range from 1,475 to 6,560 feet, and blooming typically occurs between April and July.	HA	The rare plant study area lacks suitable habitat for this species and is outside of the species' elevational range. In addition, the species was not found during focused studies and is considered absent.
Slender-horned Spineflower	*Dodecahema leptoceras*	E/E/1B.1/ MSHCP (b)	Found on flood deposited fine sand terraces and washes in Riversidian alluvial fan sage scrub from 656 to 2,493 feet.	HA	The Project does not occur within the NEPSA 1 for this species. The species was not found during

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			Also associated with cismontane woodland and chaparral having suitable hydrology and fine sands.		focused studies and is considered absent.
Santa Monica Mountains Dudleya	*Dudleya cymosa* ssp. *ovatifolia*	T/-/1B.2/-	This perennial herb is found in chaparral and coastal sage scrub on volcanic and rocky sedimentary soils. Known to occur at elevations of 500 to 5,400 feet.	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.
Many-stemmed Dudleya	*Dudleya multicaulis*	-/-/1B.2/ MSHCP(b)	Found on the coastal slopes of southern California from Los Angeles and San Bernardino counties south, from about 50 feet to 2,600 feet elevation. It usually grows on poor soils, often on clay or at the margins of gabbroic rock outcrops in coastal sage scrub and grassland communities.	HP	The Project does not occur within the NEPSA 1 for this species. Marginally suitable habitat along rock outcrops and margins of grassland communities near the south limit of the BSA is present. However, the species was not found during focused studies and is considered absent.
Sticky Dudleya	*Dudley viscida*	-/-/1B.2/ MSHCP(f)	Grows on rocky soils within coastal bluff scrub, chaparral, cismontane woodlands, and coastal scrub. Elevations range from 30 to 1,805 feet, and blooming occurs between May and June. Threatened by development and road construction.	HA	Rocky soils are not present within the rare plant study area. Species is fully covered by the MSHCP; thus, any potential impacts on this species would be fully mitigated by the plan; no survey is required. No further action is necessary, as the Project does not occur within Forest Service lands.
Santa Ana River Woollystar	*Eriastrum densifolium* ssp. *sanctorum*	E/E/1B.1/ MSHCP	A perennial herb known from a single extended but heavily fragmented population in Riverside and San Bernardino	HA	No suitable alluvial fan sage scrub habitat is present within the BSA. The species was not found during

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			counties; it formerly extended into Orange County. An inhabitant of alluvial fan sage scrub in sandy to gravelly soils and typically blooms during the period of June through August. Can be found at the elevation from 450 to 2,000 feet.		focused studies and is considered absent.
Palomar Monkeyflower	*Erythranthe diffusa*	-/-/4.3/MSHCP	Occurs in sandy or gravelly soils within chaparral and lower montane coniferous forests. Grows between 4,000 to 6,005 feet and blooms between April and June. Threatened by recreational activities and development.	HA	The Project site occurs well outside the species geographic and elevation range, therefore suitable habitat is absent. The species was not found during focused studies and is considered absent.
Palmer's Grapplinghook	*Harpagonella palmeri*	-/-/4.2/MSHCP	Found within chaparral, coastal scrub, and valley and foothill grasslands. Often associated with clay soils. Occurs at elevations of 65 to just over 3,130 feet. Blooming period begins in March and ends in May.	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.
Tecate Cypress	*Hesperocyparis forbesii*	-/-/1B.2/-	A perennial evergreen tree found within closed-cone coniferous forest and maritime chaparral. Elevation range of 100 to 985 feet.	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.
Vernal Barley	*Hordeum intercedens*	-/-/3.2/MSHCP	Associated with mesic grasslands, vernal pools, and large saline flats or depressions. In Riverside	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			County, found in the Domino, Willows, and Traver soils series and is associated with alkali flats and flood plains within the alkali vernal plains community. Within this community vernal barley is primarily associated with alkali annual grasslands and vernal pools and to a lesser extent alkali scrub and alkali playa.		during focused studies and is considered absent.
Mesa Horkelia	*Horkelia cuneata* var. *puberula*	-/-/1B.1/-	This perennial herb blooms from February until September. It grows in sandy and gravelly soils in chaparral, cismontane woodland, or coastal scrub at elevations from 230 to 2,657 feet.	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.
Southern California Black Walnut	*Juglans californica*	-/-/4.2/-	Found in alluvial areas within chaparral, cismontane woodlands, coastal scrub, and riparian woodlands. Known to occur between 160 and 2,955 feet, and bloom from September to May. Walnut forest is a much fragmented, rare, and declining vegetation community. Threatened by urbanization, grazing, nonnative plants, and possibly by lack of natural reproduction.	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.
Coulter's Goldfields	*Lasthenia glabrata* ssp. *coulteri*	-/-/1B.1/ MSHCP(d)	Wide-ranging herb in southern California, with known occurrences including Los	HA	The Project site does not occur within the Criteria Area Species Study Area for this species. The

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			Angeles, Orange, Riverside, San Bernardino, and San Diego and other counties. This is an annual herb, blooming from February through June in saline places such as coastal saltmarsh, inland playas, and vernal pools below about 4,002 foot elevation.		rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.
Heart-leaved Pitcher Sage	*Lepechinia cardiophylla*	-/-/1B.2/ MSHCP(d)	Species is a perennial shrub and occurs in closed-cone coniferous forest, chaparral, and cismontane woodland. Species occurs at elevations ranging from 1,280–4,199 feet and blooms from April to July.	HA	The Project site does not occur within the Criteria Area Species Study Area for this species. The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.
Robinson's Pepper-Grass	*Lepidium virginicum* var. *robinsonii*	-/-/4.3/-	Found in dry soils in chaparral and coastal sage scrub openings up to 3,100-foot elevation.	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.
Ocellated Humboldt lily	*Lilium humboldtii* ssp. *ocellatum*	-/-/4.2/ MSHCP (f)	This perennial herb occurs in openings in riparian corridors in coniferous forests, oak woodlands and chaparral from 95 to 5,905 feet. Typically occurs on lower stream benches, but can occur on shaded, dry slopes, beneath a dense coniferous canopy and cismontane oak woodland. Most populations are in the Santa Ana Mountains or the	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent. Species is fully covered by the MSHCP; thus, any potential impacts on this species would be fully mitigated by the plan; no survey is required. No further action is necessary, as the Project does not occur within Forest Service lands.

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			north slope of the Palomar Mountains, but the species is known from Cleveland and San Bernardino Forest in low-elevation riparian areas and seeps of chaparral canyons. Blooming occurs between March and July or as late as August.		
Small-Flowered Microseris	*Microseris douglasii* ssp. *platycarpha*	-/-/4.2/ MSHCP (e)	This annual herb is found in clay soils in cismontane woodlands, coastal scrub, valley and foothill grasslands, and vernal pools. Elevations range from 45 to 3,510 feet and flowers bloom from March through May.	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.
Jokerst's Monardella	*Monardella australis* ssp. *jokerstii*	-/-/1B.1/-	This perennial herb occurs on steep scree or talus slopes between breccia and in secondary alluvial benches along drainages and washes. Habitats include chaparral and lower montane coniferous forests. Flowers bloom between July and September and at elevations of 4,425 and 5,740 feet.	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.
Intermediate Monardella	*Monardella hypoleuca* ssp. *intermedia*	-/-/1B.3/-	This perennial herb can be found within the understory of chaparral, cismontane woodland, and less frequently in lower montane coniferous forests. It occurs at elevations ranging from 984–3,510 feet.	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			The species is in bloom from June to August.		
Hall's Monardella	*Monardella macrantha ssp. hallii*	-/-/1B.3/ MSHCP	This perennial herb blooms from June through August and is found in chaparral, cismontane woodland, lower montane conifer forest, broadleaved upland forest, and valley/foothill grassland, from about 2,394 to 7,200 feet. Within Riverside County, the species is uncommon on north-facing slopes in chaparral or conifer forest; found in the Santa Ana and Agua Tibia Mountains.	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.
Mud Nama	*Nama stenocarpa*	-/-/2B.2/ MSHCP(d)	This herb blooms from January to July. It inhabits marshes and swamps, such as at lake margins and riverbanks, and grows at elevations ranging from 16 to 1,640 feet. Within Riverside County only known from the northern shores of Mystic Lake (Roberts et al. 2004).	HP	The Project site does not occur within the Criteria Area Species Study Area for this species. Marginally suitable habitat is present along freshwater marsh features. However, this species is historically found in Riverside County only along the northern shores of Mystic Lake, and the species was not found during focused studies and is considered absent.
Chaparral Nolina	*Nolina cismontana*	-/-/1B.2/-	Inhabits sandstone or gabbro soils in chaparral and coastal scrub at elevations of 459 to 4,182 feet. It is found in mountainous areas along the coast such as Ventura, Matilija, Thousand Oaks,	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			Calabasas, San Juan Capistrano, Santiago Peak, Pala, Sitton Peak, Pechanga, and Viejas Mountains.		
California Beardtongue	*Penstemon californicus*	-/-/1B.2/ MSHCP	Found in sandy soils within chaparral, lower montane coniferous forests, and pinyon and juniper woodlands between 3,835 and 7,545 feet. Typically flowers between May and June, though can flower as late as August.	HA	The rare plant study area lacks suitable habitat for this species and is outside of the species' elevational range. In addition, the species was not found during focused studies and is considered absent.
Allen's Pentachaeta	*Pentachaeta aurea* ssp. *allenii*	-/-/1B.1/-	An annual herb occurring at elevations ranging from 164-1,640 feet. Occurs in openings within coastal scrub, southern oak woodland, and valley and foothill grassland. The blooming period occurs from March to June.	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.
Hubby's Phacelia	*Phacelia hubbyi*	-/-/4.2/-	Annual herb that occurs within chapparal, coastal scrub, and valley and foothill grasslands. Elevation ranges from 0 to 3,280 feet and typically blooms from April to July.	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.
Santiago Peak Phacelia	*Phacelia keckii*	-/-/1B.3/-	Annual herb the occurs within closed-cone coniferous forests and chaparral. Flowers bloom between May and June and grow from 1,785 to 5,250 feet. Known only from the Santa Ana and Agua Tibia Mountains.	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
Brand's Star Phacelia	*Phacelia stellaris*	-/-/1B.1/ MSHCP(b)	This species occurs within coastal dunes and coastal scrub habitats at elevations ranging between 3 and 131 feet. Blooms from March through June. Local documentation along the Santa Ana River (CNPS checklist; see Appendix D). Suitable habitat for Brand's phacelia includes coastal dunes and/or coastal scrub in sandy openings, sandy benches, dunes, sandy washes, or flood plains of rivers and is restricted to clay soils at elevations between 0 and 1,350 feet (Dudek 2003).	HA	The Project occurs within the NEPSA 7 for this species. However, no suitable coastal dune or coastal scrub habitat exists within the BSA. The species was not found during focused studies and is considered absent.
Chaparral Rein Orchid	*Piperia cooperi*	-/-/4.2/-	Perennial herb found in generally dry sites in shrubland, chaparral, cismontane woodlands, and valley and foothill grasslands. Can occur from 45 to 5,200 feet and is known to bloom between March and June.	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.
Narrow-petaled Rein Orchid	*Piperia leptopetala*	-/-/4.3/-	Perennial herb occurring in generally dry sites in shrublands, cismontane woodlands, lower montane coniferous forests, and upper montane coniferous forests. Occur at elevations from 1,245 and 7,300 feet and bloom from May to July.	HA	The rare plant study area lacks suitable habitat for this species and is outside the elevational range. In addition, the species was not found during focused studies and is considered absent.

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
White Rabbit-tobacco	*Pseudognaphalium leucocephalum*	-/-/2B.2/-	This perennial herb is found in dry, sandy creek bottoms within chaparral, cismontane woodland, coastal scrub, and riparian woodland habitats; often on sandy or gravelly soils; in San Timoteo Canyon and Santa Ana Mountains; appears restricted to the sandy margins of washes or with debris cones feeding from steep canyons, and natural, seasonal hydrology.	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.
Engelmann Oak	*Quercus engelmannii*	-/-/4.2/-	Found in chaparral, cismontane woodlands, riparian woodlands, and valley and foothill grasslands. Elevations range from 160 to 4,265 feet, and flowers bloom from March to April. Protected in part of the Santa Rosa Plateau Reserve in Riverside County.	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.
Fish's Milkwort	*Rhinotropis cornuta* var. *fishiae*	-/-/4.3/ MSHCP(e)	This deciduous shrub blooms from May to August in oak woodland, chaparral, cismontane woodland, and riparian woodland habitats from about 328 to 3,608-foot elevation. It is known from occurrences in Los Angeles, Orange, Riverside, Santa Barbara, San Diego, and Ventura counties and from Baja California, Mexico.	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
Coulter's Matilija Poppy	*Romneya coulteri*	-/-/4.2/ MSHCP(e)	Often found in burn areas within chaparral and coastal scrub at 65 to 3,935 feet. Flowers typically bloom from March to July but can bloom as late as August.	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.
Chaparral Ragwort	*Senecio aphanactis*	-/-/2B.2/-	Found in chaparral, cismontane woodland, and coastal scrub habitats from 49 to 2,625 feet in elevation. Also associated with alkaline soils.	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.
Salt Spring Checkerbloom	*Sidalcea neomexicana*	-/-/2B.2/-	Found thinly scattered throughout Southern California, including Los Angeles, Ventura, Orange, and Riverside Counties as well as Baja California. The documented elevation range in California is 49 to 5,018 feet. This species is associated with alkaline meadows and is typically found associated with Salt Grass (*Distichlis spicata*). Within Riverside County, the species is scarce and tied to alkaline seeps and springs; perhaps extirpated (Roberts et al. 2004).	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.
San Bernardino Aster	*Symphyotrichum defoliatum*	-/-/1B.2/-	Found in cismontane woodland, coastal scrub, lower montane coniferous forest, meadows and seeps, marshes and swamps, and valley and foothill grassland.	HP	Marginally suitable habitat found near ditches and marsh features is present within the BSA outside of the Project limits of disturbance (LOD). However, the species was

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			Also, near ditches and stream springs. Blooms from July to November at elevations from 6 to 6,700 feet.		not found during focused studies and is considered absent.
California Screw Moss	*Tortula californica*	-/-/1B.2/-	This moss occurs in sandy soil in chenopod scrub and valley and foothill grassland. Elevation range of 33 to 4,790 feet.	HA	The rare plant study area lacks suitable habitat for this species. In addition, the species was not found during focused studies and is considered absent.
INVERTEBRATES					
Crotch Bumblebee	*Bombus crotchii*	-/SC/-/-	Nests underground. Coastal California east to the Sierra–Cascade crest and south into Mexico. Food plant genera include *Antirrhinum, Phacelia, Clarkia, Dendromecon, Eschscholzia*, and *Eriogonum*. In California, this species inhabits open grassland and scrub habitats. Nests in the ground, using abandoned rodent burrows or similar cavities, or above ground in logs or similar structures.	HA	No suitable habitat is present in the BSA. This species is not expected to occur in the Limits of Disturbance (LOD) due to the disturbed nature of the LOD and lack of open grassland and scrub areas with suitable flowering plants.
San Diego Fairy Shrimp	*Branchinecta sandiegonensis*	E/-/-/-	A commonly found fairy shrimp on coastal mesas of San Diego County. Also documented within Orange and Riverside counties but not as frequently. Occurs within shallow (< 30 cm deep), unpredictable, and seasonally astatic pools (Erikson and Belk 1999). Soils where	HA	There is no suitable habitat to support this species within the BSA. Soils in the BSA are not conducive to support this species as well.

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			species has been found are often associated with chaparral, coastal sage scrub and annual grasslands.		
Monarch Butterfly (California overwintering population)	*Danaus plexippus* pop. 1	FC/-/-/-	Overwintering groves trees include Monterey pine (*Pinus radiata*) Monterey cypress (*Cupressus macrocarpa*), Coast redwood (*Sequoia sempervirens*), coast live oak (*Quercus agrifolia*), Douglas fir (*Pseudotsuga menziesii*), Torrey pine (*Pinus torreyana*), western sycamore (*Platanus racemosa*), bishop pine (*Pinus radiata*) and others. Monarchs are reliant on milkweeds (*Asclepias* spp.) as host plants for caterpillars and adults require a diverse range of flowers for nectar as fuel during breeding.	HA	Monarchs could potentially occur incidentally in the study area; however, overwintering sites for monarchs are coastal and the study area is inland. No milkweed was detected within the BSA, and therefore no suitable foraging or breeding habitat for monarchs is present.
Quino Checkerspot Butterfly	*Euphydryas editha quino*	E/-/-/MSHCP	Habitat associations seem to be tied to both host plant species and topography. Larvae feed on *Plantago erecta*, *Plantago patagonia*, *Antirrhinum coulterianum*, *Cordylanthus rigidus* (and possibly other *Plantago* species) and *Collinsia concolor* and *Castilleja exserta*. Adults nectar mostly on small annuals; often occur on open or sparsely vegetated	HA	This species' host plants were not observed during focused plant surveys throughout the BSA. Since this species is fully covered by the MSHCP, there is no survey requirement.

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			rounded hilltops, ridgelines, and occasionally rocky outcrops. Habitat components have been found in association with, but not restricted to vernal pools, sage scrub, chaparral, native and nonnative grassland, and open oak and juniper woodland communities. The key component seems to be open-canopied habitats.		
Riverside Fairy Shrimp	*Streptocephalus woottoni*	E/-/- /MSHCP(a)	Restricted to deep seasonal vernal pools, vernal pool like ephemeral ponds, and stock ponds and other human modified depressions. Species prefers warm-water pools that have low to moderate dissolved solids, are less predictable, and remain filled for extended periods of time. Basins that support Riverside fairy shrimp are typically dry a portion of the year, but usually are filled by late fall, winter, or spring rains, and may persist through. All known habitat lies within annual grasslands, which may be interspersed through chaparral or coastal sage scrub vegetation. In Riverside County, found in pools formed over the	HA	There is no suitable habitat to support this species within the BSA. Soils in the BSA are not conducive to support this species as well.

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			following soils: Murrieta stony clay loams, Las Posas series, Wyman clay loam, and Willows soils.		
FISH					
Santa Ana Sucker	*Catostomus santaanae*	T/-/-/MSHCP	Previously, has been found in the Los Angeles, San Gabriel and Santa Ana River systems of southern California. Most streams are fairly small and shallow, with currents ranging from swift to sluggish. Streams are subject to periodic severe flooding. Species is abundant where waters are cool and unpolluted, though they can occur where waters are fairly turbid. Often occurs where boulders, rubble and sand are the main bottom materials and they are associated with growths of filamentous algae and Chara; the species feeds mostly on algae, and detritus; small numbers of aquatic insect larvae are also taken, mostly by the larger individuals (Greenfield et al. 1970).	HA	There is currently no suitable habitat for Santa Ana sucker within the BSA and any associated tributaries by the Temescal Wash. Therefore, the species has no potential to occur within the BSA. Additionally, this species is fully covered under the MSHCP; no focused survey is required.
Arroyo Chub	*Gila orcuttii*	**-/**SSC**/**-/ MSHCP	Occur within warm, fluctuating streams and found within slow moving sections of stream containing sandy or muddy bottoms. In Riverside County,	HA	There is currently no suitable habitat for Arroyo Chub within the BSA and any associated tributaries by the Temescal Wash. Therefore, the species has no potential to

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			occurs within the Santa Ana and Santa Margarita River tributaries.		occur within the BSA. Additionally, this species is fully covered under the MSHCP; no focused survey is required.
Southern Steelhead-southern California Distinct Population Segment	*Oncorhynchus mykiss irideus* pop. 10	E/SC/-/-	An anadromous fish that has physiological tolerances to warm water and changing conditions. Historically occurred throughout coastal drainages of Southern California. South of Los Angeles, the species is now restricted to the San Juan Creek, and San Mateo Creek, and San Luis Rey River watersheds.	HA	There is currently no suitable habitat for Southern Steelhead within the BSA and any associated tributaries by the Temescal Wash. Therefore, the species has no potential to occur within the BSA.
Santa Ana Speckled Dace	*Rhinichthys osculus* ssp. *3*	-/SSC/-/-	Formerly widespread in mountain portions of the Santa Ana, San Gabriel, and Los Angeles watersheds. Populations were scattered in foothill areas, and rare in lowlands. This subspecies of speckled dace is assumed extirpated from most of the Santa Ana River below Seven Oaks Dam (Moyle 2002).	HA	There is currently no suitable habitat for Santa Ana Speckled Dace within the BSA and any associated tributaries by the Temescal Wash. Therefore, the species has no potential to occur within the BSA.
AMPHIBIANS					
Arroyo Toad	*Anaxyrus californicus*	E/SSC/-/ MSHCP(c)	Found in rivers with willows, cottonwoods, and sycamores. This species prefers sandy/gravelly areas in drier parts of its range near washes or intermittent streams with	HA	There is no suitable habitat nor intermittent streams with clear standing water present in the BSA. Marginally suitable marsh areas in the BSA lack the sandy/gravelly areas required by this species. The

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			clear standing water that is required for egg deposition.		species has no potential to occur within the BSA. Additionally, the Project occurs outside of MSHCP survey area for species, so no focused survey is required.
Western Spadefoot	*Spea hammondii*	FC/SSC/-/ MSHCP	Found primarily in grassland habitats but can be found in valley-foothill hardwood woodlands. Vernal pools and seasonal ponds are essential for breeding and egg laying. It is found at sea level to 4,500 feet in elevation.	HA	There is no suitable habitat for this species found within the BSA. This species is fully covered under the MSHCP; therefore, no surveys are required.
Coast Range Newt	*Taricha torosa*	-/SSC/-/ MSHCP	Species frequent terrestrial habitats, but breed in ponds, reservoirs, and slow-moving streams. Limited information on movement between wetland sites hampers characterization of requirements at this potentially critical period in the life cycle. Loss of wetland habitats and introduction of nonnative predators, including crayfishes, appear to be the main causes of declines.	HA	There is no suitable habitat for this species found within the BSA. This species is fully covered under the MSHCP; therefore, no surveys are required.
REPTILES					
Southwestern Pond Turtle	*Actinemys pallida*	FC/SSC/-/ MSHCP	Found in association with permanent or nearly permanent water in a fairly wide variety of habitat types. It is omnivorous, taking a wide	HA	There is no suitable habitat present in the BSA for this species. Therefore, this species is not expected to occur in the BSA. This species is fully covered under the

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			variety of plant and animal food. The pond turtle requires basking sites such as partially submerged logs, rocks, mats of floating vegetation, or open mud banks.		MSHCP; therefore, no surveys are required.
Southern California Legless Lizard	*Anniella stebbinsi*	-/SSC/-/-	Habitat is primarily areas with sandy or loose loamy soils under the sparse vegetation of beaches, chaparral, or pine-oak woodland, and open, well-shaded terraces in mature riparian natural communities. Leaf litter is commonly present. Soil disturbances such as agriculture and mining, as well as requirements for soil moisture and relatively cool microclimates limit distribution, and account in part for local declines and extirpations (Jennings and Hayes 1994).	HA	There is no suitable habitat present in the BSA for this species. Therefore, this species is not expected to occur in the BSA.
California Glossy Snake	*Arizona elegans occidentalis*	-/SSC/-/-	This snake inhabits arid scrub, rocky washes, grasslands, and chaparral. Elevation ranges from below sea level to 7,218 feet above mean sea level.	HA	There is no suitable habitat present in the BSA for this species. Therefore, this species is not expected to occur in the BSA.
Belding's Orange-throated Whiptail	*Aspidoscelis hyperythrus beldingi*	-/WL/- / MSHCP	Most California populations occur on or adjacent to floodplains or the terraces of streams, in or by open sage scrub and chaparral	HP	Pockets of coastal sage scrub are present in the BSA and could provide potentially suitable habitat for this species. This species is

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			communities. The presence of perennial shrubs appears to be important, with the most strongly associated species being California buckwheat (*Eriogonum fasciculatum*), chamise (*Adenostoma fasciculatum*), white sage (*Salvia apiana*), and black sage (*S. mellifera*). Termites are reported to constitute 57 - 95% of the diet, and foraging microsites are primarily under shrubs in leaf litter (Brattstrom 2000).		fully covered under the MSHCP; therefore, no surveys are required.
Coastal Western Whiptail	*Aspidoscelis tigris stejnegeri*	-/SSC/-/ MSHCP	Habitats include disturbed coastal sage scrub-chaparral mix and cleared areas of chaparral with a sandy/rocky substrate.	HP	There is low quality coastal sage scrub present within the BSA that could potentially be suitable for this species. This habitat is not present within the LOD and this species would not be expected to be affected if it were present. This species is fully covered under the MSHCP; therefore, no surveys are required.
San Diego Banded Gecko	*Coleonyx variegatus abbotti*	-/SSC/-/ MSHCP	Occurs in a wide variety of sage scrub and chaparral habitats where suitable cover exists. Associated with granite outcrops and boulder fields where there is also ground debris.	HA	There is no suitable habitat present in the BSA for this species. Therefore, this species is not expected to occur in the BSA. This species is fully covered under the MSHCP; therefore, no surveys are required.
Red-diamond Rattlesnake	*Crotalus ruber*	-/SSC/-/ MSHCP	As far north as Puente Hills in Yorba Linda and southwest San Bernardino County, and	HA	There is no suitable habitat present in the BSA for this species. Therefore, this species is not

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			occurs south to Loreto, Baja California, Mexico; known elevation range is sea level to just under 15,000 feet, but apparently rare above about 3,940 feet; greatest frequency in areas of heavy brush, such as Chamise chaparral, but also in open areas at lower densities; boulders and rocky outcrops.		expected to occur in the BSA. This species is fully covered under the MSHCP; therefore, no surveys are required.
San Diego Coast Horned Lizard	*Phrynosoma coronatum blainvillii*	-/SSC /-/ MSHCP	Found in arid and semi-arid climate conditions in chaparral, coastal sage scrub, primarily below 2,000 feet in elevation. Critical factors are the presence of loose soils with a high sand fraction; an abundance of native ants or other insects, especially harvester ants (*Pogonomyrmex* spp.); and the availability of both sunny basking spots and dense cover for refuge.	HA	There is no suitable habitat present in the BSA for this species. Therefore, this species is not expected to occur in the BSA. This species is fully covered under the MSHCP; therefore, no surveys are required.
Coach Patch-nosed Snake	*Salvadora hexalepis virgultea*	-/SSC/-/-	Mostly restricted to habitats with a strong but broken shrub component, especially somewhat open chaparral and black sage (*Salvia mellifera*) or relatively mature, dense coastal sage scrub, and may require ground burrows of unknown characteristics for overwintering and refuge.	HA	There is no suitable habitat present in the BSA for this species. Therefore, this species is not expected to occur in the BSA. This species is fully covered under the MSHCP; therefore, no surveys are required.

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
Two-striped Garter Snake	*Thamnophis hammondii*	-/SSC/-/-	It is often in water and rarely found far from it, though it is also known to inhabit intermittent streams having rocky beds bordered by willow thickets or other dense vegetation. They will also inhabit large riverbeds if riparian vegetation is available, and even occur in artificial impoundments if both aquatic vegetation and suitable prey items (small amphibians and fish) are present (Jennings and Hayes 1994).	HA	There is no suitable habitat present in the BSA for this species. Therefore, this species is not expected to occur in the BSA. This species is fully covered under the MSHCP; therefore, no surveys are required.
BIRDS					
Tricolored Blackbird	*Agelaius tricolor*	-/T&SSC/-/ MSHCP	Nests in dense colonies in marshes and occasionally in moist thickets, agricultural fields, or sewage treatment plants.	HA	No suitable nesting or foraging habitat is present within the BSA. This species is fully covered under the MSHCP and no further action is required.
Grasshopper Sparrow	*Ammodramus savannarum*	-/SSC/- / MSHCP(e)	Widespread distribution throughout California. The grasshopper sparrow uses predominantly open grassland with use of some other habitats including alluvial, playa, and sparse coastal sage scrub when sufficient amounts of intermittent grass or grassland habitat are available (Garrett and Dunn 1981).	HA	No suitable nesting or foraging habitat is present within the BSA. This species is fully covered under the MSHCP and no further action is required.

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
Golden Eagle	*Aquila chrysaetos*	-/CFP/-/ MSHCP	Forages in grassland and open savannah of many types. It tolerates considerable variation in topography and elevation. It prefers to hunt moderate-sized prey, especially California Ground Squirrels (Spermophilus beecheyi) and rabbits, but will occasionally take larger prey, such as Mule Deer (Odocoileus hemionus) fawns. It is very sensitive to human disturbance, especially near nest sites.	Nesting: HA Foraging: HP	Species would forage within the BSA since potential foraging habitat is present in the study area. However, no nesting would occur due to lack of suitable nesting habitat. This species was not observed during surveys. This species is covered under the MSHCP but has additional protection under the Bald and Golden Eagle Protection Act (BGEPA).
Long-eared Owl	*Asio otus*	-/SSC/-/-	In southern California, the species breeds and roosts in riparian and oak forests, and hunts small mammals at night in adjacent open habitats; known to breed at several dozen locales in San Diego and Orange Counties (Bloom 1994), and probably do so in smaller numbers in other coastal Southern California counties as well. Species is relatively intolerant to man-made disturbances and in particular night lighting. Foraging lands need to be rodent rich and relatively close to roosting and/or nesting habitat.	HA	While there is fragmented riparian habitat for roosting found within the BSA, there is no potential for this species to occur due to the proximity to man-made disturbances as well as the species' intolerance to the BSA's highly urbanized nature.

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
Burrowing Owl	*Athene cunicularia*	-/SC&SSC/-/ MSHCP(c)	Inhabits open, dry, nearly or quite level, grassland; prairie; desert floor; shrubland should be considered potential habitat if shrub cover is below 30% (CBOC 1997). In coastal southern California, a substantial fraction of birds are found in microhabitats highly altered by man, including flood control and irrigation basins, dikes, and banks, abandoned fields surrounded by agriculture, and road cuts and margins. Strong association between Burrowing Owls and burrowing mammals, especially ground squirrels (*Spermophilus* spp.); however, they will also occupy human-made niches such as banks and ditches, piles of broken concrete, and even abandoned structures (Haug et al. 1993).	Nesting: HP Foraging: HP	Suitable habitat is found within the MSHCP burrowing owl survey area within the study area. Focused surveys determined the species absent. Following the requirements under the MSHCP, no further constraint to this species is anticipated.
Swainson's Hawk	*Buteo swainsoni*	-/T/-/-	Only occurs as a migrant in southern California and can occur in a group, foraging over recently disked agricultural fields. The species breeds on the western plains of North America and southwest Canada from Texas to the Yukon. Preferred	Nesting: HA Foraging: HP	Suitable foraging habitat is present within open lands throughout the BSA but outside of the LOD, namely in the hilly terrain bordering the Temescal Canyon Wash. The BSA occurs outside of the species breeding range, so nesting is not anticipated within the BSA.

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			foraging habitats include prairies, plains, and other wide-open ranges with minimal tree cover.		
Coastal Cactus Wren	*Campylorhynchus brunneicapillus sandiegensis*	-/SSC/-/ MSHCP(e)	An obligate, nonmigratory resident of the coastal sage scrub plant community. Frequents deserts and other arid terrain with thickets, patches, or tracts of larger, branching cacti, stiff-twigged, thorny shrubs, and small trees. Although it lives over a wide range from Texas to the Pacific Ocean, it is limited to regions with thorny shrubs and trees that offer nesting sites.	HA	No suitable nesting or foraging habitat is present within the BSA. This species is fully covered under the MSHCP, and no further action is required.
Western Snowy Plover	*Charadrius alexandrinus nivosus*	T/SSC/-/	Requires open, relatively flat areas with little or no vegetation, including undisturbed beaches, salt flats, playas, dredge spoils, levees, and river bars. Winter distribution is more coastal and may include sewage treatment ponds and agricultural wastewater sites.	HA	No suitable nesting or foraging habitat is present within the BSA.
Northern Harrier	*Circus hudsonius*	-/SSC/-/ MSHCP	Species hunts low to the ground mostly in open country, nesting on the ground. Prey diversity is high, though small mammals are most commonly taken. It was formerly a fairly common	Nesting: HA Foraging: HP	No suitable nesting habitat is present within the BSA, although suitable foraging habitat is present in the BSA outside of the LOD. This species is fully covered under the MSHCP and no further action is required.

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			breeder in much of coastal Southern California, but now is nearly extirpated in this role due to loss of native open habitats, especially marshes. It remains fairly common in open country with low human disturbance during migration and in winter.		
Western Yellow-billed Cuckoo	*Coccyzus americanus occidentalis*	T/E/-/ MSHCP(a)	Only a handful of tiny populations remaining in all of California today. Losses are tied to obvious loss of nearly all suitable habitat, but other factors may also be involved. Relatively broad, well-shaded riparian forests are utilized, although it tolerates some disturbance. A specialist to some degree on tent caterpillars, with a remarkably fast development of young covering only 18 - 21 days from incubation to fledging.	HA	The limited riparian forest present in the BSA is not expansive enough to support foraging or breeding individuals for this species. This species is not expected to occur.
Yellow Rail	*Coturnicops noveboracensis*	-/SSC/-/-	Found in shallow marshes and wet meadows. During the winter, they are found in drier fresh-water and brackish marshes and deep grass and rice fields.	HA	While there is limited marsh habitat found within the BSA, the habitat present is too fragmented and not substantial enough to support this species. This species is not expected to occur.
Western Yellow Warbler	*Dendroica petechia brewsteri*	-/SSC/-/ MSHCP	Nests in the upper story of riparian habitats in southern California. It is also a common, widespread migrant in spring and fall, occupying a	Nesting: HA Foraging: HP	There is no suitable nesting habitat to support this species, but there is suitable riparian habitat to support foraging. This species is fully

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			wide variety of habitats at that time.		covered under the MSHCP and no further action is required.
White-tailed Kite	*Elanus leucurus*	-/CFP/-/ MSHCP	Species hunts in open country. This is a strongly lowland species, apparently rare anywhere in California above 2,000 feet. Nests are flimsy and are located low in trees and large shrubs near foraging areas in savannahs and at edges between open habitat and woodland or forest areas. Its diet is largely restricted to small mammals such as voles and mice.	Nesting: HA Foraging: HP	No suitable nesting habitat is present within the BSA, although suitable foraging habitat is present in the BSA outside of the LOD. This species is fully covered under the MSHCP and no further action is required.
Southwestern Willow Flycatcher	*Empidonax traillii extimus*	E/E/-/ MSHCP(a)	Highly restricted distribution in southern California as a breeder. It occupies extensive riparian forests, wet meadows, and lower montane riparian habitats primarily below 4,000 feet. Occurs in riparian habitats along rivers, streams, or other wetlands, where dense growths of willows (*Salix* spp.), *Baccharis* spp., Arrowweed (*Pluchea* spp.), buttonbush (*Cephalanthus* spp.), tamarisk (*Tamarix* spp.) Russian olive (*Elaeagnus* spp.) or other plants are present, often with a scattered overstory of cottonwood (*Populus* spp.).	HA	There is no mature riparian habitat within the BSA suitable for breeding or foraging. This species is not expected to occur.

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
Bald Eagle	*Haliaeetus leucocephalus*	D/E&CFP/-/ MSHCP	Primarily in or near seacoasts, rivers, swamps, and large lakes. Eats mainly fish and carrion, and formerly nested locally along the coast of southern California. This species is a localized winter resident and rare migrant, with only very rare breeding efforts in coastal southern California (e.g., Lake Skinner, Riverside County).	Nesting: HA Foraging: HA	There is no suitable habitat for foraging or nesting within the BSA. The species is covered under MSHCP, no further action needed.
Yellow-breasted Chat	*Icteria virens*	-/SSC /-/ MSHCP	Nests in low thickets in dense riparian habitats. It eats a variety of invertebrates. It is a local and uncommon breeder and rare migrant across southern California.	HA	There is not expansive or dense riparian habitat suitable enough to support foraging or nesting for this species. This species is covered under the MSHCP and no further actions are required.
California Black Rail	*Laterallus jamaicensis coturniculus*	-/T&CFP/-/-	Primarily found in shallow coastal and interior marshes. Nesting occurs in shallow saltmarsh uplands and wet meadow, and they historically have nested in coastal marshes of southern California.	HA	While there is limited marsh habitat found within the BSA, the habitat present is too fragmented and not substantial enough to support this species. This species is not expected to occur.
Coastal California Gnatcatcher	*Polioptila californica californica*	T/SSC/-/ MSHCP	Year-round obligate, permanent resident of coastal sage scrub habitat. Nests are composed of grasses, spiderwebs, down, and small leaves and are almost exclusively found in coastal sage scrub throughout	Nesting: HA Foraging: HA	There is no suitable coastal sage scrub habitat to support nesting or foraging for this species. This species is fully covered by the MSHCP with no survey requirement.

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			southern California and Baja California.		
Least Bell's Vireo	V*ireo bellii pusillus*	E/E/-/ MSHCP(a)	Found as a summer resident of southern California where it inhabits low riparian growth in the vicinity of water or in dry river bottoms below 2,000 feet. Species selects dense vegetation low in riparian zones for nesting; most frequently located in riparian stands between 5 and 10 years old; when mature riparian woodland is selected, vireos nest in areas with a substantial robust understory of willows as well as other plant species (Goldwasser 1981).	Nesting: HA Foraging: HP	There is limited and fragmented riparian habitat that is marginally suitable to support foraging individuals, but not for nesting purposes. This species has low potential to occur.
MAMMALS					
Pallid Bat	*Antrozous pallidus*	-/SSC/-/-	Throughout southern California most often in grasslands, also in mixed conifer forest; shrublands, woodlands, & forest; most common in open, dry habitats with rocky areas for roosting; yearlong resident in most of range. The species is not thought to migrate so maternity colonies and winter roosts are expected to occur in vicinity of each other; roost and maternity sites are rock crevices, old buildings,	HA	There is suitable dry habitat with rocky areas for roosting present, but this is outside of the BSA and the LOD. Roosting isn't expected to occur within the LOD due to a lack of suitable features. This species was not detected during any surveys.

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			bridges, caves, mines, and hollow trees. Gregarious, often roosting in colonies, but disbanding between August and October and relatively inactive during winter. Low, slow flyers. Forages on invertebrates on the ground such as grasshoppers, crickets, beetles, scorpions, centipedes, etc.		
Northwestern San Diego Pocket Mouse	*Chaetodipus fallax fallax*	-/SSC/-/ MSHCP	Sandy herbaceous areas, usually in association with rocks and course gravel in southwest California; coastal and desert border areas in San Bernardino, Riverside, & San Diego counties. Elevation ranges from sea level to 6,000 feet. Vegetation community preferences include sage scrub, chamise-redshank chaparral, mixed chaparral, sage brush, desert wash, desert scrub, desert succulent scrub, pinyon-juniper, annual grassland.	HA	While there are pockets of coastal sage scrub present within the BSA, none of this occurs in sandy herbaceous areas near any rocks or gravel. This species is not expected to occur. This species is fully covered under the MSHCP and no further analysis is required.
San Bernardino Kangaroo Rat	*Dipodomys merriami parvus*	E/SSC/-/ MSHCP(c)	Prefers soils of sandy loam, occasionally to sandy gravel, in open to moderately shrubby habitats, especially intermediate seral stages of alluvial fan sage scrub up to 1,970 feet from active channels.	HA	No suitable soil types or alluvial fan sage scrub is present within the BSA. The Project occurs outside of the MSHCP survey area for this species, thus there is no survey requirement.

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
Stephens' Kangaroo Rat	*Dipodomys stephensi*	E/T/-/ MSHCP	The Stephens' kangaroo rat is found almost exclusively in open grasslands or sparse shrublands with cover of less than 50 % during the summer. Species avoids dense grasses (for example, nonnative bromes [*Bromus* spp.]) and are more likely to inhabit areas where the annual forbs disarticulate in the summer and leave more open areas. Soil type also is an important habitat factor. As a fossorial (burrowing) animal, the species typically is found in sandy and sandy loam soils with a low clay to gravel content, although there are exceptions where they can utilize the burrows of Botta's Pocket Gopher (*Thomomys bottae*) and California Ground Squirrel (*Spermophilus beecheyi*). Tends to avoid rocky soils. Slope is a factor in occupation; tends to use flatter slopes (i.e., < 30 %), but may be found on steeper slopes in trace densities (i.e., < 1 individual per hectare). Furthermore, the species may use steeper slopes for foraging, but not for burrows.	HP	Marginally suitable habitat is present in the BSA but not within the LOD. This habitat narrowly intersects the BSA within the sparse shrubland terrain to the northeast of the La Gloria Street and Temescal Canyon Road intersection near Temescal Canyon Wash. This species is fully covered by the MSHCP and Stephens' Kangaroo Rat HCP with no survey requirement.

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			In general, the highest abundances of species occur on gentle slopes less than 15 percent.		
California Western Mastiff Bat	*Eumops perotis californicus*	-/SSC/-/-	Found throughout the coastal lowlands up to drier mid-elevation mountains, but avoid the Mohave and Colorado deserts. Habitats include dry woodlands, shrublands, grasslands, and occasionally even developed areas. This big bat forages in flight, primarily taking insects in the order Hymenoptera (bees, wasps, and ants). Most prey species are relatively small, low to the ground, and weak-flying. For roosting, appears to favor rocky, rugged areas in lowlands where abundant suitable crevices are available for day roosts. There appears to be little use of night roosts. Roost sites may be in natural rock or in tall buildings, large trees or elsewhere, but must be at least 2 inches wide and 12 inches deep, and narrow to at most 1 inch at the upper end. Nursery roosts must be deeper yet. All roosts open well up on a cliff or other steep face, at least 10 feet vertically above the substrate,	HA	There is suitable dry habitat with rocky areas for roosting present, but this is outside of the BSA and the LOD. Roosting isn't expected to occur within the LOD due to a lack of suitable features. The foraging habitat primarily occurs outside the outskirts of the BSA east of the intersection of La Gloria St and Temescal Canyon Rd, and no roosting habitat was identified within the BSA.

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			to allow flight from the roost. Roosts may be communal (up to 100 individuals) or solitary, and commonly include other species of bats. This species appears to not migrate but performs seasonal movements.		
San Diego Black-tailed Jackrabbit	*Lepus californicus bennettii*	-/SSC/-/ MSHCP	Common throughout California except at high elevations in herbaceous and desert shrub areas, sage scrub, grasslands, open chaparral and woodland/forest areas; relatively disturbance tolerant.	HP	Marginally suitable habitat exists within the BSA in pockets of coastal sage scrub, but no habitat was present within the LOD. This species is fully covered under the MSHCP.
Western Yellow Bat	*Lasiurus xanthinus*	-/SSC/-/-	Occurs from southern California and western Arizona south into Mexico. Apparently non-colonial and non-hibernating. Roosts primarily in the untrimmed, dead fronds of fan palms (native and nonnative) but will also use other trees including cottonwoods. Possible for both seasonal movement and year-round residence. Foraging is associated with open water (also lawns, orchards, and riparian vegetation) in grassy and scrub landscapes. Feeds on varied insects. No specific threats known apart from	HA	There is no suitable habitat (i.e. dead fronds of palm trees) to support this species. The Cottonwood Trees found within the BSA were not extensive and large enough to support roosting populations of this species.

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			cosmetic trimming of dead fronds on ornamentally planted palms.		
San Diego Desert Woodrat	*Neotoma lepida intermedia*	-/SSC/-/ MSHCP	Dry and/or sunny shrublands, especially (but not requiring) areas with cacti and abundant rocks and crevices. Does not require a source of drinking water. Sage scrub communities are frequently occupied.	HP	Marginally suitable habitat exists within the BSA in pockets of coastal sage scrub, but no habitat was present within the LOD. This species is fully covered under the MSHCP.
Pocketed Free-tailed Bat	*Nyctinomops (=Tadarida) femorosaccus*	-/SSC/-/-	Found rarely in southwestern California; found in southeastern deserts of California, with portions of western Riverside County apparently on the periphery of their range. Species roost in high rock crevices, bridges, roofs, buildings, and cliffs, and forage primarily on large moths, especially over water. Habitats are arid.	HA	There is no suitable habitat found to support this species for foraging or roosting. This species is not expected to occur.
Southern Grasshopper Mouse	*Onychomys torridus ramona*	-/SSC/-/-	Wide variety of dry to moderately dry scrub, grassland and woodland habitats across southern California, exclusive of the more mesic coastal areas from Ventura County north. Grasshopper mice have large home ranges and occur in low densities. Little is known about the habitat requirements of this species	HA	Marginally suitable habitat is present within the BSA; however there are no recent records of this species in southwestern Riverside County. This species has low population density and a low fecundity, making it extremely susceptible to local extirpations due to small- and large- scale habitat loss and fragmentation. It is unlikely that this species continues to exist in southwestern Riverside

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
			and it is believed to occur on flat, sandy, valley floors. Known to occur in the San Jacinto Valley in Riverside County among scattered brush on a gravelly valley floor. Probably found in a variety of low, open, and semi-open scrub areas including coastal sage scrub, mixed chaparral, sagebrush, riparian scrub, and annual grasslands with shrubs. Recent records for this species on the desert slopes of the San Gabriel Mountains and the Peninsular Ranges, near Sage (2004) and Aguanga (2015) in Riverside County. There are no recent records from southwestern Riverside County (records from 1908, 1923, 1932).		County and is not expected to occur.
VEGETATION COMMUNITIES					
California Walnut Woodland	N/A	CNDDB	N/A	A	This community does not occur within the study area.
Canyon Live Oak Ravine Forest	N/A	CNDDB	N/A	A	This community does not occur within the study area.
Riversidian Alluvial Fan Sage Scrub	N/A	CNDDB	N/A	A	This community does not occur within the study area.
Southern California Arroyo Chub/Santa Ana Sucker Stream	N/A	CNDDB	N/A	A	This community does not occur within the study area.

Common name	Scientific name	Status[a] (Fed/State/ CNPS/ MSHCP[b])	General Habitat Description	Specific Habitat Present/ Absent	Rationale
Southern Coast Live Oak Riparian Forest	N/A	CNDDB	N/A	A	This community does not occur within the study area.
Southern Cottonwood Willow Riparian Forest	N/A	CNDDB	N/A	P	This community occurs within the BSA but outside of the LOD. Specifically, this community is found west of Temescal Canyon Road and south of the intersection with Tom Barnes Street, continuing up until Cajalco Road.
Southern Interior Cypress Forest	N/A	CNDDB	N/A	A	This community does not occur within the study area.
Southern Riparian Forest	N/A	CNDDB	N/A	A	This community does not occur within the study area.
Southern Riparian Scrub	N/A	CNDDB	N/A	A	This community does not occur within the study area.
Southern Sycamore Alder Riparian Woodland	N/A	CNDDB	N/A	A	This community does not occur within the study area.
Southern Willow Scrub	N/A	CNDDB	N/A	A	This community does not occur within the study area.
Valley Needlegrass Grassland	N/A	CNDDB	N/A	A	This community does not occur within the study area.
Vernal Pool	N/A	MSHCP	N/A	A	This community does not occur within the study area.

[a] Status Codes

Federal
E = Federally listed; Endangered
PE = Proposed Endangered
T = Federally listed; Threatened
FC = Federal Candidate for Listing
FSC = Federal Species of Concern
D = Delisted

State
T = State listed; Endangered
E = State listed; Threatened
SC = State Candidate for Listing
R = Rare (Native Plant Protection Act)
SSC = California Species of Special Concern
CFP = California Fully Protected Species

[b] MSHCP
MSHCP = No additional action necessary
MSHCP(a) = Surveys may be required as part of wetlands mapping
MSHCP(b) = Surveys may be required within the Narrow Endemic Plant Species survey area
MSHCP(c) = Surveys may be required within locations shown on survey maps
MSHCP(d) = Surveys may be required within Criteria Area
MSHCP(e) = Conservation requirements identified in species-specific conservation objectives need to be met before classified as a Covered Species
MSHCP(f) = Covered species when a Memorandum of Understanding is executed with the Forest Service Land

References

Bloom, P. H. 1994. The Biology and Current Status of the Long-eared Owl in Coastal Southern California. *Bulletin of the Southern California Academy of Sciences* 93(1):1–12.

Brattstrom, B. H. 2000. The range, habitat requirements, and abundance of the orange-throated Whiptail, Cnemidophorus hyperythrus beldingi. Bull. *Southern California Acad. Asci.* 99 (1):1–24.

California Burrowing Owl Consortium (CBOC). 1997. Burrowing Owl Survey Protocol and Mitigation Guidelines. Appendix B. In Lincer and Steenhof. 1997. The Burrowing Owl, its Biology and Management. *J. Raptor Res. Report* 9.

Dudek & Associates, Inc. (Dudek). 2003. *Western Riverside County Multiple Species Habitat Conservation Plan* (*WRC MSHCP*). Final WRC MSHCP—Volumes 1 and 2. Approved June 17, 2003 (as amended).

Erickson, C., and D. Belk. 1999. *Fairy shrimps of California's puddles, pools, and playas*. Mad River Press, 141 Carter Lane, Eureka, California 95503. 196 pp.

Garrett, K., and J. Dunn. 1981. *Birds of Southern California: Status and Distribution*. Los Angeles Audubon Society, Los Angeles.

Goldwasser, Sharon. 1981. *Habitat requirements of the least Bell's vireo*. Misc. rep. Sacramento, Calif.: California Department of Fish and Game.

Greenfield, D. W., S. T. Ross, and G. D. Deckert. 1970. Some aspects of the life history of the Santa Ana sucker, *Catostomus* (*Pantosteus*) *santaanae* (Snyder). *California Fish & Game* 56(3), pp.166-179.

Haug, E. A., B. A. Millsap, and M. S. Martell. 1993. Burrowing Owl (Speotyto cunicularia). In A. Poole and F. Gill (Eds.). *The Birds of North America*, No. 61 Philadelphia: The Academy of Natural Sciences; Washington, D.C. The American Ornithologists' Union.

Jennings, M. R., and M. P. Hayes. 1994. *Amphibian and reptile species of special concern in California*. Final report submitted to the California Department of Fish and Game, Rancho Cordova, CA. Contract 8023.

Moyle, P. B. 2002. *Inland fishes of California*. Revised and expanded. University of California Press, Berkeley, USA.

Roberts, F., S. White, A. Sanders, D. Bramlet, and S. Boyd. 2004. *The Vascular Plants of Western Riverside County, California: An Annoted Checklist*. F.W. Roberts Publications, San Luis Rey, California.

This page intentionally left blank.

Appendix E AB 52 Tribal Correspondence Record

This page intentionally left blank.

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
Mr. Andrew Salas Chairperson, Gabrieleño Band of Mission Indians - Kizh	AB 52	February 21, 2023	March 9, 2023	March 15, 2023	May 17, 2023	March 9, 2023: The tribe responded via email to Lisa Wadly with an attached letter noting that the project area is within their tribal territory and requested to schedule a consultation meeting. May 17, 2023: The tribe requested a formal consultation meeting with the county and Caltrans to discuss recently discovered TCR's within the Temescal Canyon area. Formal consultation occurred on July 20, 2023. The Tribe provided confidential information related to sacred resources in the project area.
Mr. Robert Martin Chairperson Morongo Band of Mission Indians	AB 52	February 21, 2023	No response	August 2, 2023	No response to date	Mr. Robert Martin with the Morongo Band of Mission Indians did not respond to the AB 52 consultation letter. August 2, 2023: A follow-up phone call was made to his office on August 2, 2023 and there was no answer. A detailed voicemail was left describing the AB 52 consultation request follow-up.
Dr. Shasta Gaughen Tribal Historic Preservation Officer, Pala Band of Mission Indians	AB 52	February 21, 2023	No response	NA	NA	The Pala Band of Mission Indians did not respond to the AB 52 consultation letter. A follow-up phone call was made on May 19, 2023 and a voicemail was left per the project consultation, No response was received after the voicemail.

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
Mr. Mark Macarro Chairperson Pechanga Band of Luiseño Indians	AB 52	February 21, 2023	No response	August 2, 2023	August 3. 2023	Mr. Mark Macarro with the Pechanga Band of Luiseño Indians did not respond to the AB 52 consultation letter. August 2, 2023: A follow-up phone call was made to his office on August 2, 2023 and there was no answer. A detailed voicemail was left describing the AB 52 consultation request follow-up. August 3, 2023: Mr. Macarro returned the follow-up call and requested that another electronic AB 52 letter and attachments be sent to his attention. He was aware of the other consultation for Section 106 received by Ms. Ozdil and Mr. Ochoa but that he had not received the original AB 52 letter and thumb-drive with records search results. The electronic letter and link to the attachments file was sent on August 3, 2023.
Ms. Ebru Ozdil Cultural Resources Coordinator Pechanga Band of Luiseño Indians	AB 52	February 21, 2023	N/A	August 2, 2023	No response to date	Ms. Ebru Ozdil with the Pechanga Band of Luiseño Indians did not respond to the AB 52 consultation letter. August 2, 2023: A follow-up phone call was made to her office on August 2, 2023 and there was no answer. A detailed voicemail was left describing the AB 52 consultation request follow-up.
Ms. Cheryl Madrigal Tribal Historic Preservation Officer, Rincon Band of Luiseño Indians	AB 52	February 21, 2023	March 2, 2023	March 2, 2023	NA	March 2, 2023: The Rincon Tribe responded via email to RCTD with an attached letter (same dates). The tribe noted that the project may affect TCPs, Traditional Cultural Landscapes, and TCRs and requested copies of all existing technical reports (biological, geological, and cultural) and construction plans.

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
Mr. Joseph Ontiveros Cultural Resources Department, Soboba Band of Luiseño Indians	AB 52	February 21, 2023	No response	May 17, 2023	May 17, 2023	May 17, 2023: The tribe requested formal consultation for AB 52 during the section 106 follow up phone call and requested a digital version of the county's initial consultation letter.
Mr, Isaiah Vivanco Chairperson Soboba Band of Luiseño Indians	AB 52	February 21, 2023	No response	August 2, 2023	August 2, 2023	Mr. Isaiah Vivanco with the Pechanga Band of Luiseño Indians did not respond to the AB 52 consultation letter. August 2, 2023: A follow-up phone call was made to his office on August 2, 2023 and a call back was received. Mr. Vivanco's office called to inform that they defer to the AB 52 consultation conducted through Mr. Ontiveros with the Soboba Tribe and no further consultation with Mr. Vivanco is needed at this time.

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: Temescal Canyon Road Widening Project

County: Riverside County

USGS Quadrangle Name: Corona South (1988)

Township: 4 South **Range:** Range 6 W **Section(s):** S8, S9, 16 **Land Grant -378**

Company/Firm/Agency: ICF

Street Address: 555 W. 5th Street, Suite 3100

City: Los Angeles **Zip:** 90013

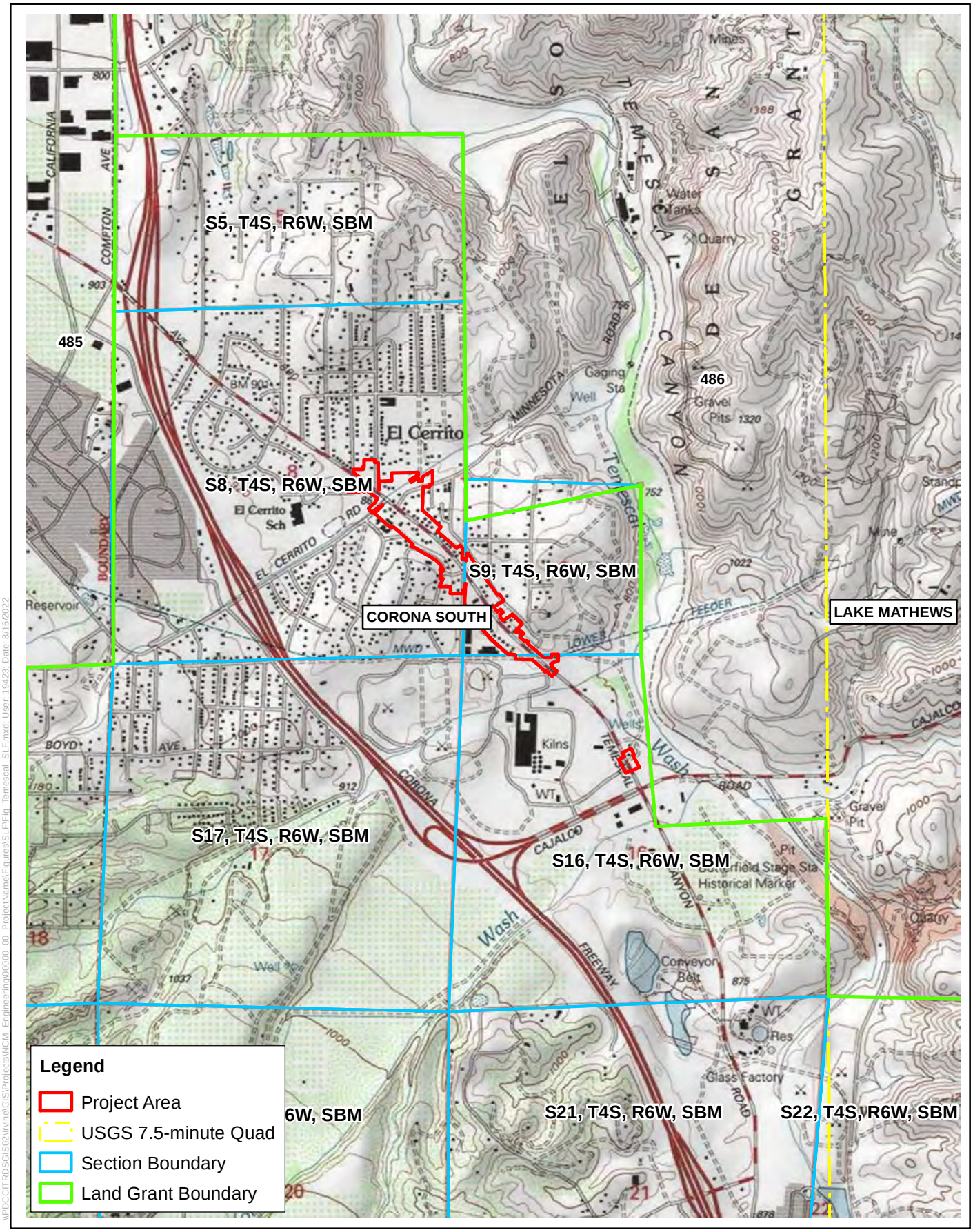
Phone: 206-351-6375

Fax: 213-344-4572

Email: shane.sparks@icf.com

Project Description:

Detailed Project Description: (Describe the following, as applicable: purpose and need, project location and limits, required right of way acquisition, proposed facilities, staging areas, disposal and borrow sites, construction activities, and construction access.)
To alleviate congestion on Temescal Canyon Road resulting from increased regional traffic and overflow traffic from Interstate 15 during peak hours, the County of Riverside through its Transportation Department proposes to construct a gap-closure project in western Riverside County southeast of Corona to widen Temescal Canyon Road from



0 500 1,000 Feet
0 150 300 Meters
1:24,000

N

Sacred Land File Search
Temescal Canyon Road Widening Project

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

PARLIAMENTARIAN
Russell Attebery
Karuk

SECRETARY
Sara Dutschke
Miwok

COMMISSIONER
William Mungary
Paiute/White Mountain Apache

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Buffy McQuillen
Yokayo Pomo, Yuki, Nomlaki

COMMISSIONER
Wayne Nelson
Luiseño

COMMISSIONER
Stanley Rodriguez
Kumeyaay

EXECUTIVE SECRETARY
Raymond C. Hitchcock
Miwok/Nisenan

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

September 19, 2022

Shane Sparks
ICF

Via Email to: shane.sparks@icf.com

Re: Temescal Canyon Road Widening Project, Riverside County

Dear Ms. Sparks:

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
9/19/2022

Agua Caliente Band of Cahuilla Indians
Reid Milanovich, Chairperson
5401 Dinah Shore Drive — Cahuilla
Palm Springs, CA, 92264
Phone: (760) 699 - 6800
Fax: (760) 699-6919
laviles@aguacaliente.net

Agua Caliente Band of Cahuilla Indians
Patricia Garcia-Plotkin, Director
5401 Dinah Shore Drive — Cahuilla
Palm Springs, CA, 92264
Phone: (760) 699 - 6907
Fax: (760) 699-6924
ACBCI-THPO@aguacaliente.net

Augustine Band of Cahuilla Mission Indians
Amanda Vance, Chairperson
84-001 Avenue 54 — Cahuilla
Coachella, CA, 92236
Phone: (760) 398 - 4722
Fax: (760) 369-7161
hhaines@augustinetribe.com

Cabazon Band of Mission Indians
Doug Welmas, Chairperson
84-245 Indio Springs Parkway — Cahuilla
Indio, CA, 92203
Phone: (760) 342 - 2593
Fax: (760) 347-7880
jstapp@cabazonindians-nsn.gov

Cahuilla Band of Indians
Daniel Salgado, Chairperson
52701 U.S. Highway 371 — Cahuilla
Anza, CA, 92539
Phone: (951) 763 - 5549
Fax: (951) 763-2808
Chairman@cahuilla.net

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393 — Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
admin@gabrielenoindians.org

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 — Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626) 286-1262
GTTribalcouncil@aol.com

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231 — Gabrielino
Los Angeles, CA, 90012
Phone: (951) 807 - 0479
sgoad@gabrielino-tongva.com

Gabrielino Tongva Indians of California Tribal Council
Christina Conley, Tribal Consultant and Administrator
P.O. Box 941078 — Gabrielino
Simi Valley, CA, 93094
Phone: (626) 407 - 8761
christina.marsden@alumni.usc.edu

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490 — Gabrielino
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

Gabrielino-Tongva Tribe
Charles Alvarez,
23454 Vanowen Street — Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

Juaneno Band of Mission Indians Acjachemen Nation - Belardes
Matias Belardes, Chairperson
32161 Avenida Los Amigos — Juaneno
San Juan Capisttrano, CA, 92675
Phone: (949) 293 - 8522
kaamalam@gmail.com

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 Resource 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 Temescal Canyon Road Widening Project, Riverside County.

Juaneno Band of Mission Indians Acjachemen Nation - Belardes
Joyce Perry, Tribal Manager
4955 Paseo Segovia — Juaneno
Irvine, CA, 92603
Phone: (949) 293 - 8522
kaamalam@gmail.com

Juaneno Band of Mission Indians Acjachemen Nation 84A
Heidi Lucero, Chairperson
31411-A La Matanza Street — Juaneno
San Juan Capistrano, CA, 92675
Phone: (562) 879 - 2884
hllucero105@gmail.com

La Jolla Band of Luiseno Indians
Norma Contreras, Chairperson
22000 Highway 76 — Luiseno
Pauma Valley, CA, 92061
Phone: (760) 742 - 3771

Los Coyotes Band of Cahuilla and Cupeño Indians
Ray Chapparosa, Chairperson
P.O. Box 189 — Cahuilla
Warner Springs, CA, 92086-0189
Phone: (760) 782 - 0711
Fax: (760) 782-0712

Morongo Band of Mission Indians
Ann Brierty, THPO
12700 Pumarra Road — Cahuilla
Banning, CA, 92220 — Serrano
Phone: (951) 755 - 5259
Fax: (951) 572-6004
abrierty@morongo-nsn.gov

Morongo Band of Mission Indians
Robert Martin, Chairperson
12700 Pumarra Road — Cahuilla
Banning, CA, 92220 — Serrano
Phone: (951) 755 - 5110
Fax: (951) 755-5177
abrierty@morongo-nsn.gov

Pala Band of Mission Indians
Shasta Gaughen, Tribal Historic Preservation Officer
PMB 50, 35008 Pala Temecula Rd. — Cupeno, Luiseno
Pala, CA, 92059
Phone: (760) 891 - 3515
Fax: (760) 742-3189
sgaughen@palatribe.com

Pauma Band of Luiseno Indians
Temet Aguilar, Chairperson
P.O. Box 369 — Luiseno
Pauma Valley, CA, 92061
Phone: (760) 742 - 1289
Fax: (760) 742-3422
bennaecalac@aol.com

Pechanga Band of Indians
Mark Macarro, Chairperson
P.O. Box 1477 — Luiseno
Temecula, CA, 92593
Phone: (951) 770 - 6000
Fax: (951) 695-1778
epreston@pechanga-nsn.gov

Pechanga Band of Indians
Paul Macarro, Cultural Resources Coordinator
P.O. Box 1477 — Luiseno
Temecula, CA, 92593
Phone: (951) 770 - 6306
Fax: (951) 506-9491
pmacarro@pechanga-nsn.gov

Quechan Tribe of the Fort Yuma Reservation
Manfred Scott, Acting Chairman
Kw'ts'an Cultural Committee
P.O. Box 1899 — Quechan
Yuma, AZ, 85366
Phone: (928) 750 - 2516
scottmanfred@yahoo.com

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 Resource 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 Temescal Canyon Road Widening Project, Riverside County.

Native American Heritage Commission
Native American Contact List
Riverside County
9/19/2022

Quechan Tribe of the Fort Yuma Reservation
Jill McCormick, Historic Preservation Officer
P.O. Box 1899 Quechan
Yuma, AZ, 85366
Phone: (760) 572 - 2423
historicpreservation@quechantribe.com

Ramona Band of Cahuilla
John Gomez, Environmental Coordinator
P. O. Box 391670 Cahuilla
Anza, CA, 92539
Phone: (951) 763 - 4105
Fax: (951) 763-4325
jgomez@ramona-nsn.gov

Ramona Band of Cahuilla
Joseph Hamilton, Chairperson
P.O. Box 391670 Cahuilla
Anza, CA, 92539
Phone: (951) 763 - 4105
Fax: (951) 763-4325
admin@ramona-nsn.gov

Rincon Band of Luiseno Indians
Cheryl Madrigal, Tribal Historic Preservation Officer
One Government Center Lane Luiseno
Valley Center, CA, 92082
Phone: (760) 297 - 2635
crd@rincon-nsn.gov

Rincon Band of Luiseno Indians
Bo Mazzetti, Chairperson
One Government Center Lane Luiseno
Valley Center, CA, 92082
Phone: (760) 749 - 1051
Fax: (760) 749-5144
bomazzetti@aol.com

Santa Rosa Band of Cahuilla Indians
Lovina Redner, Tribal Chair
P.O. Box 391820 Cahuilla
Anza, CA, 92539
Phone: (951) 659 - 2700
Fax: (951) 659-2228
lsaul@santarosa-nsn.gov

Soboba Band of Luiseno Indians
Isaiah Vivanco, Chairperson
P. O. Box 487 Cahuilla
San Jacinto, CA, 92581 Luiseno
Phone: (951) 654 - 5544
Fax: (951) 654-4198
ivivanco@soboba-nsn.gov

Soboba Band of Luiseno Indians
Joseph Ontiveros, Cultural Resource Department
P.O. BOX 487 Cahuilla
San Jacinto, CA, 92581 Luiseno
Phone: (951) 663 - 5279
Fax: (951) 654-4198
jontiveros@soboba-nsn.gov

Torres-Martinez Desert Cahuilla Indians
Cultural Committee,
P.O. Box 1160 Cahuilla
Thermal, CA, 92274
Phone: (760) 397 - 0300
Fax: (760) 397-8146
Cultural-Committee@torresmartinez-nsn.gov

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 Resource 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 Temescal Canyon Road Widening Project, Riverside County.



U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee
$

Extra Services & Fees (check box, add fee as appropriate)
- ☐ Return Receipt (hardcopy) $
- ☐ Return Receipt (electronic) $
- ☐ Certified Mail Restricted Delivery $
- ☐ Adult Signature Required $
- ☐ Adult Signature Restricted Delivery $

Postage
$

Total Postage and Fees
$

Postmark Here

FEB 21 2023

7017 3040 0000 0358 4529

Sent To: Ann Brierty THPO, Morongo Band of Mission Indians
Street and Apt. No., or PO Box No.: 12700 Pumarra Rd.
City, State, ZIP+4®: Banning, CA 92220

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

Certified Mail Fee
$

Extra Services & Fees (check box, add fee as appropriate)
- ☐ Return Receipt (hardcopy) $
- ☐ Return Receipt (electronic) $
- ☐ Certified Mail Restricted Delivery $
- ☐ Adult Signature Required $
- ☐ Adult Signature Restricted Delivery $

Postage
$

Total Postage and Fees
$

Postmark Here

FEB 21 2023

7017 3040 0000 0358 4536

Sent To: Andrew Salas Gabrieleno Band of Mission Indians - Kizh Nation
Street and Apt. No., or PO Box No.: PO Box 393
City, State, ZIP+4®: Covina CA 91723

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY

Mark Lancaster
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects

Russell Williams
Deputy for Transportation/Planning and Development

Transportation Department

February 10, 2023

Andrew Salas, Chairperson
Gabrieleno Band of Mission Indians – Kizh Nation
PO Box 393
Covina, CA, 91723

Subject: Formal Notification under Assembly Bill 52 for the County of Riverside, Temescal Canyon Road Widening Project

Dear Honorable Chairperson Salas:

Please consider this letter formal notification of a proposed project as required under the California Environmental Quality Act (CEQA), specifically PRC § 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52). Please respond within 30 days, pursuant to PRC § 21080.3.1(d), if you would like to consult on this project under AB 52.

The County of Riverside Transportation Department (County), in cooperation with the California Department of Transportation (Caltrans), is proposing to widen Temescal Canyon Road from two to four lanes with a two-way left-turn lane from north of El Cerrito Road to Tom Barnes Street, plus a 200-foot segment of widening north of Cajalco Road, in the unincorporated community of El Cerrito in Riverside County and the City of Corona. The purpose of the project is to alleviate congestion on Temescal Canyon Road resulting from increased regional traffic and overflow traffic from Interstate 15 (I-15) during peak traffic hours, and to provide a complete street to serve pedestrians, bicyclists, motorists, and transit riders of all abilities. (See Figure 1).

Temescal Canyon Road changes name to Ontario Avenue north of El Cerrito Road. The total length of proposed road widening along Temescal Canyon Road and Ontario Avenue is 0.8 mile, with striping transitions of approximately 0.6 mile, for a total project length of approximately 1.4 miles. The construction of Temescal Canyon Road and Ontario Avenue as a four-lane facility is consistent with the roads' designation as an Arterial Highway on the Circulation Element of the County's General Plan. However, in lieu of a raised median, a two-way left-turn lane would be painted to allow left-turn access to the multiple driveways along Temescal Canyon Road. In addition, travel lane and parkway widths would be narrowed to reduce the project's footprint and impact on adjacent properties.

El Cerrito Road is proposed to be extended from Temescal Canyon Road easterly to Minnesota Road (near Quebec Avenue). The existing traffic signal at Temescal Canyon Road/Ontario Avenue/El Cerrito Road would be modified for the El Cerrito Road extension. A new traffic signal would be installed at the El Cerrito Road extension's connection with Minnesota Road. A median would be installed on Temescal Canyon Road at Minnesota Road to eliminate left turns, and the existing traffic signal would be removed to improve traffic circulation.

The existing five-leg intersection at Temescal Canyon Road, Jolora Avenue, and Grant Street would be reconfigured to a four-leg intersection by aligning the south leg of Jolora Avenue with Grant

Street and a traffic signal would be added at the intersection. In addition, Envoy Avenue would be aligned with Rudell Road at Ontario Avenue and a traffic signal would be added. The project will include the addition of curbs, sidewalks and, three new traffic signals.

In addition to the improvements noted above, the scope of work would include removing existing pavement, vegetation, and trees (including oak trees); grading the roadway with import material; grading transitions and slopes onto private property; constructing retaining walls, pavement widening, curb and gutter, sidewalk, curb ramps, driveway connections, and modifications to private properties; installing storm drains, catch basin inlets, connector pipes, and outlet structures; installing replacement fences/walls/gates, pavement markings, roadside signs, and street lights; relocating existing underground and above-ground utilities and appurtenances; and related work as necessary.

Acquisition of right-of-way along the corridor would be required, including road, drainage, and temporary construction easements, full property acquisitions, and at least one relocation.

Cultural resources studies, including a California Historical Resources Information System (CHRIS) records search, an intensive pedestrian survey, and Native American consultation will be conducted for the project. The Records Search request was sent to the Eastern Information Center (EIC) on August 24, 2020 and the results were received on March 11, 2021. The results indicate that 29 cultural resources studies have been conducted within a 0.5-mile radius of the proposed project area and 11 of those studies intersected the project area. Additionally, 12 cultural resources have been previously recorded within a 0.5-mile radius of the project area and 4 of these resources intersected portions of the project area. The four resources which intersect portions of the project area are prehistoric archaeological resources and have not been evaluated for the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR). One historic, built environment resource was determined NRHP-eligible in 1997 but has since been demolished. This resource was located in the 0.5-mile records search radius but was located well outside and south of the project area.

A Sacred Lands File (SLF) Search was requested on August 16, 2022, through the Native American Heritage Commission (NAHC) and the NAHC responded on September 19, 2022. The results of the SLF search were negative. The NAHC also provided a Native American contact list with their response.

Pursuant to PRC 21080.3.1(d), if you would like to consult under AB 52 on this project with the County, please notify us in writing within 30 calendar days of receipt of this letter. Please provide a designated lead contact person if you have not provided that information already. If the County does not receive a response to this notification within 30 calendar days, it will be presumed that you have declined consultation under AB 52.

Please respond to:

Lisa Wadley, PMP
Associate Transportation Planner
County of Riverside Transportation
3525 14th Street
Riverside, CA 92501
lwadley@rivco.org
phone 951.897.1506

Your comments and concerns will be important to the County as we move forward with the project. We look forward to identifying any Tribal concerns and discussing your comments early so that they

can be considered in the initial stages of project planning, and avoidance or mitigation measures can be incorporated into project design.

Respectfully,

Lisa Wadley

Lisa Wadley, PMP
Associate Transportation Planner
County of Riverside Transportation Department

Attachments: Figure 1, Records Search Results from Eastern Information Center



Figure 1
Project Vicinity
Temescal Canyon Road Widening Project

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY

Mark Lancaster
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects

Russell Williams
Deputy for Transportation/Planning and Development

Transportation Department

February 10, 2023

Robert Martin, Chairperson
Morongo Band of Mission Indians
12700 Pumarra Road
Banning, CA, 92220

Subject: Formal Notification under Assembly Bill 52 for the County of Riverside, Temescal Canyon Road Widening Project

Dear Honorable Chairperson Martin:

Please consider this letter formal notification of a proposed project as required under the California Environmental Quality Act (CEQA), specifically PRC § 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52). Please respond within 30 days, pursuant to PRC § 21080.3.1(d), if you would like to consult on this project under AB 52.

The County of Riverside Transportation Department (County), in cooperation with the California Department of Transportation (Caltrans), is proposing to widen Temescal Canyon Road from two to four lanes with a two-way left-turn lane from north of El Cerrito Road to Tom Barnes Street, plus a 200-foot segment of widening north of Cajalco Road, in the unincorporated community of El Cerrito in Riverside County and the City of Corona. The purpose of the project is to alleviate congestion on Temescal Canyon Road resulting from increased regional traffic and overflow traffic from Interstate 15 (I-15) during peak traffic hours, and to provide a complete street to serve pedestrians, bicyclists, motorists, and transit riders of all abilities. (See Figure 1).

Temescal Canyon Road changes name to Ontario Avenue north of El Cerrito Road. The total length of proposed road widening along Temescal Canyon Road and Ontario Avenue is 0.8 mile, with striping transitions of approximately 0.6 mile, for a total project length of approximately 1.4 miles. The construction of Temescal Canyon Road and Ontario Avenue as a four-lane facility is consistent with the roads' designation as an Arterial Highway on the Circulation Element of the County's General Plan. However, in lieu of a raised median, a two-way left-turn lane would be painted to allow left-turn access to the multiple driveways along Temescal Canyon Road. In addition, travel lane and parkway widths would be narrowed to reduce the project's footprint and impact on adjacent properties.

El Cerrito Road is proposed to be extended from Temescal Canyon Road easterly to Minnesota Road (near Quebec Avenue). The existing traffic signal at Temescal Canyon Road/Ontario Avenue/El Cerrito Road would be modified for the El Cerrito Road extension. A new traffic signal would be installed at the El Cerrito Road extension's connection with Minnesota Road. A median would be installed on Temescal Canyon Road at Minnesota Road to eliminate left turns, and the existing traffic signal would be removed to improve traffic circulation.

The existing five-leg intersection at Temescal Canyon Road, Jolora Avenue, and Grant Street would be reconfigured to a four-leg intersection by aligning the south leg of Jolora Avenue with Grant

Street and a traffic signal would be added at the intersection. In addition, Envoy Avenue would be aligned with Rudell Road at Ontario Avenue and a traffic signal would be added. The project will include the addition of curbs, sidewalks and, three new traffic signals.

In addition to the improvements noted above, the scope of work would include removing existing pavement, vegetation, and trees (including oak trees); grading the roadway with import material; grading transitions and slopes onto private property; constructing retaining walls, pavement widening, curb and gutter, sidewalk, curb ramps, driveway connections, and modifications to private properties; installing storm drains, catch basin inlets, connector pipes, and outlet structures; installing replacement fences/walls/gates, pavement markings, roadside signs, and street lights; relocating existing underground and above-ground utilities and appurtenances; and related work as necessary.

Acquisition of right-of-way along the corridor would be required, including road, drainage, and temporary construction easements, full property acquisitions, and at least one relocation.

Cultural resources studies, including a California Historical Resources Information System (CHRIS) records search, an intensive pedestrian survey, and Native American consultation will be conducted for the project. The Records Search request was sent to the Eastern Information Center (EIC) on August 24, 2020 and the results were received on March 11, 2021. The results indicate that 29 cultural resources studies have been conducted within a 0.5-mile radius of the proposed project area and 11 of those studies intersected the project area. Additionally, 12 cultural resources have been previously recorded within a 0.5-mile radius of the project area and 4 of these resources intersected portions of the project area. The four resources which intersect portions of the project area are prehistoric archaeological resources and have not been evaluated for the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR). One historic, built environment resource was determined NRHP-eligible in 1997 but has since been demolished. This resource was located in the 0.5-mile records search radius but was located well outside and south of the project area.

A Sacred Lands File (SLF) Search was requested on August 16, 2022, through the Native American Heritage Commission (NAHC) and the NAHC responded on September 19, 2022. The results of the SLF search were negative. The NAHC also provided a Native American contact list with their response.

Pursuant to PRC 21080.3.1(d), if you would like to consult under AB 52 on this project with the County, please notify us in writing within 30 calendar days of receipt of this letter. Please provide a designated lead contact person if you have not provided that information already. If the County does not receive a response to this notification within 30 calendar days, it will be presumed that you have declined consultation under AB 52.

Please respond to:

Lisa Wadley, PMP
Associate Transportation Planner
County of Riverside Transportation
3525 14th Street
Riverside, CA 92501
lwadley@rivco.org
phone 951.897.1506

Your comments and concerns will be important to the County as we move forward with the project. We look forward to identifying any Tribal concerns and discussing your comments early so that they

can be considered in the initial stages of project planning, and avoidance or mitigation measures can be incorporated into project design.

Respectfully,

Lisa Wadley

Lisa Wadley, PMP
Associate Transportation Planner
County of Riverside Transportation Department

Attachments: Figure 1, Records Search Results from Eastern Information Center



Figure 1
Project Vicinity
Temescal Canyon Road Widening Project

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY

Mark Lancaster
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects

Russell Williams
Deputy for Transportation/Planning and Development

Transportation Department

February 10, 2023

Shasta Gaughen, THPO
Pala Band of Mission Indians
PMB 50, 35008 Pala Temecula Road
Pala, CA, 92059

Subject: Formal Notification under Assembly Bill 52 for the County of Riverside, Temescal Canyon Road Widening Project

Dear THPO Gaughen:

Please consider this letter formal notification of a proposed project as required under the California Environmental Quality Act (CEQA), specifically PRC § 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52). Please respond within 30 days, pursuant to PRC § 21080.3.1(d), if you would like to consult on this project under AB 52.

The County of Riverside Transportation Department (County), in cooperation with the California Department of Transportation (Caltrans), is proposing to widen Temescal Canyon Road from two to four lanes with a two-way left-turn lane from north of El Cerrito Road to Tom Barnes Street, plus a 200-foot segment of widening north of Cajalco Road, in the unincorporated community of El Cerrito in Riverside County and the City of Corona. The purpose of the project is to alleviate congestion on Temescal Canyon Road resulting from increased regional traffic and overflow traffic from Interstate 15 (I-15) during peak traffic hours, and to provide a complete street to serve pedestrians, bicyclists, motorists, and transit riders of all abilities. (See Figure 1).

Temescal Canyon Road changes name to Ontario Avenue north of El Cerrito Road. The total length of proposed road widening along Temescal Canyon Road and Ontario Avenue is 0.8 mile, with striping transitions of approximately 0.6 mile, for a total project length of approximately 1.4 miles. The construction of Temescal Canyon Road and Ontario Avenue as a four-lane facility is consistent with the roads' designation as an Arterial Highway on the Circulation Element of the County's General Plan. However, in lieu of a raised median, a two-way left-turn lane would be painted to allow left-turn access to the multiple driveways along Temescal Canyon Road. In addition, travel lane and parkway widths would be narrowed to reduce the project's footprint and impact on adjacent properties.

El Cerrito Road is proposed to be extended from Temescal Canyon Road easterly to Minnesota Road (near Quebec Avenue). The existing traffic signal at Temescal Canyon Road/Ontario Avenue/El Cerrito Road would be modified for the El Cerrito Road extension. A new traffic signal would be installed at the El Cerrito Road extension's connection with Minnesota Road. A median would be installed on Temescal Canyon Road at Minnesota Road to eliminate left turns, and the existing traffic signal would be removed to improve traffic circulation.

The existing five-leg intersection at Temescal Canyon Road, Jolora Avenue, and Grant Street would be reconfigured to a four-leg intersection by aligning the south leg of Jolora Avenue with Grant

Street and a traffic signal would be added at the intersection. In addition, Envoy Avenue would be aligned with Rudell Road at Ontario Avenue and a traffic signal would be added. The project will include the addition of curbs, sidewalks and, three new traffic signals.

In addition to the improvements noted above, the scope of work would include removing existing pavement, vegetation, and trees (including oak trees); grading the roadway with import material; grading transitions and slopes onto private property; constructing retaining walls, pavement widening, curb and gutter, sidewalk, curb ramps, driveway connections, and modifications to private properties; installing storm drains, catch basin inlets, connector pipes, and outlet structures; installing replacement fences/walls/gates, pavement markings, roadside signs, and street lights; relocating existing underground and above-ground utilities and appurtenances; and related work as necessary.

Acquisition of right-of-way along the corridor would be required, including road, drainage, and temporary construction easements, full property acquisitions, and at least one relocation.

Cultural resources studies, including a California Historical Resources Information System (CHRIS) records search, an intensive pedestrian survey, and Native American consultation will be conducted for the project. The Records Search request was sent to the Eastern Information Center (EIC) on August 24, 2020 and the results were received on March 11, 2021. The results indicate that 29 cultural resources studies have been conducted within a 0.5-mile radius of the proposed project area and 11 of those studies intersected the project area. Additionally, 12 cultural resources have been previously recorded within a 0.5-mile radius of the project area and 4 of these resources intersected portions of the project area. The four resources which intersect portions of the project area are prehistoric archaeological resources and have not been evaluated for the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR). One historic, built environment resource was determined NRHP-eligible in 1997 but has since been demolished. This resource was located in the 0.5-mile records search radius but was located well outside and south of the project area.

A Sacred Lands File (SLF) Search was requested on August 16, 2022, through the Native American Heritage Commission (NAHC) and the NAHC responded on September 19, 2022. The results of the SLF search were negative. The NAHC also provided a Native American contact list with their response.

Pursuant to PRC 21080.3.1(d), if you would like to consult under AB 52 on this project with the County, please notify us in writing within 30 calendar days of receipt of this letter. Please provide a designated lead contact person if you have not provided that information already. If the County does not receive a response to this notification within 30 calendar days, it will be presumed that you have declined consultation under AB 52.

Please respond to:

Lisa Wadley, PMP
Associate Transportation Planner
County of Riverside Transportation
3525 14th Street
Riverside, CA 92501
lwadley@rivco.org
phone 951.897.1506

Your comments and concerns will be important to the County as we move forward with the project. We look forward to identifying any Tribal concerns and discussing your comments early so that they

can be considered in the initial stages of project planning, and avoidance or mitigation measures can be incorporated into project design.

Respectfully,

Lisa Wadley

Lisa Wadley, PMP
Associate Transportation Planner
Riverside County Transportation Department

Attachments: Figure 1, Records Search Results from Eastern Information Center



Figure 1
Project Vicinity
Temescal Canyon Road Widening Project

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY

Mark Lancaster
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects

Russell Williams
Deputy for Transportation/Planning and Development

Transportation Department

February 10, 2023

Ms. Ebru Ozdil
Cultural Resources Coordinator
PO Box 1477
Temecula, CA, 92593

Subject: Formal Notification under Assembly Bill 52 for the County of Riverside, Temescal Canyon Road Widening Project

Dear Ms. Ozdil:

Please consider this letter formal notification of a proposed project as required under the California Environmental Quality Act (CEQA), specifically PRC § 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52). Please respond within 30 days, pursuant to PRC § 21080.3.1(d), if you would like to consult on this project under AB 52.

The County of Riverside Transportation Department (County), in cooperation with the California Department of Transportation (Caltrans), is proposing to widen Temescal Canyon Road from two to four lanes with a two-way left-turn lane from north of El Cerrito Road to Tom Barnes Street, plus a 200-foot segment of widening north of Cajalco Road, in the unincorporated community of El Cerrito in Riverside County and the City of Corona. The purpose of the project is to alleviate congestion on Temescal Canyon Road resulting from increased regional traffic and overflow traffic from Interstate 15 (I-15) during peak traffic hours, and to provide a complete street to serve pedestrians, bicyclists, motorists, and transit riders of all abilities. (See Figure 1).

Temescal Canyon Road changes name to Ontario Avenue north of El Cerrito Road. The total length of proposed road widening along Temescal Canyon Road and Ontario Avenue is 0.8 mile, with striping transitions of approximately 0.6 mile, for a total project length of approximately 1.4 miles. The construction of Temescal Canyon Road and Ontario Avenue as a four-lane facility is consistent with the roads' designation as an Arterial Highway on the Circulation Element of the County's General Plan. However, in lieu of a raised median, a two-way left-turn lane would be painted to allow left-turn access to the multiple driveways along Temescal Canyon Road. In addition, travel lane and parkway widths would be narrowed to reduce the project's footprint and impact on adjacent properties.

El Cerrito Road is proposed to be extended from Temescal Canyon Road easterly to Minnesota Road (near Quebec Avenue). The existing traffic signal at Temescal Canyon Road/Ontario Avenue/El Cerrito Road would be modified for the El Cerrito Road extension. A new traffic signal would be installed at the El Cerrito Road extension's connection with Minnesota Road. A median would be installed on Temescal Canyon Road at Minnesota Road to eliminate left turns, and the existing traffic signal would be removed to improve traffic circulation.

The existing five-leg intersection at Temescal Canyon Road, Jolora Avenue, and Grant Street would be reconfigured to a four-leg intersection by aligning the south leg of Jolora Avenue with Grant

Street and a traffic signal would be added at the intersection. In addition, Envoy Avenue would be aligned with Rudell Road at Ontario Avenue and a traffic signal would be added. The project will include the addition of curbs, sidewalks and, three new traffic signals.

In addition to the improvements noted above, the scope of work would include removing existing pavement, vegetation, and trees (including oak trees); grading the roadway with import material; grading transitions and slopes onto private property; constructing retaining walls, pavement widening, curb and gutter, sidewalk, curb ramps, driveway connections, and modifications to private properties; installing storm drains, catch basin inlets, connector pipes, and outlet structures; installing replacement fences/walls/gates, pavement markings, roadside signs, and street lights; relocating existing underground and above-ground utilities and appurtenances; and related work as necessary.

Acquisition of right-of-way along the corridor would be required, including road, drainage, and temporary construction easements, full property acquisitions, and at least one relocation.

Cultural resources studies, including a California Historical Resources Information System (CHRIS) records search, an intensive pedestrian survey, and Native American consultation will be conducted for the project. The Records Search request was sent to the Eastern Information Center (EIC) on August 24, 2020 and the results were received on March 11, 2021. The results indicate that 29 cultural resources studies have been conducted within a 0.5-mile radius of the proposed project area and 11 of those studies intersected the project area. Additionally, 12 cultural resources have been previously recorded within a 0.5-mile radius of the project area and 4 of these resources intersected portions of the project area. The four resources which intersect portions of the project area are prehistoric archaeological resources and have not been evaluated for the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR). One historic, built environment resource was determined NRHP-eligible in 1997 but has since been demolished. This resource was located in the 0.5-mile records search radius but was located well outside and south of the project area.

A Sacred Lands File (SLF) Search was requested on August 16, 2022, through the Native American Heritage Commission (NAHC) and the NAHC responded on September 19, 2022. The results of the SLF search were negative. The NAHC also provided a Native American contact list with their response.

Pursuant to PRC 21080.3.1(d), if you would like to consult under AB 52 on this project with the County, please notify us in writing within 30 calendar days of receipt of this letter. Please provide a designated lead contact person if you have not provided that information already. If the County does not receive a response to this notification within 30 calendar days, it will be presumed that you have declined consultation under AB 52.

Please respond to:

Lisa Wadley, PMP
Associate Transportation Planner
County of Riverside Transportation
3525 14th Street
Riverside, CA 92501
lwadley@rivco.org
phone 951.897.1506

Your comments and concerns will be important to the County as we move forward with the project. We look forward to identifying any Tribal concerns and discussing your comments early so that they

can be considered in the initial stages of project planning, and avoidance or mitigation measures can be incorporated into project design.

Respectfully,

Lisa Wadley

Lisa Wadley, PMP
Associate Transportation Planner
County of Riverside Transportation Department

Attachments: Figure 1, Records Search Results from Eastern Information Center



Figure 1
Project Vicinity
Temescal Canyon Road Widening Project

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY

Mark Lancaster
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects

Russell Williams
Deputy for Transportation/Planning and Development

Transportation Department

February 10, 2023

Mark Macarro, Chairperson
Cultural Resources Coordinator
PO Box 1477
Temecula, CA, 92593

Subject: Formal Notification under Assembly Bill 52 for the County of Riverside, Temescal Canyon Road Widening Project

Dear Honorable Chairperson Macarro:

Please consider this letter formal notification of a proposed project as required under the California Environmental Quality Act (CEQA), specifically PRC § 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52). Please respond within 30 days, pursuant to PRC § 21080.3.1(d), if you would like to consult on this project under AB 52.

The County of Riverside Transportation Department (County), in cooperation with the California Department of Transportation (Caltrans), is proposing to widen Temescal Canyon Road from two to four lanes with a two-way left-turn lane from north of El Cerrito Road to Tom Barnes Street, plus a 200-foot segment of widening north of Cajalco Road, in the unincorporated community of El Cerrito in Riverside County and the City of Corona. The purpose of the project is to alleviate congestion on Temescal Canyon Road resulting from increased regional traffic and overflow traffic from Interstate 15 (I-15) during peak traffic hours, and to provide a complete street to serve pedestrians, bicyclists, motorists, and transit riders of all abilities. (See Figure 1).

Temescal Canyon Road changes name to Ontario Avenue north of El Cerrito Road. The total length of proposed road widening along Temescal Canyon Road and Ontario Avenue is 0.8 mile, with striping transitions of approximately 0.6 mile, for a total project length of approximately 1.4 miles. The construction of Temescal Canyon Road and Ontario Avenue as a four-lane facility is consistent with the roads' designation as an Arterial Highway on the Circulation Element of the County's General Plan. However, in lieu of a raised median, a two-way left-turn lane would be painted to allow left-turn access to the multiple driveways along Temescal Canyon Road. In addition, travel lane and parkway widths would be narrowed to reduce the project's footprint and impact on adjacent properties.

El Cerrito Road is proposed to be extended from Temescal Canyon Road easterly to Minnesota Road (near Quebec Avenue). The existing traffic signal at Temescal Canyon Road/Ontario Avenue/El Cerrito Road would be modified for the El Cerrito Road extension. A new traffic signal would be installed at the El Cerrito Road extension's connection with Minnesota Road. A median would be installed on Temescal Canyon Road at Minnesota Road to eliminate left turns, and the existing traffic signal would be removed to improve traffic circulation.

The existing five-leg intersection at Temescal Canyon Road, Jolora Avenue, and Grant Street would be reconfigured to a four-leg intersection by aligning the south leg of Jolora Avenue with Grant

Street and a traffic signal would be added at the intersection. In addition, Envoy Avenue would be aligned with Rudell Road at Ontario Avenue and a traffic signal would be added. The project will include the addition of curbs, sidewalks and, three new traffic signals.

In addition to the improvements noted above, the scope of work would include removing existing pavement, vegetation, and trees (including oak trees); grading the roadway with import material; grading transitions and slopes onto private property; constructing retaining walls, pavement widening, curb and gutter, sidewalk, curb ramps, driveway connections, and modifications to private properties; installing storm drains, catch basin inlets, connector pipes, and outlet structures; installing replacement fences/walls/gates, pavement markings, roadside signs, and street lights; relocating existing underground and above-ground utilities and appurtenances; and related work as necessary.

Acquisition of right-of-way along the corridor would be required, including road, drainage, and temporary construction easements, full property acquisitions, and at least one relocation.

Cultural resources studies, including a California Historical Resources Information System (CHRIS) records search, an intensive pedestrian survey, and Native American consultation will be conducted for the project. The Records Search request was sent to the Eastern Information Center (EIC) on August 24, 2020 and the results were received on March 11, 2021. The results indicate that 29 cultural resources studies have been conducted within a 0.5-mile radius of the proposed project area and 11 of those studies intersected the project area. Additionally, 12 cultural resources have been previously recorded within a 0.5-mile radius of the project area and 4 of these resources intersected portions of the project area. The four resources which intersect portions of the project area are prehistoric archaeological resources and have not been evaluated for the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR). One historic, built environment resource was determined NRHP-eligible in 1997 but has since been demolished. This resource was located in the 0.5-mile records search radius but was located well outside and south of the project area.

A Sacred Lands File (SLF) Search was requested on August 16, 2022, through the Native American Heritage Commission (NAHC) and the NAHC responded on September 19, 2022. The results of the SLF search were negative. The NAHC also provided a Native American contact list with their response.

Pursuant to PRC 21080.3.1(d), if you would like to consult under AB 52 on this project with the County, please notify us in writing within 30 calendar days of receipt of this letter. Please provide a designated lead contact person if you have not provided that information already. If the County does not receive a response to this notification within 30 calendar days, it will be presumed that you have declined consultation under AB 52.

Please respond to:

Lisa Wadley, PMP
Associate Transportation Planner
County of Riverside Transportation
3525 14th Street
Riverside, CA 92501
lwadley@rivco.org
phone 951.897.1506

Your comments and concerns will be important to the County as we move forward with the project. We look forward to identifying any Tribal concerns and discussing your comments early so that they

can be considered in the initial stages of project planning, and avoidance or mitigation measures can be incorporated into project design.

Respectfully,

Lisa Wadley

Lisa Wadley, PMP
Associate Transportation Planner
County of Riverside Transportation Department

Attachments: Figure 1, Records Search Results from Eastern Information Center



Figure 1
Project Vicinity
Temescal Canyon Road Widening Project

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY

Mark Lancaster
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects

Russell Williams
Deputy for Transportation/Planning and Development

Transportation Department

February 10, 2023

Cheryl Madrigal
Tribal Historic Preservation Officer
Rincon Band of Luiseno Indians
One Government Center Lane
Valley Center, CA, 92082

Subject: Formal Notification under Assembly Bill 52 for the County of Riverside, Temescal Canyon Road Widening Project

Dear THPO Madrigal:

Please consider this letter formal notification of a proposed project as required under the California Environmental Quality Act (CEQA), specifically PRC § 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52). Please respond within 30 days, pursuant to PRC § 21080.3.1(d), if you would like to consult on this project under AB 52.

The County of Riverside Transportation Department (County), in cooperation with the California Department of Transportation (Caltrans), is proposing to widen Temescal Canyon Road from two to four lanes with a two-way left-turn lane from north of El Cerrito Road to Tom Barnes Street, plus a 200-foot segment of widening north of Cajalco Road, in the unincorporated community of El Cerrito in Riverside County and the City of Corona. The purpose of the project is to alleviate congestion on Temescal Canyon Road resulting from increased regional traffic and overflow traffic from Interstate 15 (I-15) during peak traffic hours, and to provide a complete street to serve pedestrians, bicyclists, motorists, and transit riders of all abilities. (See Figure 1).

Temescal Canyon Road changes name to Ontario Avenue north of El Cerrito Road. The total length of proposed road widening along Temescal Canyon Road and Ontario Avenue is 0.8 mile, with striping transitions of approximately 0.6 mile, for a total project length of approximately 1.4 miles. The construction of Temescal Canyon Road and Ontario Avenue as a four-lane facility is consistent with the roads' designation as an Arterial Highway on the Circulation Element of the County's General Plan. However, in lieu of a raised median, a two-way left-turn lane would be painted to allow left-turn access to the multiple driveways along Temescal Canyon Road. In addition, travel lane and parkway widths would be narrowed to reduce the project's footprint and impact on adjacent properties.

El Cerrito Road is proposed to be extended from Temescal Canyon Road easterly to Minnesota Road (near Quebec Avenue). The existing traffic signal at Temescal Canyon Road/Ontario Avenue/El Cerrito Road would be modified for the El Cerrito Road extension. A new traffic signal would be installed at the El Cerrito Road extension's connection with Minnesota Road. A median would be installed on Temescal Canyon Road at Minnesota Road to eliminate left turns, and the existing traffic signal would be removed to improve traffic circulation.

The existing five-leg intersection at Temescal Canyon Road, Jolora Avenue, and Grant Street would

be reconfigured to a four-leg intersection by aligning the south leg of Jolora Avenue with Grant Street and a traffic signal would be added at the intersection. In addition, Envoy Avenue would be aligned with Rudell Road at Ontario Avenue and a traffic signal would be added. The project will include the addition of curbs, sidewalks and, three new traffic signals.

In addition to the improvements noted above, the scope of work would include removing existing pavement, vegetation, and trees (including oak trees); grading the roadway with import material; grading transitions and slopes onto private property; constructing retaining walls, pavement widening, curb and gutter, sidewalk, curb ramps, driveway connections, and modifications to private properties; installing storm drains, catch basin inlets, connector pipes, and outlet structures; installing replacement fences/walls/gates, pavement markings, roadside signs, and street lights; relocating existing underground and above-ground utilities and appurtenances; and related work as necessary.

Acquisition of right-of-way along the corridor would be required, including road, drainage, and temporary construction easements, full property acquisitions, and at least one relocation.

Cultural resources studies, including a California Historical Resources Information System (CHRIS) records search, an intensive pedestrian survey, and Native American consultation will be conducted for the project. The Records Search request was sent to the Eastern Information Center (EIC) on August 24, 2020 and the results were received on March 11, 2021. The results indicate that 29 cultural resources studies have been conducted within a 0.5-mile radius of the proposed project area and 11 of those studies intersected the project area. Additionally, 12 cultural resources have been previously recorded within a 0.5-mile radius of the project area and 4 of these resources intersected portions of the project area. The four resources which intersect portions of the project area are prehistoric archaeological resources and have not been evaluated for the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR). One historic, built environment resource was determined NRHP-eligible in 1997 but has since been demolished. This resource was located in the 0.5-mile records search radius but was located well outside and south of the project area.

A Sacred Lands File (SLF) Search was requested on August 16, 2022, through the Native American Heritage Commission (NAHC) and the NAHC responded on September 19, 2022. The results of the SLF search were negative. The NAHC also provided a Native American contact list with their response.

Pursuant to PRC 21080.3.1(d), if you would like to consult under AB 52 on this project with the County, please notify us in writing within 30 calendar days of receipt of this letter. Please provide a designated lead contact person if you have not provided that information already. If the County does not receive a response to this notification within 30 calendar days, it will be presumed that you have declined consultation under AB 52.

Please respond to:

Lisa Wadley, PMP
Associate Transportation Planner
County of Riverside Transportation
3525 14th Street
Riverside, CA 92501
lwadley@rivco.org
phone 951.897.1506

Your comments and concerns will be important to the County as we move forward with the project.

We look forward to identifying any Tribal concerns and discussing your comments early so that they can be considered in the initial stages of project planning, and avoidance or mitigation measures can be incorporated into project design.

Respectfully,

Lisa Wadley

Lisa Wadley, PMP
Associate Transportation Planner
County of Riverside Transportation Department

Attachments: Figure 1, Records Search Results from Eastern Information Center



Figure 1
Project Vicinity
Temescal Canyon Road Widening Project

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY

Mark Lancaster
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects

Russell Williams
Deputy for Transportation/Planning and Development

Transportation Department

February 10, 2023

Joseph Ontiveros
Cultural Resources Department
Soboba Band of Luiseno Indians
PO Box 487
San Jacinto, CA, 92581

Subject: Formal Notification under Assembly Bill 52 for the County of Riverside, Temescal Canyon Road Widening Project

Dear Mr. Ontiveros:

Please consider this letter formal notification of a proposed project as required under the California Environmental Quality Act (CEQA), specifically PRC § 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52). Please respond within 30 days, pursuant to PRC § 21080.3.1(d), if you would like to consult on this project under AB 52.

The County of Riverside Transportation Department (County), in cooperation with the California Department of Transportation (Caltrans), is proposing to widen Temescal Canyon Road from two to four lanes with a two-way left-turn lane from north of El Cerrito Road to Tom Barnes Street, plus a 200-foot segment of widening north of Cajalco Road, in the unincorporated community of El Cerrito in Riverside County and the City of Corona. The purpose of the project is to alleviate congestion on Temescal Canyon Road resulting from increased regional traffic and overflow traffic from Interstate 15 (I-15) during peak traffic hours, and to provide a complete street to serve pedestrians, bicyclists, motorists, and transit riders of all abilities. (See Figure 1).

Temescal Canyon Road changes name to Ontario Avenue north of El Cerrito Road. The total length of proposed road widening along Temescal Canyon Road and Ontario Avenue is 0.8 mile, with striping transitions of approximately 0.6 mile, for a total project length of approximately 1.4 miles. The construction of Temescal Canyon Road and Ontario Avenue as a four-lane facility is consistent with the roads' designation as an Arterial Highway on the Circulation Element of the County's General Plan. However, in lieu of a raised median, a two-way left-turn lane would be painted to allow left-turn access to the multiple driveways along Temescal Canyon Road. In addition, travel lane and parkway widths would be narrowed to reduce the project's footprint and impact on adjacent properties.

El Cerrito Road is proposed to be extended from Temescal Canyon Road easterly to Minnesota Road (near Quebec Avenue). The existing traffic signal at Temescal Canyon Road/Ontario Avenue/El Cerrito Road would be modified for the El Cerrito Road extension. A new traffic signal would be installed at the El Cerrito Road extension's connection with Minnesota Road. A median would be installed on Temescal Canyon Road at Minnesota Road to eliminate left turns, and the existing traffic signal would be removed to improve traffic circulation.

The existing five-leg intersection at Temescal Canyon Road, Jolora Avenue, and Grant Street would

be reconfigured to a four-leg intersection by aligning the south leg of Jolora Avenue with Grant Street and a traffic signal would be added at the intersection. In addition, Envoy Avenue would be aligned with Rudell Road at Ontario Avenue and a traffic signal would be added. The project will include the addition of curbs, sidewalks and, three new traffic signals.

In addition to the improvements noted above, the scope of work would include removing existing pavement, vegetation, and trees (including oak trees); grading the roadway with import material; grading transitions and slopes onto private property; constructing retaining walls, pavement widening, curb and gutter, sidewalk, curb ramps, driveway connections, and modifications to private properties; installing storm drains, catch basin inlets, connector pipes, and outlet structures; installing replacement fences/walls/gates, pavement markings, roadside signs, and street lights; relocating existing underground and above-ground utilities and appurtenances; and related work as necessary.

Acquisition of right-of-way along the corridor would be required, including road, drainage, and temporary construction easements, full property acquisitions, and at least one relocation.

Cultural resources studies, including a California Historical Resources Information System (CHRIS) records search, an intensive pedestrian survey, and Native American consultation will be conducted for the project. The Records Search request was sent to the Eastern Information Center (EIC) on August 24, 2020 and the results were received on March 11, 2021. The results indicate that 29 cultural resources studies have been conducted within a 0.5-mile radius of the proposed project area and 11 of those studies intersected the project area. Additionally, 12 cultural resources have been previously recorded within a 0.5-mile radius of the project area and 4 of these resources intersected portions of the project area. The four resources which intersect portions of the project area are prehistoric archaeological resources and have not been evaluated for the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR). One historic, built environment resource was determined NRHP-eligible in 1997 but has since been demolished. This resource was located in the 0.5-mile records search radius but was located well outside and south of the project area.

A Sacred Lands File (SLF) Search was requested on August 16, 2022, through the Native American Heritage Commission (NAHC) and the NAHC responded on September 19, 2022. The results of the SLF search were negative. The NAHC also provided a Native American contact list with their response.

Pursuant to PRC 21080.3.1(d), if you would like to consult under AB 52 on this project with the County, please notify us in writing within 30 calendar days of receipt of this letter. Please provide a designated lead contact person if you have not provided that information already. If the County does not receive a response to this notification within 30 calendar days, it will be presumed that you have declined consultation under AB 52.

Please respond to:

Lisa Wadley, PMP
Associate Transportation Planner
County of Riverside Transportation
3525 14th Street
Riverside, CA 92501
lwadley@rivco.org
phone 951.897.1506

Your comments and concerns will be important to the County as we move forward with the project.

We look forward to identifying any Tribal concerns and discussing your comments early so that they can be considered in the initial stages of project planning, and avoidance or mitigation measures can be incorporated into project design.

Respectfully,

Lisa Wadley

Lisa Wadley, PMP
Associate Transportation Planner
County of Riverside Transportation Department

Attachments: Figure 1, Records Search Results from Eastern Information Center



Figure 1
Project Vicinity
Temescal Canyon Road Widening Project

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY

Mark Lancaster
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects

Russell Williams
Deputy for Transportation/Planning and Development

Transportation Department

February 10, 2023

Isaiah Vivanco, Chairperson
Soboba Band of Luiseno Indians
PO Box 487
San Jacinto, CA, 92581

Subject: Formal Notification under Assembly Bill 52 for the County of Riverside, Temescal Canyon Road Widening Project

Dear Honorable Chairperson Vivanco:

Please consider this letter formal notification of a proposed project as required under the California Environmental Quality Act (CEQA), specifically PRC § 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52). Please respond within 30 days, pursuant to PRC § 21080.3.1(d), if you would like to consult on this project under AB 52.

The County of Riverside Transportation Department (County), in cooperation with the California Department of Transportation (Caltrans), is proposing to widen Temescal Canyon Road from two to four lanes with a two-way left-turn lane from north of El Cerrito Road to Tom Barnes Street, plus a 200-foot segment of widening north of Cajalco Road, in the unincorporated community of El Cerrito in Riverside County and the City of Corona. The purpose of the project is to alleviate congestion on Temescal Canyon Road resulting from increased regional traffic and overflow traffic from Interstate 15 (I-15) during peak traffic hours, and to provide a complete street to serve pedestrians, bicyclists, motorists, and transit riders of all abilities. (See Figure 1).

Temescal Canyon Road changes name to Ontario Avenue north of El Cerrito Road. The total length of proposed road widening along Temescal Canyon Road and Ontario Avenue is 0.8 mile, with striping transitions of approximately 0.6 mile, for a total project length of approximately 1.4 miles. The construction of Temescal Canyon Road and Ontario Avenue as a four-lane facility is consistent with the roads' designation as an Arterial Highway on the Circulation Element of the County's General Plan. However, in lieu of a raised median, a two-way left-turn lane would be painted to allow left-turn access to the multiple driveways along Temescal Canyon Road. In addition, travel lane and parkway widths would be narrowed to reduce the project's footprint and impact on adjacent properties.

El Cerrito Road is proposed to be extended from Temescal Canyon Road easterly to Minnesota Road (near Quebec Avenue). The existing traffic signal at Temescal Canyon Road/Ontario Avenue/El Cerrito Road would be modified for the El Cerrito Road extension. A new traffic signal would be installed at the El Cerrito Road extension's connection with Minnesota Road. A median would be installed on Temescal Canyon Road at Minnesota Road to eliminate left turns, and the existing traffic signal would be removed to improve traffic circulation.

The existing five-leg intersection at Temescal Canyon Road, Jolora Avenue, and Grant Street would be reconfigured to a four-leg intersection by aligning the south leg of Jolora Avenue with Grant

Street and a traffic signal would be added at the intersection. In addition, Envoy Avenue would be aligned with Rudell Road at Ontario Avenue and a traffic signal would be added. The project will include the addition of curbs, sidewalks and, three new traffic signals.

In addition to the improvements noted above, the scope of work would include removing existing pavement, vegetation, and trees (including oak trees); grading the roadway with import material; grading transitions and slopes onto private property; constructing retaining walls, pavement widening, curb and gutter, sidewalk, curb ramps, driveway connections, and modifications to private properties; installing storm drains, catch basin inlets, connector pipes, and outlet structures; installing replacement fences/walls/gates, pavement markings, roadside signs, and street lights; relocating existing underground and above-ground utilities and appurtenances; and related work as necessary.

Acquisition of right-of-way along the corridor would be required, including road, drainage, and temporary construction easements, full property acquisitions, and at least one relocation.

Cultural resources studies, including a California Historical Resources Information System (CHRIS) records search, an intensive pedestrian survey, and Native American consultation will be conducted for the project. The Records Search request was sent to the Eastern Information Center (EIC) on August 24, 2020 and the results were received on March 11, 2021. The results indicate that 29 cultural resources studies have been conducted within a 0.5-mile radius of the proposed project area and 11 of those studies intersected the project area. Additionally, 12 cultural resources have been previously recorded within a 0.5-mile radius of the project area and 4 of these resources intersected portions of the project area. The four resources which intersect portions of the project area are prehistoric archaeological resources and have not been evaluated for the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR). One historic, built environment resource was determined NRHP-eligible in 1997 but has since been demolished. This resource was located in the 0.5-mile records search radius but was located well outside and south of the project area.

A Sacred Lands File (SLF) Search was requested on August 16, 2022, through the Native American Heritage Commission (NAHC) and the NAHC responded on September 19, 2022. The results of the SLF search were negative. The NAHC also provided a Native American contact list with their response.

Pursuant to PRC 21080.3.1(d), if you would like to consult under AB 52 on this project with the County, please notify us in writing within 30 calendar days of receipt of this letter. Please provide a designated lead contact person if you have not provided that information already. If the County does not receive a response to this notification within 30 calendar days, it will be presumed that you have declined consultation under AB 52.

Please respond to:

Lisa Wadley, PMP
Associate Transportation Planner
County of Riverside Transportation
3525 14th Street
Riverside, CA 92501
lwadley@rivco.org
phone 951.897.1506

Your comments and concerns will be important to the County as we move forward with the project. We look forward to identifying any Tribal concerns and discussing your comments early so that they

can be considered in the initial stages of project planning, and avoidance or mitigation measures can be incorporated into project design.

Respectfully,

Lisa Wadley

Lisa Wadley, PMP
Associate Transportation Planner
County of Riverside Transportation Department

Attachments: Figure 1, Records Search Results from Eastern Information Center



Figure 1
Project Vicinity
Temescal Canyon Road Widening Project

From:	Corpuz, Monica
To:	Sparks, Shane
Cc:	Vargas, Benjamin
Subject:	FW: Temescal Canyon Road Widening
Date:	Thursday, March 2, 2023 2:40:24 PM
Attachments:	Temescal Canyon Road Widening.pdf

From: Wadley, Lisa <LWadley@Rivco.org>
Sent: Thursday, March 2, 2023 2:19 PM
To: Corpuz, Monica <Monica.Corpuz@icf.com>
Subject: FW: Temescal Canyon Road Widening

Hi Monica,

Cheryl Madrigal with the Rincon Band of Luiseño Indians has responded to our AB52 Consultation for Temescal Canyon Widening.

Their concerns: '*the project may impact tangible Tribal Cultural Resources (TCRs), Traditional Cultural Landscapes (TCLs), and potential Traditional Cultural Properties (TCPs). Embedded in these resources and within the AHI are Rincon's history, culture, and continuing traditional identity*.' And they are requesting copies of other existing documents: cultural resources assessment, Geo Tech Rpt. Bio. Rpt., and the grading plans.

To my knowledge we've not received any of the tech studies, geo tech report, or the grading plans for Temescal Canyon Widening Project. I will send Cheryl Madrigal an acknowledgement email/ receipt of request and let her know as soon as these documents become available I can forward them copies of each.

Thanks,

Lisa Wadley, PMP
Associate Transportation Planner
County of Riverside Transportation Department

3525 14th Street, Riverside, CA 92501
Office: 951 955 1506
Cell: 951 897 0505

lwadley@rivco.org



How are we doing? Click the link to tell us

From: Cheryl Madrigal <CMadrigal@rincon-nsn.gov>
Sent: Thursday, March 2, 2023 11:44 AM
To: Wadley, Lisa <LWadley@Rivco.org>
Cc: Deneen Pelton <DPelton@rincon-nsn.gov>
Subject: Temescal Canyon Road Widening

CAUTION: This email originated externally from the **Riverside County** email system. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe.

Lisa,

Please see attached response letter to above mentioned project. If you have any questions or comments, please contact us.

Thank you for the opportunity to protect our cultural assets.

Sincerely,

Cheryl

Cheryl Madrigal
Cultural Resources Manager
Tribal Historic Preservation Officer
Cultural Resources Department
Rincon Band of Luiseño Indians
1 West Tribal Road | Valley Center, CA 92082
Office: (760) 749 1092 ext. 323|Cell: 760-648-3000
Fax: 760-749-8901
Email: cmadrigal@rincon-nsn.gov



This message is intended only for the use of the individual or entity to which it is addressed. If the reader of this message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this message is strictly prohibited. If you have received this communication in error, please notify us immediately by replying to the sender of this E-Mail by return E-Mail or by telephone. In accordance with Internal Revenue Service Circular 230, we advise you that if this email contains any tax advice, such tax advice was not intended or written to be used, and it cannot be used, by any taxpayer for the purpose of avoiding penalties that may be imposed on the taxpayer.

Confidentiality Disclaimer

This email is confidential and intended solely for the use of the individual(s) to whom it is addressed. The information contained in this message may be privileged and confidential and protected from disclosure.
If you are not the author's intended recipient, be advised that you have received this email in error and that any use, dissemination, forwarding, printing, or copying of this email is strictly prohibited. If you have received this email in error please delete all copies, both electronic and printed, and contact the author immediately.

County of Riverside California

Rincon Band of Luiseño Indians
CULTURAL RESOURCES DEPARTMENT

One Government Center Lane | Valley Center | CA 92082
(760) 749-1092 | Fax: (760) 749-8901 | rincon-nsn.gov

March 2, 2023

Sent via email: lwadley@rivco.org
County of Riverside
Transportation and Land Management Agency
Transportation Department
Ms. Lisa Wadley
32525 14 Street
Riverside, CA 92501

Re: Request for AB 52 Consultation for the County of Riverside, Temescal Canyon Road Widening Project

Dear Ms. Wadley,

This letter is written on behalf of the Rincon Band of Luiseño Indians ("Rincon Band" or "Tribe"), a federally recognized Indian Tribe and sovereign government. We have received your notification regarding the above-mentioned project, and we request consultation to assess potential impacts to cultural resources. The identified location is within the Traditional Use Area (TUA) of the Luiseño people. As such, the Rincon Band is traditionally and culturally affiliated to the project area.

After review of the provided documents and our internal information, the Rincon Band has specific concerns that the project may impact tangible Tribal Cultural Resources (TCRs), Traditional Cultural Landscapes (TCLs), and potential Traditional Cultural Properties (TCPs). Embedded in these resources and within the AHI are Rincon's history, culture, and continuing traditional identity.

Thank you for providing the Rincon Band with the results from the archaeological record search. We kindly ask to be provided with copies of other existing documents pertaining to the project such as the cultural resources assessment, geotechnical report, biological report, and the grading plans. Upon receipt and review, the Rincon Band would like to consult on the project to learn more about any potential impacts to cultural resources.

If you have additional questions or concerns, please do not hesitate to contact our office at your convenience at (760) 749 1092 or via electronic mail at cmadrigal@rincon-nsn.gov. We look forward to working together to protect and preserve our cultural assets.

Sincerely,

Cheryl Madrigal
Tribal Historic Preservation Officer
Cultural Resources Manager

Bo Mazzetti, Chairman | Tishmall Turner, Vice Chair | Laurie E. Gonzalez, Council Member | John Constantino, Council Member | Joseph Linton, Council Member

From:	Corpuz, Monica
To:	Sparks, Shane
Subject:	FW: County of Riverside, Temescal Canyon Road Widening Project
Date:	Thursday, May 18, 2023 3:44:44 PM
Attachments:	image001.png

From: Jones, Gary A@DOT <gary.jones@dot.ca.gov>
Sent: Thursday, May 18, 2023 3:43 PM
To: Wadley, Lisa <LWadley@Rivco.org>
Cc: Corpuz, Monica <Monica.Corpuz@icf.com>
Subject: RE: County of Riverside, Temescal Canyon Road Widening Project

Hi Lisa,

A combined meeting is fine by me. I'm sure the Tribe would appreciate only needing to have 1 meeting also.

Thanks,
Gary

Gary Jones, M.A.
Associate Environmental Planner, Archaeologist
District Native American Coordinator
Environmental Support / Cultural Studies
Caltrans District 8
464 W. 4th Street
San Bernardino, CA 92401
(909)261-8157

9/80 Schedule A
Teleworking Tuesday, Thursday, and Friday

Furthermore, the study of the present surroundings is insufficient: the history of the people, the influence of the regions through which it has passed on its migrations, and the people with whom it came into contact, must be considered.
- Franz Boas

From: Wadley, Lisa <LWadley@Rivco.org>

Sent: Thursday, May 18, 2023 3:28 PM
To: Jones, Gary A@DOT <gary.jones@dot.ca.gov>
Cc: Corpuz, Monica <monica.corpuz@icf.com>
Subject: RE: County of Riverside, Temescal Canyon Road Widening Project

Good afternoon Gary,

Would you like to have a combined Section 106 / AB52 meeting with the Gabrieleno Tribe regarding the Temescal Canyon Road Widening Project or have your own meeting with them and we can have one (*for the AB52*).

Please let me know.
Have a nice rest of the afternoon.

Sincerely,

Lisa Wadley

Lisa Wadley, PMP
Associate Transportation Planner
County of Riverside Transportation Department

3525 14th Street, Riverside, CA 92501
Office: 951 955 1506
Cell: 951 897 0505
lwadley@rivco.org

How are we doing? Click the link to tell us

From: Gabrieleno Administration <admin@gabrielenoindians.org>
Sent: Wednesday, May 17, 2023 1:28 PM
To: Jones, Gary A@DOT <gary.jones@dot.ca.gov>; Wadley, Lisa <LWadley@Rivco.org>
Cc: Administration Gabrieleno Indians <admin@gabrielenoindians.org>; Aurelia Quintana-Torres <aqtorres@tcrmanagement.net>; Dr. Christina Swindall Martinez <christinaswindall@yahoo.com>; ICRM <indigenous.crm@gmail.com>; Kara Grant <kara@grant-law.net>; Matthew Teutimez <Matthew.Teutimez@gabrielenoindians.org>
Subject: Re: County of Riverside, Temescal Canyon Road Widening Project

Hello Gary and Lisa ,
Thanks again for your emails . I just spoke with Chairman Salas and he would like to schedule a government to government consultation per section 106 and AB52 with you regarding regarding Recent TCRs discovered in the Temescal canyon area. Please let us know your availability .

Thank you.

On Wed, Mar 15, 2023 at 7:49 AM Wadley, Lisa <LWadley@rivco.org> wrote:

> Hello Savannah,

Thank you for your quick response to our inquiry regarding the Temescal Canyon Widening Project.

As soon as the technical document(s) become available I will forward copies of each to you for review.
Following your review of the document(s) we can set up a Zoom and/or 'in person' meeting to discuss your concerns.

We look forward to consulting with you on the Temescal Canyon Widening Project.

Sincerely,

Lisa Wadley, PMP
Associate Transportation Planner
County of Riverside Transportation Department

3525 14th Street, Riverside, CA 92501
Office: 951 955 1506
Cell: 951 897 0505
lwadley@rivco.org

How are we doing? Click the link to tell us

From: Gabrieleno Administration <admin@gabrielenoindians.org>
Sent: Thursday, March 9, 2023 1:46 PM
To: Wadley, Lisa <LWadley@Rivco.org>
Subject: County of Riverside, Temescal Canyon Road Widening Project

CAUTION: This email originated externally from the **Riverside County** email system. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe.

Hello Lisa,

Thank you for your letter dated February 10,2023. Please see the attachment below.

Thank you

Savannah Salas

Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org

The region where Gabrieleño culture thrived for more than eight centuries encompassed most of Los Angeles County, more than half of Orange County and portions of Riverside and San Bernardino counties. It was the labor of the Gabrieleño who built the missions, ranchos and the pueblos of Los Angeles. They were trained in the trades, and they did the construction and maintenance, as well as the farming and managing of herds of livestock. "The Gabrieleño are the ones who did all this work, and they really are the foundation of the early economy of the Los Angeles area " . "That's a contribution that Los Angeles has not recognized--the fact that in its early decades, without the Gabrieleño, the community simply would not have survived."

Confidentiality Disclaimer

This email is confidential and intended solely for the use of the individual(s) to whom it is addressed. The information contained in this message may be privileged and confidential and protected from disclosure.
If you are not the author's intended recipient, be advised that you have received this email in error and that any use, dissemination, forwarding, printing, or copying of this email is strictly prohibited. If you have received this email in error please delete all copies, both electronic and printed, and contact the author immediately.

County of Riverside California

--

Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org

The region where Gabrieleño culture thrived for more than eight centuries encompassed most of Los Angeles County, more than half of Orange County and portions of Riverside and San Bernardino counties. It was the labor of the Gabrieleño who built the missions, ranchos and the pueblos of Los Angeles. They were trained in the trades, and they did the construction and maintenance, as well as the farming and managing of herds of livestock. "The Gabrieleño are the ones who did all this work, and they really are the foundation of the early

economy of the Los Angeles area ". *"That's a contribution that Los Angeles has not recognized--the fact that in its early decades, without the Gabrieleño, the community simply would not have survived."*

From:	Corpuz, Monica
To:	Sparks, Shane
Subject:	FW: County of Riverside, Temescal Canyon Road Widening Project
Date:	Tuesday, March 14, 2023 12:05:19 PM
Attachments:	fr. Gabrieleno Band of Mission Indians_Ref - The First Angelinos pg(49).pdf

From: Wadley, Lisa <LWadley@Rivco.org>
Sent: Thursday, March 9, 2023 3:01 PM
To: Corpuz, Monica <Monica.Corpuz@icf.com>
Subject: FW: County of Riverside, Temescal Canyon Road Widening Project

Hi Monica,

The Gabrieleno Band of Mission Indians – Kizh Nation has responded to our AB52 Consultation for Temescal Canyon Road Widening.

Letter attached says that the "*Project location is within Ancestral Tribal Territory*..." they have requested to schedule a consultation with us as the Lead Agency. I will touch bases with Jan when she is back next week and we will reach out to them to set up the meeting between County and Tribe.

Thanks,

Lisa Wadley, PMP
Associate Transportation Planner
County of Riverside Transportation Department

3525 14th Street, Riverside, CA 92501
Office: 951 955 1506
Cell: 951 897 0505
lwadley@rivco.org

How are we doing? Click the link to tell us

From: Gabrieleno Administration <admin@gabrielenoindians.org>
Sent: Thursday, March 9, 2023 1:46 PM
To: Wadley, Lisa <LWadley@Rivco.org>
Subject: County of Riverside, Temescal Canyon Road Widening Project

CAUTION: This email originated externally from the **Riverside County** email system. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe.

Hello Lisa,

Thank you for your letter dated February 10,2023. Please see the attachment below.

Thank you

Savannah Salas

Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787

website: www.gabrielenoindians.org

The region where Gabrieleño culture thrived for more than eight centuries encompassed most of Los Angeles County, more than half of Orange County and portions of Riverside and San Bernardino counties. It was the labor of the Gabrieleño who built the missions, ranchos and the pueblos of Los Angeles. They were trained in the trades, and they did the construction and maintenance, as well as the farming and managing of herds of livestock. "The Gabrieleño are the ones who did all this work, and they really are the foundation of the early economy of the Los Angeles area ". "That's a contribution that Los Angeles has not recognized--the fact that in its early decades, without the Gabrieleño, the community simply would not have survived."

This email is confidential and intended solely for the use of the individual(s) to whom it is addressed. The information contained in this message may be privileged and confidential and protected from disclosure.
If you are not the author's intended recipient, be advised that you have received this email in error and that any use, dissemination, forwarding, printing, or copying of this email is strictly prohibited. If you have received this email in error please delete all copies, both electronic and printed, and contact the author immediately.

County of Riverside California

This page intentionally left blank.

Appendix F List of Technical Studies

- 2023 Visual Impact Assessment
- 2023 Scoping Questionnaire for Water Quality Issues 2024 Air Quality Report
- 2024 Natural Environment Study (Minimal Impacts) (NESMI)
- 2024 Jurisdictional Delineation Report for the Temescal Canyon Road Widening Project—El Cerrito Segment
- 2024 Community Impact Assessment
- 2024 Noise Study Report
- 2024 Noise Abatement Decision Report
- 2024 Traffic Operations Analysis Report
- 2024 Phase I Initial Site Assessment
- 2024 Draft Relocation Impact Report
- 2025 Determination of Biologically Equivalent of Superior Preservation Report
- 2025 Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis
- 2025 Historic Property Survey Report (HPSR)
- 2025 Archaeological Survey Report (ASR)
- 2025 Historic Resources Evaluation Report (HRER)
- 2025 Finding of No Adverse Effect

This page intentionally left blank.

Appendix G 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 January 24, 2025, through February 22, 2025, are listed below. A public information meeting was held on February 13, 2025.

The comments and responses received during the public review period are grouped by type of commenter. The types of commenters and unique identifiers are:

- State Agency Comment: S-#
- 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 of the California Department of Fish and Wildlife (CDFW) is S-1.1, with S-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 G-1 Comments Received

Number	Commenter	Date
State Agencies		
S-1	California Department of Fish and Wildlife	2/21/25
Regional Agencies		
R-1	Riverside County Airport Land Use Commission	1/23/25
R-2	Riverside County Flood Control and Water Conservation District	2/18/25
Public Comments		
PC-1	Josh Rubal, Sempra Utilities	2/10/25
PC-2	Robert Snyder	2/13/25

G.1 State Agency Comments

G.1.1 Comment Letter S-1: California Department of Fish and Wildlife

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
3602 Inland Empire Boulevard, Suite C-220
Ontario, CA 91764
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

Comment Letter S-1

February 21, 2025

Lisa Wadley
Associate Environmental Planner
County of Riverside Transportation Department
3525 14th Street
Riverside, CA, 92501

Dear Ms. Wadley:

Subject: Initial Study/Mitigated Negative Declaration
Temescal Canyon Road Widening Project – El Cerrito Segment (Project)
State Clearinghouse No. 2025010686

The California Department of Fish and Wildlife (CDFW) received an Initial Study/Mitigated Negative Declaration (IS/MND) from the County of Riverside Transportation Department for the Project pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.[1]

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a).) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (*Id.*, § 1802.) Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

[1] CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

CDFW is also submitting comments as a **Responsible Agency** under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), the Project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

Proponent: County of Riverside Transportation Department

Objective: The objective of the Project is to widen Temescal Canyon Road from two lanes to four lanes from north of El Cerrito Road to Tom Barnes Street, along with a 200-foot segment north of Cajalco Road. Primary Project activities include removing existing pavement, vegetation, and trees, including oak trees; grading the roadway with import material; grading transitions and slopes at private properties; constructing retaining walls, curbs and gutters, sidewalks, curb ramps, driveway connections, and modifications to private properties; widening pavement; installing storm drains, catch basin inlets, connector pipes, and outlet structures; installing replacement fences/walls/gates, pavement markings, roadside signs, and street lights; and relocating existing underground and aboveground utilities and appurtenances.

Location: The Project site is located along Temescal Canyon Road, approximately 0.5 mile east of Interstate 15 (I-15) and the Santa Ana Mountains. Specifically, it would occur in southwest Riverside County in the unincorporated community of El Cerrito and the City of Corona, California.

Timeframe: The Project is expected to begin construction by the end of 2026 and expected to be completed by 2028.

COMMENTS AND RECOMMENDATIONS

S-1.1 CDFW offers the comments and recommendations below to assist the County of Riverside Transportation Department in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. The Project occurs within the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) area and is subject to the provisions and policies of the MSHCP. Thus, CDFW has included recommendations regarding the MSHCP to improve the final MND.

Specific Comments

COMMENT 1: MSHCP

The IS/MND acknowledges that prior to the adoption of the final environmental document, a Joint Project Review (JPR) is required. The JPR package, including a Public Projects JPR Form, MSHCP Consistency Analysis Report, and Determination of Biologically Equivalent or Superior Preservation Report (DBESP), would need to be approved by CDFW, the United States Fish and Wildlife Service (USFWS), and the Western Riverside County Regional Conservation Authority (RCA) prior to the approval of the final MND.

S-1.2

The Project is located within an MSHCP Covered Roads Right-of-Way area with the allowable width being 128 feet. Based on figures included in the IS/MND, it appears that the Project boundary exceeds the allowable width. All Project activities conducted within Covered Roads must remain within the allowable widths assigned to them as provided in the MSHCP Covered Roads data layer (RCA can provide layer upon request). Allowable width includes all project components (e.g., landscaping, safety requirements, curb and gutter, manufactured slopes, fuel modification zones etc.). Components outside of the allowable width will require land replacement at equivalent or superior biological value and Reserve Assembly analysis. A Consistency Analysis must demonstrate that the Project impacts will not exceed the maximum allowable width of 128 feet.

COMMENT 2: Impacts to Riparian/Riverine Resources, Oaks, and Fish and Game Code Section 1602

Section 2.4.3, Pg. 57

Issue: The Project will impact riparian vegetation including coastal and valley freshwater marsh and southern cottonwood- willow riparian forest (CDFW Sensitive Community), and measure **BIO-15: Riparian/Riverine Resources Compensation (Mitigation)** considers compensation for permanent and temporary impacts to riparian/riverine resources at a 1:1 ratio. CDFW is concerned that a compensation ratio of 1:1 may be too low to adequately mitigate for Project impacts to riparian vegetation. CDFW typically requests that mitigation for removal of native riparian vegetation includes replacement, in-kind, at a minimum ratio of 3:1, either on- or off-site, including maintenance and monitoring until established.

S-1.3

The Project proposes mitigation for oak trees (i.e., BIO-18) if measures are not sufficient to avoid impacts (e.g., utility relocations), while direct impacts to willows and cottonwoods are not anticipated. Mitigation for the removal of all trees, including riparian vegetation (cottonwood-willow riparian forest) less than 19 inches diameter-

at-breast-height (DBH) should be at a minimum ratio of 3:1 and mitigation for mature trees (19 inches or greater diameter-at-breast-height [DBH]) or heritage trees (24 inches or greater DBH) should occur at a higher ratio (e.g., 5:1 to 10:1 ratio).

Specific Impact: According to the IS/MND "There are 1.22 acres of riparian/riverine resources within the jurisdictional delineation study area (JSA), of which 0.93 acre is riparian and 0.29 acre is riverine. Riparian vegetation is present within two of the vegetation communities: coastal and valley freshwater marsh and southern cottonwood-willow riparian forest" (Section 2.4.2 pg. 49). Furthermore, the JSA identified 0.30 acres of CDFW streambed and 0.60 acres of associated riparian vegetation. The Project anticipates to temporarily disturb 0.06 acre and permanently remove 0.01 acres of riverine habitat.

Why impact would occur: Riparian habitat is present within the Project site within two drainage features. Riparian vegetation is likely to be impacted either permanently and/or temporarily along the road shoulder and/or at culvert outfalls due to installation of rock slope protection, removal of rock/cobble, and relocation of portions of the drainages.

S-1.3 cont.

Evidence impact would be significant: Wildlife species depend on riparian vegetation for nesting, foraging, and refugia. Removal of riparian vegetation may lead to displacement of species, and deposition of sediment, turbidity, erosion, changes in stream flow, and bank destabilization. Further, the MSHCP (Section 6.1.2) offers protection to riparian/riverine resources.

Recommended Potentially Feasible Mitigation Measures: CDFW recommends the inclusion of the Mitigation Measures below, as revised (edits are in ~~strikethrough~~ and additions are in ***bold italics*****)** in the final MND to ensure impacts to oaks and streams and associated habitat are avoided, minimized, and mitigated.

BIO-14: Aquatic Resources Compensation (Mitigation) (Revised)

To address effects on ~~jurisdictional~~ aquatic resources ***(e.g., Fish and Game Code section 1602)***, a compensatory mitigation plan will be developed during the permitting phase of the Project, which will include a minimum ***3*** ~~1~~:1 ratio for permanent impacts to aquatic resources ~~on jurisdictional resources~~. The required mitigation will be implemented through the use of an agency-approved mitigation bank, permittee-responsible mitigation, ***on site restoration,*** or any other agency-approved mitigation provider***, or through a combination of any of these***.

BIO-15 Riparian/Riverine Resources Compensation (Mitigation) (Revised):

Compensation for permanent ~~and temporary~~ impacts on riparian/riverine resources will occur ***through restoration*** **on site** ~~at a minimum 1:1 ratio~~ ***as follows: tamarisk or other non-native trees shall be replaced with a similar native species local to the Project area at a minimum ratio of 1:1, native riparian habitat including willows less than 19 inches diameter-at-breast-height (DBH) shall be replaced in-kind at a minimum ratio of 3:1, mature trees (19 inches or greater DBH) shall be replaced in-kind at a ratio of at least 5:1, and heritage trees (24 inches or greater DBH) shall be replaced in-kind at a ratio of at least 10:1***. ***All restored habitat shall be monitored and maintained until established. If on site restoration is infeasible to fully compensate,*** ~~. F~~***f***or permanent impacts, compensation ***shall*** ~~can~~ occur through the purchase of mitigation bank credits through a~~n~~ ***CFDW*** ~~agency~~ -approved mitigation bank, ~~in lieu fee provider~~, permittee-responsible mitigation, or any other agency-approved mitigation provider. Mitigation for all riparian/riverine resources will be biologically superior or equivalent to resources occurring on site. Temporary impacts on riparian/riverine resources may be replaced through restoration of the temporarily affected area to pre-Project conditions. Compensatory mitigation will be coordinated with U.S. Army Corps of Engineers (USACE) Clean Water Act (CWA) 404 authorization, Regional Water Quality Control Board (RWQCB) CWA 401 Certification, California Department of Fish and Wildlife (CDFW) Fish and Game Code 1602 Streambed Alteration Agreement acquisition, and Multiple Species Habitat Conservation Plan (MSHCP) riparian/riverine requirements to ensure efficiencies with the mitigation effort. Final mitigation ratios will be determined after consultation with USACE, RWQCB, U.S. Fish and Wildlife Service (USFWS), and CDFW. Western Riverside County Regional Conservation Authority (RCA) and the wildlife agencies will ~~be notified for concurrence~~ ***determine*** ~~once~~ ***the*** final mitigation ratios ***in the approved DBESP and Streambed Alteration Agreement***; this will occur prior to the start of Project construction, including any ground disturbance work and/or vegetation clearing.

S-1.3 cont.

BIO-18: Protection of Oak Trees (Mitigation) (Revised)

The County or its contractor will protect oak trees to the maximum extent possible by adhering to the County of Riverside Oak Tree Management Guidelines. The guidelines include the following design provisions: no construction activities or placement of structures are to occur within the protected zone of any oak tree (i.e., the dripline); no cut or fill slopes are to extend within the protected zone of any oak tree; sedimentation and siltation are to be controlled to avoid filling around the base of an oak tree; and the protected zone around an oak tree is to be clearly delineated to prevent impacts from construction operations and to prevent storage or parking of equipment within this zone. Construction limits adjacent to oak tree avoidance areas will be demarcated using environmentally sensitive area (ESA) fencing (e.g., orange

S-1.3 cont.

snow fencing, silt fencing, signage). If an oak tree is required for removal after avoidance measures are not sufficient to avoid impacts (e.g., utility relocations), then ~~the County of Riverside Tree Removal Ordinance shall be followed accordingly,~~ ~~including a replacement ratio of 1:1 for each affected tree~~ ***oak trees shall be replaced as follows:*** **oaks with** ***19 inches diameter-at-breast-height (DBH) shall be replaced in-kind at a minimum ratio of 3:1, oaks with 19 inches or greater DBH shall be replaced in-kind at a ratio of at least 5:1, and oaks with 24 inches or greater DBH shall be replaced in-kind at a ratio of at least 10:1***. ***All replacements shall occur within the Project area or adjacent areas at a location approved by CDFW or through a CDFW-approved mitigation bank if restoration is infeasible***.

COMMENT 3: Nesting Birds

Section 2.4.3, Pg. 56

Issue: The Project includes suitable habitat for nesting birds. Consequently, measure **BIO-11: Nesting Bird Preconstruction Surveys** considers a pre-construction nesting bird survey during the nesting season. However, measure BIO-11 defines the nesting season as generally being from February 1 to August 31, but the timing of the bird nesting season varies greatly depending on several factors, such as the bird species, weather conditions in any given year, and long-term climate changes (e.g., drought, warming, etc.). CDFW staff have observed that changing climate conditions may result in the nesting bird season occurring earlier and/or later in the year than historical nesting season dates. CDFW recommends the completion of a nesting bird survey regardless of time of year to ensure compliance with all applicable laws pertaining to nesting and to avoid take of nests.

S-1.4

Specific impact: The Project will remove vegetation and cause ground disturbance, which could result in impacts to nesting birds including death, displacement, and loss of foraging, nesting, and refugia habitat. The Project may impact suitable nesting habitat for riparian birds, including least Bell's vireo (*Vireo bellii pusillus*) and southwestern willow flycatcher (*Empidonax traillii extimus*), which require protection through the MSHCP as outlined Section 6.1.2.

Evidence impact would be significant: It is the Project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Fish and Game Code sections 3503, 3503.5, and 3513 afford protective measures for all nests, all eggs, and any raptors or migratory birds as follows: Fish and Game Code section 3503 makes it unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by Fish and Game Code or any regulation made pursuant thereto. Fish and Game Code section 3503.5 makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or

S-1.4 cont.

Strigiformes (birds-of-prey) to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by Fish and Game Code or any regulation adopted pursuant thereto. Fish and Game Code section 3513 makes it unlawful to take or possess any migratory nongame bird except as provided by the rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Bird Treaty Act of 1918, as amended (16 U.S.C. § 703 et seq.).

Recommended Potentially Feasible Mitigation Measure: CDFW recommends the inclusion of the Mitigation Measure below, as revised (edits are in ~~strikethrough~~ and additions are in ***bold italics***) in the final MND to ensure impacts to birds are mitigated to a level of less than significant.

BIO-11 Nesting Bird Preconstruction Surveys (Revised):

~~If construction commences during the nesting bird breeding season (February 1 through August 31), a~~ ***A*** preconstruction survey for nesting birds will occur within 3 days prior to construction activities by an experienced avian biologist. The survey will occur within all suitable nesting habitat within the Project impact area and a 500-foot buffer where access is permitted. If nesting birds are found, an avoidance area will be established as ***determined*** ~~appropriate~~ by a qualified biologist around the nest until it has ***been*** determined that young have fledged~~, or~~ ***and no sign is present that the nest is being used*** ~~nesting activities have ceased~~. The Project site will need to be re-surveyed if there is a lapse in construction activities for more than ***3*** ~~7~~ days ~~during the nesting season~~.

ENVIRONMENTAL DATA

S-1.5

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). The CNNDB field survey form can be filled out and submitted online at the following link: https://wildlife.ca.gov/Data/CNDDB/Submitting-Data. The types of information reported to CNDDB can be found at the following link: https://www.wildlife.ca.gov/Data/CNDDB/Plants-and-Animals.

ENVIRONMENTAL DOCUMENT FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of environmental document filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the environmental document filing fee is

S-1.5 cont.

required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.)

CONCLUSION

CDFW appreciates the opportunity to comment on the IS/MND to assist the County of Riverside Transportation Department in identifying and mitigating Project impacts to biological resources.

Questions regarding this letter or further coordination should be directed to Gabriella Tolley, Environmental Scientist at gabriella.tolley@wildlife.ca.gov.

Sincerely,

DocuSigned by:
Cindy Castaneda for
58B2E2CAD6624CD...

Brandy Wood
Environmental Project Manager

ec: **California Department of Fish and Wildlife**
Cindy Castaneda, Senior Environmental Scientist Supervisor
Cindy.castaneda@wildlife.ca.gov

California Department of Fish and Wildlife
Carly Beck, Senior Environmental Scientist Supervisor
Carly.Beck@wildlife.ca.gov

U.S. Fish and Wildlife Service
Karin Cleary-Rose
Karin_Cleary-Rose@fws.gov

Regional Conservation Authority
Tricia Campbell
tcampbell@rctc.org

Office of Planning and Research, State Clearinghouse, Sacramento
state.clearinghouse@opr.ca.gov

ATTACHMENT A: Mitigation and Monitoring Reporting Plan

CDFW recommends the following language to be incorporated into the final MND for the Project.

Mitigation Measure		**Timing**	**Responsible Party**
BIO-14: Aquatic Resources Compensation (Mitigation)	To address effects on aquatic resources (e.g., Fish and Game Code section 1602), a compensatory mitigation plan will be developed during the permitting phase of the Project, which will include a minimum 3:1 ratio for permanent impacts to aquatic resources. The required mitigation will be implemented through the use of an agency-approved mitigation bank, permittee-responsible mitigation, on site restoration, or any other agency-approved mitigation provider, or through a combination of any of these.	Prior to commencing ground- or vegetation disturbing activities	Project Proponent
BIO-15 Riparian/Riverine Resources Compensation (Mitigation)	Compensation for permanent impacts on riparian/riverine resources will occur through restoration on site as follows: tamarisk or other non-native trees shall be replaced with a similar native species local to the Project area at a minimum ratio of 1:1, native riparian habitat including willows less than 19 inches diameter-at-breast-height (DBH) shall be replaced in-kind at a minimum ratio of 3:1, mature trees (19 inches or greater DBH) shall be replaced in-kind at a ratio of at least 5:1, and heritage trees (24 inches or greater DBH) shall be replaced in-kind at a ratio of at	Prior to or after commencing Project depending on mitigation type	Project Proponent

	least 10:1. All restored habitat shall be monitored and maintained until established. If on site restoration is infeasible to fully compensate for permanent impacts, compensation shall occur through the purchase of mitigation bank credits through CFDW approved mitigation bank, permittee-responsible mitigation, or any other agency-approved mitigation provider. Mitigation for all riparian/riverine resources will be biologically superior or equivalent to resources occurring on site. Temporary impacts on riparian/riverine resources may be replaced through restoration of the temporarily affected area to pre-Project conditions. Compensatory mitigation will be coordinated with U.S. Army Corps of Engineers (USACE) Clean Water Act (CWA) 404 authorization, Regional Water Quality Control Board (RWQCB) CWA 401 Certification, California Department of Fish and Wildlife (CDFW) Fish and Game Code 1602 Streambed Alteration Agreement acquisition, and Multiple Species Habitat Conservation Plan (MSHCP) riparian/riverine requirements to ensure efficiencies with the mitigation effort. Final mitigation ratios will be determined after consultation with USACE, RWQCB, U.S. Fish and Wildlife Service (USFWS), and CDFW. Western Riverside County Regional Conservation Authority (RCA) and the wildlife agencies		

	will determine the final mitigation ratios in the approved DBESP and Streambed Alteration Agreement; this will occur prior to the start of Project construction, including any ground disturbance work and/or vegetation clearing.		
BIO-18: Protection of Oak Trees (Mitigation)	The County or its contractor will protect oak trees to the maximum extent possible by adhering to the County of Riverside Oak Tree Management Guidelines. The guidelines include the following design provisions: no construction activities or placement of structures are to occur within the protected zone of any oak tree (i.e., the dripline); no cut or fill slopes are to extend within the protected zone of any oak tree; sedimentation and siltation are to be controlled to avoid filling around the base of an oak tree; and the protected zone around an oak tree is to be clearly delineated to prevent impacts from construction operations and to prevent storage or parking of equipment within this zone. Construction limits adjacent to oak tree avoidance areas will be demarcated using environmentally sensitive area (ESA) fencing (e.g., orange snow fencing, silt fencing, signage). If an oak tree is required for removal after avoidance measures are not sufficient to avoid impacts (e.g., utility relocations), then oak trees shall be replaced as follows: oaks with 19 inches diameter-at-breast-	Prior to or after commencing Project depending on mitigation type	Project Proponent

	height (DBH) shall be replaced in-kind at a minimum ratio of 3:1, oaks with 19 inches or greater DBH shall be replaced in-kind at a ratio of at least 5:1, and oaks with 24 inches or greater DBH shall be replaced in-kind at a ratio of at least 10:1. All replacements shall occur within the Project area or adjacent areas at a location approved by CDFW or through a CDFW-approved mitigation bank if restoration is infeasible.		
BIO-11 Nesting Bird Preconstruction Surveys	A preconstruction survey for nesting birds will occur within 3 days prior to construction activities by an experienced avian biologist. The survey will occur within all suitable nesting habitat within the Project impact area and a 500-foot buffer where access is permitted. If nesting birds are found, an avoidance area will be established as determined by a qualified biologist around the nest until it has been determined that young have fledged, and no sign is present that the nest is being used. The Project site will need to be re-surveyed if there is a lapse in construction activities for more than 3 days.	Prior to commencing ground- or vegetation disturbing activities	Project Proponent

Response to Comment S-1.1

Thank you for your participation in the environmental review process for the Project and your comments.

Response to Comment S-1.2

A Joint Project Review (JPR) package was reviewed by the Western Riverside County Regional Conservation Authority (RCA) and approved by RCA, CDFW, and U.S. Fish and Wildlife Service (USFWS) on August 13, 2025. All Project design components fall within the Multiple Species Habitat Conservation Plan (MSHCP) allowable width for Temescal Canyon Road. No road widening or buildout would extend outside of the allowable width within the portions of the Project that occur within the Criteria Area. The only permanent impact areas that would exceed the allowable width are a few small areas where grading would occur, as well as one small area of right-of-way expansion and the drainage realignment and addition of rock riprap at Features 1 and 3, respectively. However, these areas are all within entirely developed/disturbed areas that are surrounded by commercial and residential development. They do not contain and are not adjacent to any MSHCP Conserved Lands, including public/quasi-public lands, Additional Reserve Lands, or Criteria Cells with conservation areas, and they do not contain any connectivity features or suitable habitat for MSHCP Covered Species or Criteria Cell planning species. Following Project completion, the road width would remain within the maximum allowable width of 128 feet within the Criteria Area. This information is part of the JPR package that was approved by RCA and wildlife agencies.

Response to Comment S-1.3

No impacts on riparian vegetation will occur. Project impacts on riverine (non-riparian) resources at Feature 1 and Feature 3 would occur during construction; no other riparian/riverine resources would be directly affected. The Project would temporarily disturb 0.06 acre and permanently remove 0.01 acre of areas mapped as riverine; these areas are along the road shoulder or at a culvert outfall and are disturbed with no vegetation. Therefore, they provide minimal functions and value to wildlife. Temporary impacts on Feature 1 include relocating the lower reach within the limits of disturbance to the north and removing the miscellaneous rock/ cobble currently present. The relocated Feature 1 would remain earthen; it is therefore considered a temporary beneficial impact with the removal of the rock/cobble. Feature 3 would have permanent impacts due to rock riprap placement at the culvert outfall to protect against scour. The text has been clarified to include a mitigation ratio of 3:1 replacement consisting of at least a 1:1 component of re-establishment for permanent impacts on riverine resources within Feature 3. **BIO-14** has been modified with some of the suggested changes. **BIO-15** has been clarified to state compensation for permanent impacts on riparian/riverine resources will occur at a 3:1 ratio with a minimum 1:1 ratio of re-establishment.

As stated in the comment, no riparian trees would be affected. The only protected trees that would be affected are oak trees, all of which are street trees and not associated with any CDFW jurisdictional stream or riparian habitat. No change to **BIO-18** has been made.

Response to Comment S-1.4

The County acknowledges the fluctuation of nesting season. **BIO-11** has been updated accordingly.

Response to Comment S-1.5

The County will submit California Natural Diversity Database entries for special-status species found during surveys. The environmental document filing fees have been paid.

G.2 Regional Agency Comments

G.2.1 Comment Letter R-1: Riverside County Airport Land Use Commission

---

From: Rull, Paul <PRull@RIVCO.ORG>
Sent: Thursday, January 23, 2025 2:39 PM
To: Bulinski, Jan <JBulinski@RIVCO.ORG>
Subject: RE: draft environmental document for Temescal Cyn Rd Widening Project

R-1.1 Thank you. the project is not located within an airport influence area, and therefore ALUC has no comments.

If you have any questions, please feel free to contact me.

Paul Rull
ALUC Director

Riverside County Airport Land Use Commission
4080 Lemon Street, 14th Floor
Riverside, Ca 92501
(951) 955-6893
PRULL@RIVCO.ORG
www.rcaluc.org

From: Bulinski, Jan <JBulinski@RIVCO.ORG>
Sent: Thursday, January 23, 2025 2:36 PM
To: Rull, Paul <PRull@RIVCO.ORG>
Subject: draft environmental document for Temescal Cyn Rd Widening Project

Attached is the draft environmental document for the Temescal Cyn Rd widening project for your review.

Jan Bulinski
Environmental Project Manager
County of Riverside Transportation Dept.
3525 14th Street
Riverside, CA 92501
951-955-6859

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.

G.2.2 Comment Letter R-2: Riverside County Flood Control and Water Conservation District

Comment Letter R-2

JASON E. UHLEY
General Manager-Chief Engineer

1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200
951.788.9965 FAX
www.rcflood.org

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

260870

February 18, 2025

Riverside County Transportation Department
3525 14th Street
Riverside, California 92501

Attention: Lisa Wadley

Re: Temescal Canyon Road Widening Project-El Cerrito Segment, From North of El Cerrito Road to Tom Barnes Street

R-2.1

The District does not normally recommend conditions for land divisions or other land use cases in incorporated cities. The District also does not plan check City land use cases or provide State Division of Real Estate letters or other flood hazard reports for such cases. District comments/recommendations for such cases are normally limited to items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees). In addition, information of a general nature is provided.

The District's review is based on the above-referenced project transmittal, received January 23, 2025. The District **has not** reviewed the proposed project in detail, and the following comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety, or any other such issue:

R-2.2

☐ This project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.

☐ This project involves District proposed Master Drainage Plan facilities, namely, _____. The District will accept ownership of such facilities on written request by the City. The Project Applicant shall enter into a cooperative agreement establishing the terms and conditions of inspection, operation, and maintenance with the District and any other maintenance partners. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required. All regulatory permits (and all documents pertaining thereto, e.g., Habitat Mitigation and Monitoring Plans, Conservation Plans/Easements) that are to be secured by the Applicant for both facility construction and maintenance shall be submitted to the District for review. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval, map recordation, or finalization of the regulatory permits. There shall be no unreasonable constraint upon the District's ability to operate and maintain the flood control facility(ies) to protect public health and safety.

☐ If this project proposes channels, storm drains larger than 36 inches in diameter, or other facilities that could be considered regional in nature and/or a logical extension a District's facility, the District would consider accepting ownership of such facilities on written request by the City. The Project Applicant shall enter into a cooperative agreement establishing the terms and conditions of inspection, operation, and maintenance with the District and any other maintenance partners. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval, map recordation, or finalization of the regulatory permits. There shall be no unreasonable constraint upon the District's ability to operate and maintain the flood control facility(ies) to protect public health and safety.

R-2.3 ☒ An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities, namely, El Cerrito Channel & Corona Drains East Ontario Ave Storm Drain and Corona Storm Drain Catch Basin Retrofit. Previous coordination has occurred with District staff to assess design feasibility. If a proposed storm drain connection exceeds the hydraulic performance of the existing drainage facilities, mitigation will be required. For further information, contact the District's Encroachment Permit Section at 951.955.1266.

☐ The District's previous comments are still valid.

GENERAL INFORMATION

R-2.4 The project proponent shall bear the responsibility for complying with all applicable mitigation measures defined in the California Environmental Quality Act (CEQA) document, and/or Mitigation Monitoring and Reporting Program, and with all other federal, state, and local environmental rules and regulations that may apply, such as, but not limited to, the Multiple Species Habitat Conservation Plan (MSHCP), Sections 404 and 401 of the Clean Water Act, California Fish and Game Code Section 1602, and the Porter Cologne Water Quality Control Act. The District's action associated with the subject project triggers evaluation by the District with respect to the applicant's compliance with federal, state, and local environmental laws. For this project, the Lead Agency is the agency in the address above, and the District is a Responsible Agency under CEQA. The District, as a Co-permittee under the MSHCP, needs to demonstrate that all District related activities, including the actions identified above, are consistent with the MSHCP. This is typically achieved through determinations from the CEQA Lead Agency (if they are also a Co-permittee) for the project. For the MSHCP, the District's focus will be particular to Sections 6.1.2, 6.1.3, 6.1.4, 6.3.2, 7.3.7, 7.5.3, and Appendix C of the MSHCP. Please include consistency determination statements from the Lead Agency/Co-permittee for the project for each of these sections in the CEQA document. The District may also require that an applicant provide supporting technical documentation for environmental clearance.

R-2.5 This project may require a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. Clearance for grading, recordation, or other final approval should not be given until the City has determined that the project has been granted a permit or is shown to be exempt.

R-2.6 If this project involves a Federal Emergency Management Agency (FEMA) mapped floodplain, then the City should require the applicant to provide all studies, calculations, plans, and other information required to meet FEMA requirements, and should further require that the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation, or other final approval of the project and a Letter of Map Revision (LOMR) prior to occupancy.

Very truly yours,

Amy McNeill

AMY MCNEILL
Engineering Project Manager

EM:bs

Response to Comment R-2.1

Thank you for your participation in the environmental review process for the Project. Comment noted. The Project is a street improvement capital project led by the County in the unincorporated community of El Cerrito.

Response to Comment R-2.2

The County will enter into a cooperative agreement with the Riverside County Flood Control and Water Conservation District (District) for the inspection, operation, and maintenance of storm drain facilities over 36 inches in size to be accepted for ownership by the District. The County acknowledges that such facilities will be designed and constructed by the County, and plan checked and inspected by the District, in accordance with District standards.

Response to Comment R-2.3

The County will obtain any pertinent encroachment permits for work within District right-of-way and connection to District facilities.

Response to Comment R-2.4

The County acknowledges that the District is a Responsible Agency under the California Environmental Quality Act (CEQA) and co-permittee under the MSHCP. A JPR package was reviewed by RCA and approved by RCA, CDFW, and USFWS on August 13, 2025, which ensures consistency with the MSHCP. Consistency determinations for Sections 6.1.2, 6.1.3, 6.1.4, 6.3.2, 7.3.7, and 7.5.3 and Appendix C of the MSHCP are included within this IS/MND.

Response to Comment R-2.5

The County will obtain a National Pollutant Discharge Elimination System permit for the Project.

Response to Comment R-2.6

The floodplain comment is noted. The District completed construction of the El Cerrito Channel Restoration Stage 90 Project in 2024 for the purpose of removing the Federal Emergency Management Agency (FEMA) floodplain designation in the vicinity of El Cerrito Channel. The District submitted the Letter of Map Revision to FEMA during the summer of 2024, with approval expected by mid 2025.

G.3 Public Comments

G.3.1 Comment Letter PC-1: Josh Rubal, Sempra Utilities

From: SCG SE Region Redlands Utility Request
<SCGSERegionRedlandsUtilityRequest@semprautilities.com>
Sent: Monday, February 10, 2025 11:14 AM
To: Wadley, Lisa <LWadley@Rivco.org>
Cc: SCG SE Region Redlands Utility Request
<SCGSERegionRedlandsUtilityRequest@semprautilities.com>; Bernal, Joe A
<JABernal@socalgas.com>; Liao, William <WLiao@socalgas.com>
Subject: 2/10/25- Temescal Canyon Road Widening Project

CAUTION: This email originated externally from the **Riverside County** email system. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe.

PC-1.1 Joe Bernal JABernal@socalgas.com, the SCG Distribution Franchise Planner for this area, has been included in this correspondence. Please send copies of your plans as soon as available.

Hello,

I just reviewed the documents regarding **Temescal Canyon Road Widening Project**
SoCalGas Distribution does have High-Pressure & Medium-Pressure facilities in the area. Please note on case to have 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-1.2 **To avoid delays in processing requests and notifications, please have all Franchise corespondence sent to our Utility Request inbox, at SCGSERegionRedlandsUtilityRequest@semprautilities.com**

I cover the **Southeast Region – Redlands**
SCGSERegionRedlandsUtilityRequest@semprautilities.com would be your contact for

requests in the southeastern ends of LA County, Riverside County, San Bernardino & Imperial Counties.

Southeast Region - Anaheim office which is all of Orange County and the southern ends of Los Angeles County; therefore, any Map and/or Will Serve Letter requests you have in these areas please send them to AtlasRequests/WillServeAnaheim@semprautilities.com

PC-1.2 cont.

Northwest Region – Compton HQ For West and Central LA County, your Map Request and Will Serve Letters, will go to SCG-ComptonUtilityRequest@semprautilities.com

Northwest Region - Chatsworth

For any requests from the northern most parts of LA County all the way up to Visalia, San Luis Obispo, Fresno and Tulare you would contact NorthwestDistributionUtilityRequest@semprautilities.com

Transmission

For Transmission requests, please contact SoCalGas Transmission, at SoCalGasTransmissionUtilityRequest@semprautilities.com

READ MORE ……..

MINOR STREET IMPROVEMENT PROJECTS: (CHIP SEAL, SLURRY SEAL, GRIND & OVERLAY)

Please notify Southern California Gas Company 4 months prior to start of pavement projects for the gas company to complete leak survey & repair leaks if found.

MAJOR STREET IMPROVEMENT PROJECTS: (PROJECTS REQUIRING EXCAVATIONS GREATER THAN 9 INCHES, WIDENING OF EXISTING STREETS, INSTALLING NEW CURBS & GUTTERS, BUS PADS, TRAFFIC SIGNALS, REALIGNMENT, GRADE SEPARATION, ETC.) &

PC-1.3

PIPELINE PROJECTS: (STORM DRAIN, WATERLINE, WATER, SEWER, ELECTRICAL, TELECOMUNICATIONS, ETC.)

Please provide Southern California Gas Company with your signed designed plans with *gas company facilities posted* on your designs plans, 4-6 months prior to start of construction for possible relocation of SCG medium pressure facilities and 9-12 months for possible relocation of SCG high pressure facilities.

This time is needed to analyze plans and to design required alterations to any

PC-1.3 cont.

conflicting SCG gas facilities. Please keep us informed of any and all pre-construction meetings, construction schedules, etc., so that our work can be scheduled accordingly.
Potholing may be required to determine if a conflict exists between the proposed development and our facilities. If, for any reason, there are SCG facilities in conflict, and a request to be relocated is needed, it is important to send the request in writing. Please include all required information below:

- **A Signed "Notice to Owner" request on Official Letterhead from the City, County, and/or company.**
- **Name, Title and Project Number.**
- **Address, Location, Start Date, Parameters & Scope of Entire Job/Project.**
- **Copy of Thomas Guide Page and/or Google Map Screenshot Highlighting Project Area.**
- **Requestor Company's Contact Name, Title, Phone Number, Email, and other pertinent information**.

Thank you,
Josh Rubal
Lead Planning Associate
Distribution Planning & Project Management
Redlands HQ - Southeast Region
(213) 231-7978 Office
SCGSERegionRedlandsUtilityRequest@semprautilities.com

Confidentiality Disclaimer

This email is confidential and intended solely for the use of the individual(s) to whom it is addressed. The information contained in this message may be privileged and confidential and protected from disclosure.
If you are not the author's intended recipient, be advised that you have received this email in error and that any use, dissemination, forwarding, printing, or copying of this email is strictly prohibited. If you have received this email in error please delete all copies, both electronic and printed, and contact the author immediately.

County of Riverside California

Response to Comment PC-1.1

Thank you for your participation in the environmental review process for the Project. Comment noted.

Response to Comment PC-1.2

The Project team understands that there are high-pressure and medium-pressure 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 you have indicated in your letter, which is the Southeast Region-Redlands.

Response to Comment PC-1.3

The Project team understands the need to communicate with utility companies prior to construction. As noted in the IS/MND, Standard Measure **UT-2** 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.

G.3.2 Comment Letter PC-2: Robert Snyder

NAME: Robert Snyder

ADDRESS: 19740 Carmelita Ave Corona Ca 92881

EMAIL: robert snyder 231@yahoo.com

REPRESENTING:

DO YOU WISH TO BE ADDEDTO THE PROJECT MAILING LIST?

☒ YES

☐ NO

PLEASE DROP COMMENTS IN THE COMMENT BOX OR MAIL TO:

LISA WADLEY
ASSOCIATE TRANSPORTATION PLANNER
RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT
3525 14TH STREET RIVERSIDE, CA 92502-1090
LWADLEY@RIVCO.ORG

FOLD

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

PC-2.1

45 mpH is Too Fast.
35 Through our Town Please

Response to Comment PC-2.1

Thank you for your participation in the environmental review process for the Project. Regarding your comment requesting a lower speed limit, the County follows the California Vehicle Code requirement for establishing speed limits. This is done by conducting a traffic speed survey to determine the 85th percentile speed of actual drivers on a particular segment of street, which is the speed at or below which 85 percent of traffic is moving. This speed is considered a safe and reasonable speed for a given road. The speed limit is then rounded to the nearest 5-mile-per-hour increment. The speeds are re-evaluated approximately every 5 years.

This page intentionally left blank.