Draft Subsequent Environmental Impact Report

Mesa Verde Specific Plan Area 2 Amendment 2 Project

STATE CLEARINGHOUSE NO. 2004071045

JULY 2025

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AB	Assembly Bill
ACC	Advanced Clean Cars
ACM	asbestos-containing material
AERMOD	American Meteorological Society/Environmental Protection Agency Regulatory Model
AFY	acre-feet per year
AG	Attorney General
Alquist-Priolo Act	Alquist-Priolo Earthquake Fault Zoning Act
APE	area of potential effects
Applicant	Mesa Verde Owners, LLC
ANSI	American National Standards Institute
APSA	Aboveground Petroleum Storage Act
AQMP	air quality management plan
ATCM	Airborne Toxic Control Measures
Basin Plan	Water Quality Control Plan for the Santa Ana River Basin
BenMAP	EPA Benefits Mapping and Analysis Program
BMP	best management practice
BP	Business Park
C	Commercial
CAAQS	California Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
Cal OES	California Office of Emergency Services
CalARP	California Accidental Release Prevention
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards
Cal-IPC	California Invasive Plant Council
Cal/OSHA	California Occupational Safety and Health Administration
CAP	Climate Action Plan
CARB	California Air Resources Board
CASSA	Criteria Area Species Survey Area
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CFC	California Fire Code
CFD	Calimesa Fire Department
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CH_4	methane

Acronym/Abbreviation	Definition
CHRIS	California Historical Resources Information System
City	City of Calimesa
CIWMB	California Integrated Waste Management Board
CMC	Calimesa Municipal Code
CMP	Congestion Management Plan
CNDDB	California Natural Diversity Database
CNEL	community noise level
CNRA	California Natural Resources Agency
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	CO_2 equivalent
COA	Conditions of Approval
Cortese List	Hazardous Waste and Substances Sites
County	County of Riverside
CPD	Calimesa Police Department
CPUC	California Public Utilities Commission
CRHR	California Register of Historic Resources
CRPR	California Rare Plant Rank
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibels
dBA	A-weighted decibel
DBESP	Determination of Biologically Equivalent or Superior Preservation
DEH	Department of Environmental Health
DIF	development impact fee
DMA	drainage management area
DPM	diesel particulate matter
DSH	diameter at standard height
DTSC	Department of Toxic Substances Control
DWR	Department of Water Resources
EIC	Eastern Information Center
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act
EO	Executive Order
ESA	Environmental Site Assessment
EV	electric vehicle
EMFAC	EMission FACtor
EPA	U.S. Environmental Protection Agency
FESA	federal Endangered Species Act
FMZ	fuel modification zone
FPP	Fire Protection Plan
General Plan	City of Calimesa General Plan
GHG	greenhouse gas

Acronym/Abbreviation	Definition
GMZ	groundwater management zone
GSA	groundwater sustainability agency
GSP	Groundwater Sustainability Plan
GWP	global warming potential
HAP	hazardous air pollutant
HCP	habitat conservation plan
HFC	hydrofluorocarbons
HHDT	heavy-heavy duty truck
HIA	health impact assessment
HMBP	Hazardous Materials Business Plan
HMMP	Hazardous Material Management Plan
HOA	Homeowners' Association
HRA	health risk assessment
HSC	Health and Safety Code
HVAC	heating, ventilation, and air conditioning
I	Interstate
ICON	Federal Interagency Committee On Noise
IEPR	Integrated Energy Policy Report
Infrastructure Deal	Infrastructure Investment and Jobs Act
IPCC	Intergovernmental Panel on Climate Change
ips	inches per second
ISO	Independent Service Operator
JPR	Joint Project Review
KOP	Key Observation Point
kV	kilovolt
kWh	kilowatt hour
L_{eq}	equivalent noise level over a given period
LACM	Los Angeles County Museum
LBP	lead-based paint
LDA	light-duty auto vehicle
LDT	light-duty truck
LID	low-impact development
LOS	level of service
LST	localized significance threshold
MATES V	Multiple Air Toxics Exposure Study V
MDP	Master Drainage Plan
MEIR	Maximally Exposed Individual Receptor
MGD	million gallons per day
mg/L	milligrams per liter
MHDT	medium-heavy duty truck
MLD	Most Likely Descendant
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program

Acronym/Abbreviation	Definition
MMT	million metric tons
MPO	metropolitan planning organizations
MS4	municipal separate storm sewer system
MSHCP	Multiple Species Habitat Conservation Plan
MT	metric tons
MU	Mixed-Use
MUTCD	Manual of Uniform Traffic Control Devices
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Communities Conservation Plan
NFPA	National Fire Protection Association
NHTSA	National Highway Traffic Safety Administration
NOP	Notice of Preparation
NO_2	nitrogen dioxide
NO_x	oxides of nitrogen
NPDES	National Pollution Discharge Elimination System
NRHP	National Register of Historic Places
O_3	ozone
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
OS-N	Open Space – Natural
PCB	polychlorinated biphenyl
Petra	Petra Geological, Inc.
PFC	perfluorocarbons
PGA	peak ground acceleration
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
PM_{10}	particulate matter less than 10 microns in diameter
Porter–Cologne Act	Porter–Cologne Water Quality Control Act
ppm	part per million
PPV	peak particle velocity
PRC	Public Resources Code
Project and/or Specific Plan Amendment	Mesa Verde Specific Plan Area 2 Amendment 2 Project
RCA	Regional Conservation Authority
RCFCWCD	Riverside Couty Flood Control and Water Conservation District
RCRA	Resources Conservation and Recovery Act
RCSD	Riverside County Sheriff's Department
REC	recognized environmental conditions
RFS	Renewable Fuel Standard
RHNA	Regional Housing Needs Assessment
RIVCOM	Riverside County Transportation Model
RPS	Renewables Portfolio Standard

Acronym/Abbreviation	Definition
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
San Timoteo Canyon	San Timoteo Canyon–San Timoteo Wash
SARWQCB	Santa Ana Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
Scoping Plan	Climate Change Proposed Scoping Plan: A Framework for Change
SCPGA	Professional Golfers Association, Southern California Section
SCS	sustainable communities strategy
SDE	Sandalwood Drive Extension
SEIR	Subsequent Environmental Impact Report
sf	square feet
SF_6	sulfur hexafluoride
SGMA	Sustainable Groundwater Management Act
SHPO	State Historic Preservation Officer
SJAVPCD	San Joaquin Valey Air Pollution Control District
SLCP	Short-lived Climate Pollutant
SLF	Sacred Lands File
SO_2	sulfur dioxide
SoCalGas	Southern California Gas Company
SP	service population
SRA	State Responsibility Area
STC	Sound Transmission Class
SWP	State Water Project
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resource Control Board
TAC	toxic air contaminant
TAZ	traffic analysis zone
TCR	Tribal Cultural Resource
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21st Century
TMDL	total maximum daily load
TMP	Traffic Management Plan
topo	topographic
TRU	Transport Refrigeration Unit
TSD	total dissolved solids
TTM	Tentative Tract Map
TUMF	Transportation Uniform Mitigation Fee
USACE	U.S. Army Corps of Engineers

Acronym/Abbreviation	Definition
USFWS	U.S. Fish and Wildlife Service
UST	underground storage tank
UWMP	Urban Water Management Plan
VHFHSZ	Very High Fire Hazard Severity Zone
VP	Vertebrate Paleontology
VOC	volatile organic compounds
vph	vehicles per hour
WEAP	Workers Environmental Awareness Program
WES	Wildfire Evacuation Study
WQMP	water quality management plan
WRWRF	Henry N. Wochholz Regional Water Reclamation Facility
WSA	Water Supply Assessment
WUI	wildland-urban interface
YCJUSD	Yucaipa-Calimesa Joint Union School District
YSMN	Yuhaaviatam of San Manuel Nation
YVWD	Yucaipa Valley Water District
ZEV	zero-emission vehicle
2017 Specific Plan	Mesa Verde Specific Plan Area 2 Amendment 1

Executive Summary

The purpose of this Executive Summary for this Draft Subsequent Environmental Impact Report (SEIR) is to provide a summary of the proposed Mesa Verde Specific Plan Area 2 Amendment 2 Project (Project or Specific Plan Amendment), its environmental consequences, mitigation measures, and alternatives to the Project. Per the requirements of Section 15123 of the State California Environmental Quality Act (CEQA) Guidelines, a summary shall identify:

1. Each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect (see Sections ES.5 and ES.6)
2. Areas of controversy known to the Lead Agency including issues raised by agencies and the public (see Section ES.4)
3. Issues to be resolved including the choice among alternatives and whether or how to mitigate significant effects (see Sections ES.5 and ES.6)

ES.1 Introduction

The Project provides plans and a new vision to guide the continued implementation of the Project site and bring significant public benefits, housing, and economic benefits to the City of Calimesa (City) and the region. The Specific Plan Amendment contains the updated land use and other plans, site development standards, design guidelines, and processes necessary to implement the new vision for the Mesa Verde residential and mixed-use planned community.

ES.2 Project Overview

This Project, which is an Amendment to the Mesa Verde Specific Plan Area 2 Amendment 1 approved in 2017 (2017 Specific Plan or previously approved project), would serve as the policy and regulatory document, functioning as the zoning code, for the development of the Project site. All future development plans and entitlements must be consistent with regulations set forth in the Specific Plan Amendment and, for issues not covered, must be consistent with all applicable City regulations and/or the approved Development Agreement Amendment.

The Project would permit a maximum of 3,650 residential units (which is the same unit count as in the current Mesa Verde Specific Plan Area 2 Amendment 1), including a mix of single-family detached, single-family attached, and multi-family units. The projected number of units within each of the residential zones include: 790 units of High Residential; 594 units of Medium High; 1,450 units of Medium; 677 units of Low Medium; and 139 units of Low. The Project would permit up to 4.44 million square feet of building area with the Business Park zone (allowing for industrial, logistics, office, and/or educational uses), up to 300,000 square feet of commercial building area within the Commercial and Mixed Use zones, two school sites, open space and public/private parks, utility infrastructure, and roadways. An internal network of trails would connect the Project's land uses and parks.

The Specific Plan Amendment was prepared in accordance with the requirements of the California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450–65457), which allows jurisdictions to adopt specific plans to implement their General Plans. The California Government Code sets forth the minimum requirements and review procedures for a specific plan. The Specific Plan Amendment also complies with the City's Municipal Code

(Chapter 18.15.190) governing the content of specific plans and procedures for their adoption and enforcement. Discretionary actions requested for approval include a, Environmental Assessment, General Plan Amendment, Specific Plan Amendment, Zone Change, Tentative Tract Map, and Development Agreement.

ES.2.1 Project Objectives

According to Section 15124(b) of the State CEQA Guidelines, "the statement of objectives should include the underlying purpose of the project". The underlying purpose for the Project stems from the need to develop a sustainable community in the City of Calimesa that creates a balance among residential, commercial, and other employment generating uses and institutional/public uses, all while being sensitive to the environment. The Project is designed to be in compliance with the vision, assumptions, goals, and policies of the City's General Plan.

The proposed Project is an Amendment to that previous approval. The following objectives represent the primary goals of the proposed Specific Plan Amendment:

1. Expand upon the City of Calimesa's approved vision for the Mesa Verde Estates Specific Plan by increasing employment opportunities and developing new generators of economic growth to increase the City's tax base.
2. Facilitate economic development for the City of Calimesa by establishing new business park uses in close proximity to the State highway system, which can help the City maintain a healthy jobs-to-housing balance ratio.
3. Increase the efficiency of the development by accommodating new employment-generating land uses within the boundaries of the Specific Plan, while maintaining a similar development footprint and preserving undeveloped open space.
4. Provide public facilities and services that would benefit the Specific Plan as well as the larger Calimesa community, including new schools, recreational and park amenities, trails, public works building, and a new fire station.
5. Create thriving and healthy neighborhoods through the provision of pedestrian amenities, including a network of sidewalks, trails, and bicycle lanes, that increase opportunities for connectivity with the community schools, parks, and commercial centers and reduce vehicle miles traveled.
6. Preserve and protect natural open space within the Specific Plan that satisfies the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan.
7. Provide the same number of residential units as in the approved Mesa Verde Estates Specific Plan, in a more clustered development area to maximize the efficient use of regional infrastructure, while helping the City meet its regional housing needs.
8. Create an efficient transportation network that maximizes the use of existing and planned infrastructure and promotes vehicular and pedestrian connectivity within the City.

ES.2.2 Project Location

The Project site comprises 1,463.1 acres of undeveloped land located in the northwestern portion of the City of Calimesa, in the County of Riverside, California, as shown in Figure 2-1 Regional Location and Local Vicinity, in Chapter 2, Environmental Setting of this Draft SEIR. The Project site is adjacent to and south of the border of San Bernardino County. Regional access to the Project site is provided via the Interstate (I) 10 at the Calimesa

Boulevard (leading to Sandalwood Drive) and the County Line Road exits. The Project site includes 14 parcels[1] and is found within the El Casco and Yucaipa 7.5-minute quadrangles, as mapped by the U.S. Geological Survey.[2]

ES.2.3 Project Summary

Proposed Project

Specific Plan Amendment

The Project is designed to refresh the land use plan, goals, objectives, development standards, and design guidelines from those described and depicted in the 2017 Specific Plan. Table ES-1 describes the land use and development details for the previously approved 2017 Specific Plan compared to the proposed Project.

Table ES-1. Proposed Project Comparison to the 2017 Mesa Verde Specific Plan Area 2 Amendment 1

Category	Adopted 2017 Specific Plan	Mesa Verde Specific Plan Area 2 Amendment 2	Summary of Changes
Residential Land Uses[1]			
Very Low Residential	158 lots	0 lots	Decrease of 158 lots – eliminated
Low Residential	428 lots	139 lots	Decrease of 289 lots
Low Medium Residential	693 lots	677 lots	Decrease of 16 lots
Medium Residential	1,669 lots	1,450 lots	Decrease of 219 lots
Medium High Residential	344 lots	594 lots	Increase of 250 lots
Multifamily (High Density Residential)	358 lots	790 lots	Increase of 432 lots
Total Residential Units	**3,650 units**	**3,650 units**	**No Change**
Total Residential Acres	**735.3 acres**	**474.6 acres**	**Decrease of 260.7 acres**
Non-Residential Land Uses			
Mixed Use	46.5 acres	19.4 acres	Decrease of 27.1 acres
Business Park	0 acres	241.9 acres	Increase of 241.9 acres
Commercial	0 acres	4.4 acres	Increase of 4.4 acres
Public Works/Fire Station	0 acres	5.3 acres	Increase of 5.3 acres
Lift Station	0 acres	1.5 acres	Increase of 1.5 acres
Water Tank	2.9 acres	3.2 acres	Increase of 0.3 acres
Open Space	489.7 acres	497.2 acres	Increase of 7.5 acres
Public Parks	47.9 acres	50.3 acres	Increase of 2.4 acres
Private Recreation	8.2 acres	16.1 acres	Increase of 7.9 acres
Schools	25.4 acres	22.0 acres	Decrease of 3.4 acres
Basins	19.6 acres	26.2 acres	Increase of 6.6 acres
Roads	87.5 acres	101 acres	Increase of 13.5 acres

1 Assessor's Parcel Numbers (APNs) 411-210-010, 411-210-028, 413-030-025, 413-040-013, 413-040-017, 413-040-018, 413-040-020, 413-040-023, 413-160-011, 413-200-003, 413-200-040, 413-200-042, 413-200-044, and 413-200-048.

2 USGS 7.5-Minute Series El Casco and Yucaipa Quadrangles; Township 2S / Range 2W / Sections 08, 09, 14, 15, 16, 17, 22, 23

Category	Adopted 2017 Specific Plan	Mesa Verde Specific Plan Area 2 Amendment 2	Summary of Changes
Roads and Circulation[2]			
Street B from Street E to Street D	Collector Street	Divided Collector	Increased 14 feet to Divided Collector
Street D from Street A to Street B	Collector Street	Divided Collector	Increased 14 feet to Divided Collector
Street F	Divided Collector	Collector	Decreased to 66-foot Collector – new alignment
7th Street	Modified Collector	Local	Decreased to 60-foot Local
Roberts Road from north of Sandalwood Drive to 7th Street	Modified Secondary	Local[3]	Decreased to 60-foot Local

Notes:
1 Residential land uses include changes to density and housing type.
2 All listed roadways reflect the proposed Specific Plan Amendment names.
3 May require additional turn lanes at 7th Street and Sandalwood Drive.

Discretionary Actions

The proposed Project would require approval of the following discretionary actions by the Calimesa City Council, which are submitted and processed concurrently:

- **Environmental Assessment No. 23-02 –** Certification of this SEIR (SCH No. 2004071045), which has been prepared in conformance with CEQA to ensure that the incremental environmental impact changes between the proposed Project and the 2017 Specific Plan are analyzed and considered and that all feasible and reasonable mitigation measures or alternatives are implemented to reduce the identified significant impacts. Overriding considerations will be considered by the City. The preparation and review process of the SEIR requires public notification, stakeholder input, and community participation.
- **General Plan Amendment No. 23-01** – A General Plan Amendment is required to change following in the General Plan: (a) change Figure LU-1, Land Use Map, to reflect the new land use designation changes; (b) change Figure TM-1, Circulation Map, to reflect the new roadway configuration and categorization changes; (3) change Figure OSPR-1, Existing Public Parks and Open Space Areas, to reflect the new public parks; (4) change Figure OSPR-2, Trails Master Plan, to reflect the new trails system; and (5) update references to the "Mesa Verde Estates" Specific Plan to reflect the Specific Plan Amendment.
- **Specific Plan Amendment No. 23-01 –** The Specific Plan Amendment would replace the previously approved 2017 Specific Plan for the 1,463.1-acre property to provide for the orderly development of a property through compliance with site-specific development standards that are consistent with the intent and policies of the General Plan.
- **Zone Change No. 23-01** – The Specific Plan Amendment would modify the previously approved zones in the 2017 Specific Plan. The zoning changes include redistribution and development standards of the Residential, Mixed-Use, Public/Quasi-Public Facilities, Open Space, Elementary School, and Calimesa Public Works zone districts; creation of a new Commercial zone and Business Park Zone; and provision of updated development standards accordingly.

- **TTM No. 33931-** Revision 2 to TTM No. 33931 would provide for the subdivision of property into 57 lots and public streets, including easements for utilities and ingress/egress, for finance and conveyance purposes.
- **Development Agreement Amendment No. 1 –** The Development Agreement Amendment between the City and the Applicant specifies the respective development and financial obligations of both parties.

ES.3 Subsequent EIR Process

The purpose of this SEIR is to review the existing conditions, analyze potential significant environmental impacts, and identify feasible mitigation measures or alternatives to reduce the Project's potentially significant effects compared to the previous analyses and approvals. This Draft SEIR has been prepared on behalf of the City as the lead agency for the Project. Under CEQA, the public agency with principal responsibility for carrying out or approving a proposed project is referred to as the "lead agency" (CEQA Guidelines Section 15367). The City has primary land use jurisdiction over development within the City, which includes the Project site.

The SEIR will be circulated for public review to provide the public, institutions, agencies, and other interested parties the opportunity to review and provide comment on the Draft SEIR. Once the public review period ends, the City will review and respond to all comments made on the Draft SEIR as appropriate in the Final SEIR. The Final SEIR will be prepared and presented to the City decision makers to consider whether to certify the Final SEIR and approve the Project.

If the SEIR identifies significant unavoidable impacts, even with implementation of all feasible mitigation measures, the City decision makers may nonetheless determine to approve the Project. This determination requires the decision makers to balance the benefits of the Project to determine if they outweigh identified significant unavoidable impacts. If the benefits of the Project outweigh the significant unavoidable impacts, the impacts may be considered "acceptable," and the Project approved. The basis for the approval must be set forth in a Statement of Overriding Considerations required by CEQA.

ES.4 Areas of Controversy

A Notice of Preparation (NOP) was circulated, establishing a public scoping period that was held between May 10, 2024, and June 10, 2024, to solicit input on the scope of the analysis for the SEIR. Additionally, an in-person scoping meeting was held by the City of Calimesa on May 30, 2024. The purpose of this meeting was to seek input from public agencies and the public regarding potential Project environmental impacts. Approximately 12 people attended the scoping meeting, and 16 written comments were received during the NOP review period. Comment letters are included in Appendix A, Notice of Preparation, Comment Letters, and Summaries of this SEIR. The public comments and questions received at the scoping meeting, as well as in writing, generally pertained to the following topics:

- Impacts to existing infrastructure and service systems
- The proposed use of County Line Road for full access as opposed to emergency access only
- Increased traffic along and proposed widening of County Line Road
- Noise and pollution related to increased traffic
- Increased traffic and freeway corridor access within the adjacent City of Yucaipa
- Tribal consultation requirements pursuant to Assembly Bill 52 and Senate Bill 18

- Potential displacement of wildlife
- Potential impacts to mature oak trees
- Protection of air quality
- Reduction of potential greenhouse gas emissions
- Potential cumulative impacts
- Public transportation and traffic management in cooperation with Riverside Transit Agency (RTA)
- Potential noise impacts
- The reduction of lower density housing and increase of higher density housing on the Project site
- The addition of business park and industrial warehouse uses on the Project site
- Potential for increased wildfire hazards

ES.5 Summary of Project Alternatives

This SEIR includes an evaluation of the following alternatives:

- Alternative 1: No Project - Previously Approved 2017 Mesa Verde Specific Plan Area 2 Amendment 1
- Alternative 2: Business Park Use Restrictions 1
- Alternative 3: Reduced Grading /Increased Residential Density/Decreased Business Park
- Alternative 4: Reduced Grading /Increased Residential Density/Decreased Business Park – Emergency-Access Only on County Line Road
- Alternative 5: Active Adult Units
- Alternative 6: Business Park Use Restrictions 2

Alternative 1: No Project - Previously Approved 2017 Mesa Verde Specific Plan Area 2 Amendment 1

Alternative 1, Previously Approved 2017 Mesa Verde Specific Plan Area 2 Amendment 1, is a "No Project" alternative pursuant to Section 15126.6(e) of the CEQA Guidelines and examines the environmental effects that would occur if development occurred under the previously approved 2017 Mesa Verde Specific Plan. Under this alternative, buildout of the Project site would occur as currently approved. This would include the development of up to 3,650 residential units; 250,000 square feet of commercial space; 46.5 acres of mixed-use space; 519 acres of open space; 56.2 acres of public parks and private recreation facilities; 87.5 acres of roads; and two school sites. This alternative includes the extension of Roberts Road from the Project site boundary north to County Line Road and assumes County Line Road would be utilized for emergency-access only.

Alternative 2: Business Park Use Restrictions 1

Alternative 2, Business Park Use Restrictions 1, would limit the types of uses that could occupy the Business Park zone. Under Alternative 2 (and as with the Project) the Business Park zone would consist of 243 acres comprised of seven Planning Areas contiguously in the southeastern portion of the Project site. The maximum size of any single building for any single structure housing a warehouse, storage facility or distribution facility within the Business Park zone would be 700,000 net square feet (except for Planning Area 3, which would have a maximum building area of 240,000 square feet) and the maximum development limit would be 4,440,000 square feet of Business

Park use. The maximum building height would be 60 feet for all Business Park Planning Areas with the exception of Planning Area 3, which would include a maximum height of 60 feet.

However, Alternative 2 would reduce the amount of allowable High-Cube Fulfillment Center (Sort) uses from 1,400,000 square feet to 700,000 square feet. In total, Alternative 2 would allow for 2,800,000 square feet of general light industrial, 700,000 square feet of High-Cube Fulfillment Center (Sort), 700,000 square feet of High-Cube Fulfillment Center (Non Sort), and 240,000 square feet of professional office uses. Aside from the change in allowable uses for 700,000 square feet of Business Park use, all other Project components under Alternative 2 would be the same as the proposed Project.

Alternative 3: Reduced Grading/Increased Residential Density/Decreased Business Park

Alternative 3, Reduced Grading/Increased Residential Density/Decreased Business Park, would reduce the grading footprint by 264.3 acres by substantially reducing the number of single-family homes in favor of multifamily housing and attached-row townhomes, which would provide increased density within a more clustered development area. Under Alternative 3, the total unit count would remain at 3,650 but the unit mixed would be changed. Alternative 3 would include 1,256 High Residential units (i.e., multifamily; 21 dwelling units per acre), 1,080 Medium-High Residential units (i.e., attached row townhomes; 16 dwelling units per acres), and 1,314 Medium Residential units (i.e., single-family cluster; 12 dwelling units per acre). The Low-Medium and Low Residential units would be eliminated.

The maximum square footage allowed in the Business Park land use would be reduced by 10%, from a maximum of 4,400,000 square feet to a maximum of 3,996,000 square feet. The maximum size of any single building for any single structure housing a warehouse, storage facility or distribution facility would remain at a not exceed 700,000 square feet, but the total allowable development would be reduced by 10%.

For the purposes of analysis of Alternative 3, the reduction in Business Park buildout is allocated among Planning Areas 2 through 8. Alternative 3 would allow for 1,260,000 square feet of High-Cube Fulfillment Center- Sort (reduced from 1,400,000 square feet), 2,520,000 square feet of general light industrial (reduced from 2,800,000 square feet), and 216,000 square feet of professional office use (reduced from 240,000 square feet).

The Natural Open Space (OS-N) land use category would be increased from 496.6 acres (33.9% of the Project site) to 760.2 acres (52.0% of the Project site), which results in a preservation of 263.6 acres (53% increase in open space) when compared to the proposed Project. The total acreage of park space (i.e., Open Space – Public Park [OS-PP] and Open Space – Private Recreation [OS-PR]) would be slightly decreased, Public/Quasi-Public Facilities (PF) would be decreased, Elementary School (ES) would be slightly increased, and roads would be increased. The Alternative 3 land use plan is illustrated in Figure 6-1, Alternative 3 Land Use Plan, in Chapter 6, Alternatives of this Draft SEIR.

Alternative 4: Reduced Grading/Increased Residential Density/Decreased Business Park – Emergency-Access Only on County Line Road

Alternative 4, Reduced Grading/Increased Residential Density/Decreased Business Park – Emergency-Access Only on County Line Road, would utilize the buildout assumptions included in Alternative 3 but would also eliminate the use of County Line Road as a through-street. Under Alternative 4, Street “A” would be gated at the boundary of the Project site and would utilize County Line Road for emergency-access only, with all Project-related traffic going down Sandalwood Drive.

Alternative 5: Active Adult Units

Alternative 5, Active Adult Units, would include active adult units in the Medium, Low-Medium, and Low residential unit mix. Under Alternative 5, the total unit count and unit type (i.e., High, Medium High, Medium, Low Medium, and Low) would remain the same as under the Project; however, the unit mix would now include 1,620 active adult units, specifically 875 Medium, 677 Low-Medium, and 68 Low active adult units. The overall grading acreage for the Project would remain the same, and the acres of all Planning Areas would remain the same, with the exception of the elimination of one school and corresponding reduction in the Elementary School (ES) zone by 10.3 acres. The 10.3 acres would be absorbed into the Residential Planning Areas, although the total unit count would remain at 3,650 units. However, as identified in National Association of Home Builders (NAHB), population density for age restricted dwellings units is 2.11 persons per household, compared to an average household size of 2.75 persons per household for typical dwelling units. Of the 3,650 total dwelling units, 1,620 would be active adult units. As such, the total residential population under Alternative 5 would be reduced to 9,002 compared to 10,038 under the Project (i.e., a reduction of 1,036 residents). The Alternative 5 land use plan under is illustrated in Figure 6-2, Alternative 5 Land Use Plan in Chapter 6, Alternatives of this Draft SEIR.

Alternative 6: Business Park Use Restrictions 2

Similar to Alternative 2, Alternative 6, Business Park Use Restrictions 2, would limit the types of uses that could occupy the Business Park zone. Under Alternative 6 (and as with the Project) the Business Park zone would consist of 243 acres comprised of seven Planning Areas contiguously in the southeastern portion of the Project site. The maximum size of any single building for any single structure housing a warehouse, storage facility or distribution facility within the Business Park zone would be 700,000 net square feet (except for Planning Area 3, which would have a maximum building area of 240,000 square feet) and the maximum development limit would be 4,440,000 square feet of Business Park use. The maximum building height would be 60 feet for all Business Park Planning Areas.

Alternative 6 would reduce the amount of allowable High-Cube Fulfillment Center (Sort) uses from 1,400,000 square feet to 700,000 and include additional use restrictions to facilitate High Cube Transload/Short-Term Storage, High-Cube Cold Storage, and warehousing (as opposed to the general light industrial uses proposed under the Project). In total, Alternative 6 would allow for 1,900,000 square feet of High-Cube Transload/Short-Term Storage, 700,000 square feet of warehousing, 700,000 square feet of High-Cube Fulfillment Center (Sort), 700,000 square feet of High-Cube Fulfillment Center (Non Sort), and 200,000 square feet of High-Cube Cold Storage, and 240,000 square feet of general office uses in the Business Park planning areas. Aside from the change in allowable uses for the Business Park planning areas, all other Project components under Alternative 6 would be the same as the proposed Project.

ES.5.1 Environmentally Superior Alternative

The Project would result in significant and unavoidable impacts to aesthetics (cumulative only), air quality, greenhouse gas (GHG) emissions, and noise, even with implementation of required mitigation measures. The Project would require mitigation measures to reduce potentially significant impacts to a less than significant level for biological resources, cultural and tribal cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, transportation, utilities and service systems, and wildfire.

Based on the analysis and the comparison of impacts presented in Chapter 6, Alternatives of this Draft SEIR, the environmentally superior alternative would be Alternative 3, Reduced Grading/Increased Residential

Density/Decreased Business Park. Alternatives 3 would reduce (still significant and unavoidable) impacts related to aesthetics, air quality, noise, and GHG emissions. Alternative 3 would also reduce impacts for biological resources, cultural and tribal cultural resources, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, transportation, utilities, and wildfire due to the substantially reduced grading footprint and preservation of more undeveloped open space within the Project site.

ES.6 Summary of Environmental Impacts and Mitigation Measures

Table ES-2 summarizes the results of the environmental analysis, including the potentially significant environmental impacts of the Project, the proposed mitigation measures required to reduce or avoid these impacts, and the level of significance after mitigation. Each adopted mitigation measure also will be included in the Project's Mitigation Monitoring and Reporting Program to ensure enforcement. Impacts and mitigation measures in Table ES-2 are organized by issue areas addressed in Chapter 4, Environmental Analysis. Chapter 4 also includes an analysis of the cumulative impacts of the Project for each issue. Chapter 5, Other CEQA Considerations, includes a brief analysis of the effects found not to be significant.

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Aesthetics			
Would the project have a substantial adverse effect on a scenic vista?	Potentially Significant	**MM-AES-1, Visual Shielding Plan.** Prior to the issuance of any grading permits for any phase of Project implementation, the Project Applicant/Developer shall prepare a Visual Shielding Plan. The Plan shall include the following: ▪ **Designated Staging Areas:** The Plan shall require the establishment of designated staging area(s) intended for the storage of construction equipment and vehicles, stockpiles, waste bins, and other construction-related materials during Project construction. Upon completion of construction activities for the day, all equipment shall be consolidated in the designated staging area(s) and any equipment or machinery not in use for a period of six or more months shall be removed from the Project site. ▪ **Visual Shielding**: The Plan shall require establishment of visual shielding in the form of temporary, opaque fencing and/or cloth screening around the designated construction staging areas(s). The color palette of temporary fencing and/or cloth screening shall be restricted to neutral earth tones (e.g., shades of brown, green, gray, or beige). ▪ **Project Site Cleanliness/Management:** All construction-related equipment and materials on the Project site shall be maintained in a clean and organized manner. ▪ **Monitoring:** Monthly inspections shall be conducted to assess the effectiveness of the Plan. Any failed or poorly-performing visual shielding (e.g., damaged fencing and/or cloth screening) shall be replaced or repaired as soon as possible. The Plan shall be reviewed and approved by the City to ensure compliance with this mitigation measure. Visual shielding and establishment of designated staging areas shall commence prior to grading or soil disturbance activities and shall be maintained	Less Than Significant with Mitigation

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		throughout the construction period and until the site is permanently stabilized and/or developed. **MM-AES-2, Interim Revegetation Plan.** Prior to the issuance of grading permits for Phase 1 and Phase 2 of Project implementation, the Project Applicant/Developer shall prepare an Interim Revegetation Plan for portions of Planning Areas adjacent to Sandalwood Drive and/or Mustang Way (graded in Phase 1) and Street B adjacent to Mesa View Middle School (graded in Phase 2), if it is determined that there would be graded pads that would not be subject to building/construction activities for more than one year. Areas that would be required for ongoing equipment staging, maintenance, or construction access would not be subject to the Interim Revegetation Plan, but would be subject to MM-AES-1. The Interim Revegetation Plan shall include the following: ▪ **Interim Revegetation:** The Plan shall be prepared by a landscape architect and shall identify the appropriate plant species, planting density, temporary irrigation system type, and irrigation schedule to visually screen the graded pad from Sandalwood Drive/Mustang Way and Street A adjacent to the Middle School. Revegetation shall involve the application of non-invasive and drought tolerant plant species suitable for the local climate and soil conditions that would effectively buffer views of graded pads. Revegetation shall be conducted along the edge areas of the subject graded pads that front onto the adjacent roadway. An appropriate irrigation system shall be implemented to sustain the newly-planted vegetation. ▪ **Weed Abatement:** The Plan shall identify methods for weed abatement, which may include but not be limited to regular mowing and/or seeding with non-invasive and drought tolerant cover species.	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		▪ **Monitoring:** Monthly post-planting and irrigation inspections shall be conducted by the Developer and/or Merchant Builder to assess the effectiveness of the revegetation measures. Any failed or poorly-performing plantings or irrigation systems shall be replaced or repaired as soon as feasible. The Plan shall be reviewed and approved by the City to ensure compliance with this mitigation measure. Revegetation and irrigation should commence within six months after grading or soil disturbance activities have ceased and shall be maintained throughout the construction period and until the site is permanently stabilized and/or developed.	
Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact	N/A	No Impact
In non-urbanized areas, would the project 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 publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other	Potentially Significant	**MM-AES-1** (see above) **MM-AES-2** (see above) **MM-BIO-12** (see below)	Less Than Significant with Mitigation

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
regulations governing scenic quality?			
Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Potentially Significant	**MM-BIO-1** (see below) **MM-BIO-2** (see below)	Less Than Significant with Mitigation
Would the project have a cumulative effect on aesthetic resources?	Potentially Significant	**MM-AES-1** (see above) **MM-AES-2** (see above) **MM-BIO-1** (see below) **MM-BIO-2** (see below) **MM-BIO-12** (see below)	**Cumulatively Considerable**
Air Quality			
Would the project conflict with or obstruct implementation of the applicable air quality plan?	Potentially Significant	**MM-AQ-1, Update the Regional Growth Forecast.** The applicant has informed the Southern California Association of Governments (SCAG) of the Project so that SCAG's next Regional Transportation Plan/Sustainable Communities Strategy (anticipated to be 2028) can appropriately reflect residential housing, population, and employment locations and forecasts in the City of Calimesa. The updated information provided to SCAG is anticipated to be used by the South Coast Air Quality Management District (SCAQMD) to update the Air Quality Management Plan (AQMP). The applicant shall prepare and submit a letter notifying SCAQMD of this revised forecast for use in the future updates to the AQMP as required.	**Significant and Unavoidable**
Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an	Potentially Significant	**MM-AQ-2, Construction Equipment Exhaust Minimization**. Prior to the commencement of construction activities for the Project, the Applicant shall require its construction contractor to use California Air Resources Board (CARB)-certified Tier 4 Final engines for all diesel-	**Significant and Unavoidable**

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
applicable federal or state ambient air quality standard?		powered equipment pieces that are 50 horsepower or greater throughout all phases of construction. In the event of changed circumstances (e.g., changes in the availability of specific types of construction equipment), the applicant may submit a request to the City of Calimesa Community Development Department to apply an equivalent method of achieving Project-generated construction emissions that fall below the numeric cancer risk standards established by the South Coast Air Quality Management District (SCAQMD). Documentation using industry-standard emission estimation methodologies shall be furnished to the City of Calimesa Community Development Department demonstrating that estimated Project-generated construction emissions would not exceed the estimated mitigated emissions for mass-daily regional construction emissions as presented in Section 4.2, Air Quality, of this Draft Environmental Impact Report and SCAQMD's cancer risk threshold of one in a million with the alternate construction method(s). If the documentation demonstrates that Project-generated construction emissions will remain below estimated mitigated emissions for mass-daily regional construction emissions as presented in Section 4.2, Air Quality, of this Draft Environmental Impact Report and SCAQMD's cancer risk threshold of one in a million, then the City of Calimesa Community Development Department Director may approve the alternate construction method(s), at the Director's discretion. Required construction equipment fleet and methodologies approved by the City shall be included in the contract specifications for the applicant's construction contractor. The construction contractor shall demonstrate that at least three construction fleet owners/operators in Riverside County were contacted and that those owners/operators confirmed Tier 4 Final equipment could not be located within Riverside County during the desired construction schedule. **MM-AQ-3, Engine Maintenance During Construction.** The construction contractor shall include the following recommendations within their	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		contractor plans: regularly scheduled engine maintenance be performed to minimize equipment emissions, and that maintenance records, data sheets, specifications, and emission control tiers be maintained onsite and furnished to the lead agency or other regulators upon request. **MM-AQ-4, Construction Equipment Alternative Fuels.** The construction contractor shall include the following recommendation within their contractor plans: alternative fuels, such as electric or ultra-low sulfur diesel off-road construction vehicles/equipment where applicable and feasible. Such equipment shall be considered feasible if available within Riverside County. **MM-AQ-5, Electric or Zero-Emission Construction Equipment.** Electric or zero-emission construction equipment shall be used rather than diesel or gasoline-powered engines where feasible. Such equipment shall be considered feasible if available within Riverside County. The construction contractor shall demonstrate that at least three construction fleet owners/operators in Riverside County were contacted and that those owners/operators confirmed that electric or non-diesel powered construction equipment could not be located within Riverside County during the desired construction schedule. **MM-AQ-6, Use of Super-Compliant Low-VOC Paint During Construction.** Applicants for new development projects within the Mesa Verde Specific Plan shall require the construction contractor to use coatings and solvents with a volatile organic compound (VOC) content of 10 grams per liter (g/L) or less for all interior and exterior paint applications for residential and non-residential land uses. Use of paints with VOC content of less than 10 g/L and the spray method shall be included as a note on architectural building plans and verified by the City of Calimesa Building Official or their designee during construction. **MM-AQ-7, Construction Idling Minimization**. Legible, durable, weather-proof signs shall be placed at construction staging areas within the Project site by the construction contractor. At a minimum, each sign	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		shall include: 1) instructions for construction workers to shut off engines when not in use; 2) instructions for operators of heavy-duty diesel construction equipment to restrict idling to no more than two (2) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager to report violations. The construction contractor shall submit plans for the signs to the City of Calimesa for their review and approval prior to commencement of construction activities. The City of Calimesa shall confirm the content and placement of these signs. **MM-AQ-8, Electric Tools and Hookups During Construction.** The Project Applicant or its designee shall implement the following strategies during construction activities and provide evidence to the City of Calimesa that the Construction Contractor's contract specifications include the following: the construction contractor shall use electric tools and provide electrical connection to the power grid rather than utilize diesel-fueled generators for the powering of electric construction tools such as saws, drills, and compressors, if electricity is readily available at the location of construction activities. **MM-AQ-9, Transit and Ridesharing During Construction.** The construction contractor shall prepare and submit to the City of Calimesa's Community Development Department informational pamphlet on transit and ridesharing programs and services to construction employees for their review and approval. This informational pamphlet shall provide detailed information for construction workers to access alternative means of transportation than solo-occupancy vehicles to the Project site. The informational pamphlet shall then be provided to all on-site construction personnel prior to and throughout the duration of all construction activities. **MM-AQ-10, On-Site Bicycle Trails.** The Project Applicant/Developer shall demonstrate that the design plans for the Project include construction or dedication of land for the provision of on-site bicycle	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		trails linking the facility to designated off-site bicycle commuting routes for the City of Calimesa's review and approval. **MM-AQ-11, On-Site Improvements.** The Project Applicant/Developer shall demonstrate to the City of Calimesa that the design plans for the Project include site improvements such as street furniture, route signs, bus turnouts, and sidewalks or pedestrian paths. **MM-AQ-12, Electric Vehicle Charging Infrastructure.** For the warehouse/industrial portion of the Project, the buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. The Project Applicant shall provide building design plans demonstrating this to the City of Calimesa for their review and approval prior to issuance of a building permit. Conduit shall be installed from the electrical room to tractor trailer parking spaces in a logical location(s) on the site determined by the Project Applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available and the buildings are being served by trucks with electric-powered engines. **MM-AQ-13, TRU Electric Infrastructure.** For the Business Park portion of the Project, the buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed in the future to supply power to trailers with transport refrigeration units (TRUs) during the loading/unloading of refrigerated goods. The Project Applicant shall provide building design plans demonstrating this to the City of Calimesa for their review and approval prior to issuance of a building permit. Conduit should be installed from the electrical room to the loading docks determined by the Project Applicant during construction document plan check as the logical location(s) to receive trailers with TRUs. **MM-AQ-14, Tenant Notifications.** Upon occupancy and annually thereafter, the facility operator shall provide information to all	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		tenants, with instructions that the information shall be provided to employees and truck drivers as appropriate, regarding: ▪ Building energy efficiency, solid waste reduction, recycling, and water conservation. ▪ Vehicle GHG emissions, electric vehicle charging availability, and alternate transportation opportunities for commuting. ▪ Participation in the Voluntary Interindustry Commerce Solutions (VICS) "Empty Miles" program to improve goods trucking efficiencies. ▪ Health effects of diesel particulates, State regulations limiting truck idling time, and the benefits of minimized idling. ▪ The importance of minimizing traffic, noise, and air pollutant impacts to any residences in the Project vicinity. **MM-AQ-15, On Site Signage Program.** Prior to issuance of a building permit, the Project Applicant/Developer shall provide the City with an on-site signage program that clearly identifies the required on-site circulation system, for the industrial portion of the Project. This shall be accomplished through posted signs and painting on driveways and internal roadways. **MM-AQ-16, Truck Route Signage.** Prior to issuance of an occupancy permit, the City shall confirm that signs clearly identifying approved truck routes have been installed along the truck routes to and from the Project site. **MM-AQ-17, Signage Regarding Excessive Noise, Dust, Fumes, or Odors.** Prior to issuance of an occupancy permit, the Project Applicant/Developer for the industrial portion of the Project shall install a sign on the property with telephone, email, and regular mail contact information for a designated representative of the tenant who would receive complaints about excessive noise, dust, fumes, or odors. The sign shall also identify contact data for the City of Calimesa for perceived Code violations. The tenant's representative shall keep records of any complaints received and actions taken to	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		communicate with the complainant and resolve the complaint. The tenant's representative shall endeavor to resolve complaints within 24 hours. **MM-AQ-18, Electrical Supply Lines and Panels Documentation.** Prior to issuance of a building permit for the Business Park portion of the Project, the Project Applicant/Developer shall provide the City with project specifications, drawings, and calculations that demonstrate that main electrical supply lines and panels have been sized to support heavy truck charging facilities when these trucks become available. The calculations shall be based on reasonable predictions from currently available truck manufacturers' data. Electrical system upgrades that exceed reasonable costs shall not be required. **MM-AQ-19, Electric of Non-Diesel Fueled Cargo Handling Equipment.** Prior to completion of a tenant lease agreement in the Business Park, the Master Business Association shall confirm that the following are included in the lease term and conditions: All on-site outdoor cargo-handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, forklifts, and other on-site equipment) shall be electric or non-diesel fueled. All on-site indoor forklifts shall be powered by electricity. **MM-AQ-20, Transportation Demand Management (TDM) Program.** Prior to issuance of occupancy permits for the Business Park portion of the Project, the Project Applicant/Developer shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM Program shall be subject to review and approval by the City of Calimesa. The TDM shall include, but is not limited to the following: ▪ Provide a transportation information center and on-site TDM coordinator to educate employers, employees, and visitors of surrounding transportation options.	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		▪ Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the Project site. ▪ Provide secure bicycle storage space equivalent to two percent of the automobile parking spaces provided. ▪ Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day. ▪ Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service. ▪ Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users. ▪ Provide meal options on-site or shuttles between the facility and nearby meal destinations. ▪ Each building shall provide preferred parking for electric, low-emitting and fuel-efficient vehicles equivalent to at least eight percent of the required number of parking spaces. **MM-AQ-21, Tenant Information Energy Efficiency and HEPA Filters.** Prior to tenant occupancy, the Project Applicant/Developer or successor in interest shall provide documentation to the City demonstrating that occupants/tenants of the Project site have been provided informational documentation regarding: ▪ Information regarding energy efficiency, energy-efficient lighting and lighting control systems, energy management, and existing energy incentive programs ▪ Information regarding and a recommendation to use electric or alternatively fueled sweepers with high efficiency particulate air (HEPA) filters.	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		(MM-AQ-21 is not quantifiable in CalEEMod and thus no credit was taken in the analysis for this mitigation measure.) **MM-AQ-22, Electric Vehicle Charging Infrastructure.** The Project Applicant/Developer or designee shall provide electric vehicle (EV) charging infrastructure that meets or exceeds 2022 California Green Building Standards Code Tier 2 standards to encourage use of EVs. (MM-AQ-22 is not quantifiable in CalEEMod and thus no credit was taken in the analysis for this mitigation measure.) **MM-AQ-23, Landscape Equipment Maintenance.** The Project Applicant/Developer shall implement the following landscape maintenance equipment reduction measures: ▪ Prior to the issuance of building permits, the Project applicant or its designee shall provide evidence to the City of Calimesa that the design plans include electrical outlets on the exterior of the structure to facilitate use of electrical lawn and garden equipment. ▪ The applicant (or its designee) or Project's future Homeowners' Association shall educate future residents about the South Coast Air Quality Management District (SCAQMD) Electric Lawn Mower Rebate Program and the Commercial Electric Lawn and Garden Equipment Exchange Program. When conventional gasoline-powered yard equipment (e.g., lawn mowers, leaf blowers and vacuums, shredders, trimmers, and chain saw) are exchanged for electric and rechargeable battery-powered yard equipment, direct greenhouse gas (GHG) emissions from fossil-fuel combustion are displaced by indirect GHG emissions associated with the generation of electricity used to power the equipment. **MM-AQ-24, Funding Opportunity Documentation.** Prior to tenant occupancy, the Project Applicant/Developer or successor(s) in interest shall provide documentation to the City demonstrating that occupants/tenants of the Project site have been provided documentation on funding opportunities, such as the Carl Moyer	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		Program, that provide incentives for using cleaner-than-required engines and equipment. In addition, the tenants shall be required to enroll in the United States Environmental Protection Agency's SmartWay program and be required to utilize carriers that are SmartWay carriers. **MM-AQ-25, Facility-Owned and Operated Fleet Equipment Requirements.** All facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site shall meet or exceed 2010 model year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request. **MM-AQ-26, Green Cleaning Product and Paint Education Program.** Prior to the occupancy of any on site development, the Project Applicant/Developer or its designee shall provide evidence to the City of Calimesa that the applicant/phase developer has developed a Green Cleaning Product and Paint education program to be made available at rental and purchasing offices and/or on websites. The educational program shall include a flyer (hardcopy and/or digital) that includes, at a minimum, an explanation of what volatile organic compounds (VOCs) are, how VOCs affect persons, where to find low-VOC alternatives for cleaning supplies and paint, and additional resources for learning more. **MM-AQ-27, Homeowners Association Zero- or Low-VOC Cleaning Supplies and Super Compliant-VOC Paints.** Prior to the issuance of building permits, the Project Applicant/Developer or its designee shall provide evidence to the City of Calimesa that for applicant (or its designee) and Homeowners Association operated spaces that provisions are in place to ensure only zero- or low-volatile organic	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		compound (VOC) cleaning supplies and super compliant-VOC paints (less than 10 grams per liter VOC) are used during Project operation. **MM-GHG-1** through **MM-GHG-3** (see below)	
Would the project expose sensitive receptors to substantial pollutant concentrations?	Less Than Significant	N/A	Less Than Significant
Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less Than Significant	N/A	Less Than Significant
Would the project have a cumulative effect on air quality resources?	Potentially Significant	**MM-AQ-1** through **MM-AQ-27** (see above)	**Cumulatively Considerable**
Biological Resources			
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?	Potentially Significant	**MM-BIO-1, Construction-Related Indirect Impacts to Biological Resources**. For each phase of Project implementation, prior to issuance of a grading permit within 500 feet of MSHCP Conservation areas, proposed avoidance (including deed restricted areas), or suitable habitat for special-status species (i.e., all undeveloped land within the study area) with potential to occur in the study area, the Project's Applicant/Developer shall include the following in the construction contractor's plans and specifications to address indirect construction-related impacts to special-status species:	Less Than Significant with Mitigation

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		▪ **Biological Monitoring.** A qualified Project biologist shall monitor ground-disturbing and vegetation clearing activities for the duration of the Project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat, species of concern, and other sensitive biological resources outside the Project footprint. Once ground-disturbing and vegetation clearing activities are complete, the Project biologist shall conduct weekly checks in order to inspect construction fencing and ensure that all applicable requirements from the mitigation measures are being upheld. ▪ **Worker Environmental Awareness Program Training.** Prior to grading, a pre-construction meeting shall be required that includes a training session for Project personnel by a qualified biologist. The training shall include (1) a description of the species of concern and its habitats; (2) the general provisions of the applicable regulations pertaining to biological resources, including the Endangered Species Act and the Clean Water Act; (3) the need to adhere to the provisions of the Endangered Species Act, the Clean Water Act, and other applicable regulations; (4) the penalties associated with violating the provisions of the Endangered Species Act, Clean Water Act, and other applicable regulations; (5) the general measures that are being implemented to conserve the species of concern as they relate to the Project; and (6) the access routes to and study area boundaries within which the Project activities must be accomplished. Additionally, the training shall include the measures and mitigation requirements for the applicable resources. Copies of the mitigation measures and any required permits from the resource agencies shall be made available to construction personnel. The video can be recorded so that multiple personnel are able to watch the material. The training shall be provided in alternate languages, as needed.	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		▪ **Delineation of Property Boundaries**. Before beginning activities that would cause impacts, the contractor shall, in consultation with the biological monitor, clearly delineate the boundaries with fencing, stakes, or flags, consistent with the grading plan, within which the impacts will take place. All impacts outside the fenced, staked, or flagged areas shall be avoided, and all fencing, stakes, and flags shall be maintained until the completion of impacts in that area. In addition, any avoided environmental resources shall be clearly delineated. Prior to implementing construction activities, the biological monitor shall verify that the flagging clearly delineates the construction limits and any sensitive environmental resources to be avoided. ▪ **Standard Dust Control Measures.** Standard dust control measures as per the South Coast Air Quality Management District shall be implemented to reduce dust impacts on nearby conserved lands, plants, and wildlife. Measures include controlling speed to 15 mph or less on unpaved roads, replacing ground cover in disturbed areas as quickly as possible, frequently watering active work sites, installation of shaker plates, and suspending excavation and grading operations during periods of high winds. ▪ **Stormwater Pollution Prevention Plan**. Prior to issuance of a grading permit for construction, the Applicant/Developer shall submit a stormwater pollution prevention plan (SWPPP) to the City of Calimesa that specifies best management practices to prevent all construction pollutants from contacting stormwater, with the intent of keeping sedimentation or any other pollutants from moving off site and into receiving waters. The requirements of the SWPPP shall be incorporated into design specifications and construction contracts. Best management practices categories employed on site would include erosion control, sediment control, and non-stormwater (good housekeeping). Best management	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		practices recommended for the construction phase shall include, but not be limited to, the following: - Limiting grading to the minimum area necessary for construction, operation, and decommissioning of the Project - Limiting vegetation disturbance/removal to the maximum extent practicable - Implementing fiber rolls and sandbags around drainage areas and the site perimeter - Stockpiling and disposing of demolition debris, concrete, and soil properly - Installation of a stabilized construction entrance/exit and stabilization of disturbed areas - Proper protections for fueling and maintenance of equipment and vehicles - Managing waste, aggressively controlling litter, and implementing sediment controls - Soil stabilization in disturbed areas by revegetation The following water quality measures will be included in the SWPPP: - 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. - Projects shall 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. Projects that cannot be conducted without placing equipment or personnel in sensitive habitats shall be timed to avoid the breeding season of riparian species.	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		- When stream flows must be diverted, the diversions shall be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing or 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 to prevent debris or sediment from returning to the stream. - Water pollution and erosion control plans shall be developed and implemented in accordance with the Regional Water Quality Control Board. ▪ **Minimize Spills of Hazardous Materials.** All vehicles and equipment shall be maintained in proper condition to minimize the potential for fugitive emissions of motor oil, antifreeze, hydraulic fluid, grease, or other hazardous materials. Hazardous spills and contaminated soil shall be immediately cleaned up and the contaminated soil shall be properly handled or disposed of at a licensed facility. Servicing of construction equipment shall take place only at a designated staging area. Staging areas shall not be located within the MSHCP Conservation areas or avoidance areas. ▪ **Wildlife Hazards.** The following measures shall be implemented to ensure that wildlife do not become trapped, entangled, injured, or poisoned by construction activities: - Structures in which wildlife may become trapped (e.g., open pipes, pits, trenches, etc.) shall be tightly covered at the end of each workday. If covering the structure is not possible, an escape ramp shall be provided to allow any wildlife that falls in to safely escape.	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		- Debris piles, construction materials, equipment, and other items that may be used as wildlife refuge shall be inspected for wildlife at the start of each work day and prior to disturbance. If wildlife is discovered, it shall either be moved out of harm's way by a qualified biologist or allowed to move off of the study area on its own. - Nets and mesh shall be made of loose weave material that is not fused at the intersections of the weave, as nets with welded weaves present an entanglement risk. - Toxic materials and garbage shall be removed from the work site and safely stored or disposed of at the end of each workday. ▪ **Invasive Weeds.** In order to reduce the spread of invasive plant species, landscape plants shall not be those found in Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Table 6-2, Plants that Should be Avoided Adjacent to the MSHCP Conservation Areas, or on the most recent version of the California Invasive Plant Council (Cal-IPC) California Invasive Plant Inventory (http://www.cal-ipc.org/ip/inventory/index.php). For the duration of construction, if impacted areas are left bare and not under active ground disturbance for a period of 30 days or greater, these areas will be inspected by a qualified biologist for growth of non-native plant species listed as Moderate or High by the Cal-IPC (e.g., stinknet [Oncosiphon pilulifer], Maltese star-thistle [Centaurea melitensis]). If detected, these species, with the exception of non-native grasses, shall be removed by a qualified landscape contractor with experience in native ecosystems by mechanical means (e.g., mowing, string trimming) or application of herbicide by a California licensed applicator within 5 days of detection. These removal efforts will focus on removal prior to seed setting/development. All material from species with a Cal-IPC rating of Moderate or High will be bagged, removed, and disposed of off-site.	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		▪ **Night Work.** All short-term construction lighting shall be facing active work areas only and shall be shielded to avoid light spillover and shall be directed away from MSHCP Conservation areas and avoidance areas to protect species from direct lighting. If lighting is required during construction activities that would occur during or after sunset, the lighting fixtures shall be located on the interior of work areas with a minimum 50-foot buffer from the edge of any MSHCP Conservation areas or the adjacent open space. **MM-BIO-2, Long-Term Indirect Impacts to Biological Resources.** For each phase of Project implementation, prior to issuance of a construction permit within 500 feet of Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Conservation areas, proposed avoidance (including deed restricted areas), or suitable habitat for special-status species (i.e., all undeveloped land within the study area) with potential to occur in the study area, the Project's Applicant/Developer shall include in the construction plans and specifications the following to address indirect impacts to special-status species: ▪ **Runoff**. Future development within 500 feet of the MSHCP Conservation areas, deed restricted areas, proposed avoidance, or suitable habitat for special-status species shall incorporate measures, including measures required through the National Pollutant Discharge Elimination System requirements, to ensure that the quantity and quality of runoff discharged is not altered in an adverse way when compared with existing conditions. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into proposed avoidance or suitable habitat for special-status species. Stormwater systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials, or other elements that might degrade or harm biological resources or ecosystem processes. This can be accomplished using a variety of methods including natural detention basins, grass	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		swales, or mechanical trapping devices. Regular maintenance shall occur to ensure effective operations of runoff control systems. ▪ **Toxicants**. Land uses that use chemicals or generate bioproducts, such as manure, fertilizer, or vineyard waste, which are potentially toxic or may adversely affect plant species, wildlife species, habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharges. Measures such as those employed to address drainage issues shall be implemented. ▪ **Lighting**. All permanent night lighting shall be shielded and directed downward and away from MSHCP Conservation areas and deed restricted areas to protect species from direct night lighting. All lighting shall be in compliance with Municipal Code Section 18.120.060, which requires preparation and submittal of a Lighting Plan, which must be prepared and certified by a qualified lighting engineer and submitted to the City for review/approval. For any Project areas adjacent to the MSHCP Conservation area, the Lighting Plan shall identify the locations of all lighting fixtures, the orientation of the fixtures, the types of shielding that will be used to avoid the production of nighttime lighting and glare, the type of shielding that would prohibit light spill, and how the effectiveness of the fixtures would be monitored and confirmed to function properly. 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. A responsible party, such as a Homeowners Association or other legally recognized entity, will be assigned prior to occupancy and will be responsible for maintaining the lighting in perpetuity. For the Business Park zone, the property owner will be the legally recognized entity. If the Regional Conservation Authority (RCA)provides notice of lighting issues during their routine monitoring of the MSHCP Conservation area,	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		any lighting issues will be addressed within 30 days of receiving input from the RCA. ▪ **Noise**. Proposed noise-generating land uses affecting the MSHCP Conservation area and proposed open space areas containing suitable habitat for special-status species 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. ▪ **Invasive Species**. When approving landscape plans for future development, emphasis shall be placed on using native species that occur in the region. Invasive, non-native plant species listed in MSHCP Table 6-2, Plants that Should be Avoided Adjacent to the MSHCP Conservation areas, or on the most recent California Invasive Plant Council (Cal-IPC) inventory (https://www.cal-ipc.org/plants/inventory/) with a rating of moderate or high shall not be included in landscaping. ▪ **Restoration of Temporary Impacts (Uplands Outside of the MSHCP Conservation Area):** Temporary impacts to uplands outside of the MSHCP Conservation area will be restored in-place at a 1:1 ratio. Prior to issuance of a grading or construction permit for the Project, grading and construction plans shall include the following note regarding any temporary impacts to uplands outside the MSHCP Conservation Areas: - Site construction areas subjected to temporary ground disturbance in undeveloped areas shall be hydroseeded with a native seed mix developed by a qualified biologist and reviewed and approved in writing by the RCA during the first fall (September through October) following the completion of construction and would be subject to non-native plant control methods outlined in MM-BIO-1 if left bare for a period of 30 days or greater prior to hydroseeding. The hydroseeded areas will be inspected by a qualified biologist for growth of non-	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		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) for 1 year following hydroseeding. All species listed as Moderate or High by Cal-IPC will be removed following the methods outlined in MM-BIO-1. After the first year, the frequency of the maintenance and monitoring may be adjusted based on a determination by a qualified biologist and will cease after 5 years or once the final success criteria have been met (i.e., absolute cover of native species reflects pre-Project conditions 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. ▪ **Signage and Barriers**. Future development shall incorporate barriers, where appropriate in individual Project designs, to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping in proposed open space areas and/or suitable habitat for special-status wildlife. If fencing is specified, such barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms. Fencing shall be designed to prevent access to the MSHCP Conservation area and deed restricted areas by unauthorized public access, domestic animals, and illegal trespass or dumping. The design shall meet the following minimum requirements: barriers with a minimum height of 6 feet with no greater than 2-inch openings (i.e., tubular steel fencing with tines set on 2-inch centers, block wall, chain link fence or other barrier impermeable to domestic animals and wildlife) and a metallic or masonry component (i.e. concrete footing or wire mesh cloth) buried to a minimum depth of 12 inches below ground surface level to prevent domestic animals from gaining access to the MSHCP	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		Conservation area or deed restricted areas by digging under. This fencing shall be installed at the interface with the MSHCP Conservation area and deed restricted areas, as well as other portions of the Project where access to the MSHCP Conservation area and deed restricted areas could be achieved. A responsible party, such as a Homeowners Association or other legally recognized entity, will be assigned prior to occupancy and will be responsible for maintaining the fencing in perpetuity. For the Business Park zone, the property owner will be the legally recognized entity. If the RCA provides notice of fencing issues during their routine monitoring of the MSHCP Conservation area, any fencing issues will be fixed within 30 days of receiving input from the RCA. The Project shall not include any trailhead connections to existing trails within the MSHCP Conservation area and proposed open space areas, including deed restricted areas, within the Specific Plan area. The Project shall implement appropriate signage to inform users of the onsite trails to the importance of preservation of native flora and fauna, and shall install barriers, as appropriate, to keep people and domestic animals on the designated on-site trail system. **MM-BIO-3, Local Development Mitigation Fee**. The Project shall make payment of the Western Riverside County Multiple Species Habitat Conservation Plan Local Development Mitigation Fee to the City of Calimesa prior to issuance of a Certificate of Occupancy for each phase of Project implementation. Proof of payment shall be provided to the City of Calimesa. **MM-BIO-4, Pre-Construction Burrowing Owl Survey**. A qualified biologist shall conduct a 30-day pre-construction survey for burrowing owls prior to initial ground-disturbing activities for each phase of Project implementation (including vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, grading, etc.) to assess whether any burrowing owls have colonized the site in	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		the days or weeks preceding the ground-disturbing activities. The pre-construction survey will occur within suitable habitat for burrowing owl (i.e., all undeveloped habitats). If burrowing owls have colonized the study area prior to the initiation of ground-disturbing activities, the Project Applicant/Developer shall immediately inform the Regional Conservation Authority (RCA), the California Department of Fish and Wildlife (CDFW), and the U.S. Fish and Wildlife Service (USFWS), and will need to coordinate further with RCA, CDFW, and USFWS; occupation of the study area by burrowing owl has the possibility to result in the preparation of a burrowing owl protection 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 shall 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. **MM-BIO-5, Pre-Construction Fossorial Small Mammal Clearance Surveys**. Pre-construction clearance surveys for special-status small-mammals shall be conducted by a qualified Project biologist within 14 days of the initiation of ground disturbance or vegetation clearing within and adjacent to construction areas. The clearance surveys will occur within habitat for southern grasshopper and Dulzura pocket mouse (i.e., all undeveloped habitat with the exception of riparian and ornamental land covers). A pre-construction survey shall be conducted prior to each phase of Project implementation. Prior to initiation of the clearance surveys, a smooth wildlife exclusion fence (e.g., Animex) shall be installed around the impact area (noting that construction will be phased and the fencing should only surround the present construction phase). The fence shall be installed around the impact area to prevent special-status small mammals from reentering the site during construction after removal from the work area. Prior to the commencement of construction activities, a qualified biologist shall conduct 3 nights of small-mammal trapping within the fenced work area outside of inundated areas, intended to trap special-status small mammal species with potential to occur, including Dulzura	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		pocket mouse and southern grasshopper mouse. If small mammals are captured in the proposed construction area, they shall be relocated to suitable habitat outside of the impact area by a qualified biologist. Surveys need not be conducted in all areas simultaneously, as long as they are conducted within 14 days of the initiation of ground disturbance or vegetation clearing in each area individually. If possible, non-listed special-status wildlife species may be captured and relocated to suitable habitat nearby where they are safe from construction activities. Surveys and relocation of these species may only be conducted by the qualified Project biologist. ▪ If non-listed special-status reptiles or small mammals are detected, they shall be moved out of harm's way. ▪ The Project biologist shall remain available at all times after initiation of ground disturbance or vegetation clearing, in case special-status wildlife species enter the construction area. If non-listed special-status species are detected in the construction area after initiation of ground disturbance or vegetation clearing, the qualified Project biologist shall take measures to move the species, or encourage it to move, to a safe place away from construction activities. **MM-BIO-6, Open Space Conservation and Avoidance.** A total of 303.8 acres of on-site open space shall be conserved or avoided with Project implementation. Of that total, 64.2 acres contributing to Proposed Constrained Linkage 23 shall be included in the MSHCP Conservation area and placed under long-term protection (i.e., with a conservation easement or through transfer to the RCA in fee title), 1.8 acres of MSHCP riparian/riverine on-site mitigation shall be placed under a conservation easement, and 16.2 acres of MSHCP riparian/riverine resources will be placed under a deed restriction. The remaining open space shall be protected via the "open space" designation within the Specific Plan. A summary of the Project's open space protective mechanisms is provided in the table below. The	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		totals included in the table below are inclusive of all on-site temporary impacts because temporary impacts shall be restored and protected following completion of restoration activities, as described in MM-BIO-13. The amount of temporary impact included in each total is denotated in parentheses next to each entry. Temporary impacts to uplands within the MSHCP Conservation area shall be restored on site and in place at a 1:1 ratio. Prior to the issuance of a grading or construction permit that incorporates the temporary impacted areas, a habitat mitigation and monitoring plan shall be prepared for restoration of the temporary impact areas to uplands within the MSHCP Conservation area. The habitat mitigation and monitoring plan shall include but is not limited to a conceptual planting plan including planting zones, grading, and irrigation, as applicable; a conceptual planting plant palette; a long-term maintenance and monitoring plan; annual reporting requirements; and proposed success criteria. Once success criteria are met, the restoration lands will be added to the conservation easement that covers the remainder of the lands incorporated into the MSHCP Conservation area and shall be conserved and managed in perpetuity. Any entity performing long-term management of the restoration lands shall be funded in perpetuity. If long-term management of the restoration lands is conducted by the RCA, an endowment will be needed for the management of those lands where management would occur beyond the requirements described in MSHCP Chapter 5, Management and Monitoring. *Summary of the Protective Mechanisms for the Project's Open Space Areas* Type of Protective Mechanism: Conservation Easement or Fee Title Transfer Resource Type: MSHCP Conservation Within Criteria Cells (Acreage of Temp Impact): 64.2 (2.9) Outside Criteria Cells (Acreage of Temp Impact): 0 (0)	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		Total (Acreage of Temp Impact): 64.2 (2.9) Type of Protective Mechanism: Conservation Easement or Fee Title Transfer Resource Type: MSHCP Riparian/Riverine On-Site Mitigation Within Criteria Cells (Acreage of Temp Impact): 1.8 (0) Outside Criteria Cells (Acreage of Temp Impact): 0 (0) Total (Acreage of Temp Impact): 1.8 (0) Type of Protective Mechanism: Deed Restriction Resource Type: Avoided MSHCP Riparian/Riverine Resources Within Criteria Cells (Acreage of Temp Impact): 3.2 (0.1) Outside Criteria Cells (Acreage of Temp Impact): 13.0 (<0.1) Total (Acreage of Temp Impact): 16.2 (0.1) Type of Protective Mechanism: Specific Plan Designated Open Space Resource Type: Open Space Avoidance Areas Within Criteria Cells (Acreage of Temp Impact): 41.6 (4.5) Outside Criteria Cells (Acreage of Temp Impact): 180.0 (15.0) Total (Acreage of Temp Impact): 221.6 (19.5) **Total Within Criteria Cells (Acreage of Temp Impact):** 110.8 (7.5) **Total Outside Criteria Cells (Acreage of Temp Impact):** 193.0 (15.0) **Total (Acreage of Temp Impact):** 303.8 (22.5) **Notes:** Temp = temporary; MSHCP = Western Riverside County Multiple Species Habitat Conservation Plan. Totals may not sum precisely due to rounding. Conveyance of the MSHCP Conservation area shall occur prior to issuance of the initial grading permit. If a conservation easement is proposed, the entity responsible for managing the lands in perpetuity shall execute a Memorandum of Understanding with the RCA, ensuring that the lands are counted toward the MSHCP Conservation	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		area and allowing the RCA and its contractors access to perform annual monitoring and site inspections. **MM-BIO-7, Pre-Construction American Badger Surveys and Avoidance.** For each phase of Project implementation, prior to issuance of a grading permit within 500 feet of Western Riverside County Multiple Species Habitat Conservation Plan Conservation Lands, proposed conserved or avoided open space, or suitable habitat for American badger (i.e., all chaparral, disturbed, grass, and scrub habitat), construction plans and conditions of approval shall include the following to address indirect construction-related impacts to American badger. Specifically, impacts to American badger individuals and wintering and natal dens shall be avoided and minimized during construction activities through the following measures. ▪ **Pre-Construction Surveys (Wintering).** During the colder months (generally between November 1 and February 15, when daily temperatures do not exceed 45°F), pre-construction surveys shall be conducted by the Project biologist in suitable habitat no earlier than 14 days prior to construction activities to determine whether American badger winter dens are present within the construction zone or within 100 feet of the construction zone boundary. A pre-construction survey shall be conducted prior to each phase of Project implementation. ▪ **Avoidance Measures (Wintering).** If an American badger winter den is occupied within the construction zone or within 100 feet of the construction zone, then the den location shall be clearly marked with fencing or flagging in a manner that does not isolate the badger from intact adjacent habitat or prevent the badger from accessing the den, to avoid inadvertent impacts on the den. If it is not practicable to avoid the wintering den during construction activities, an attempt shall be made to trap or flush the individual and relocate it to suitable open space habitat. Additionally, badgers can be relocated by slowly excavating the	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		burrow, either by hand or mechanized equipment under the direct supervision of the Project biologist, removing no more than 4 inches at a time. After necessary trapping, flushing, or burrow excavation is completed, construction may proceed, and the vacated winter den may be collapsed. If trapping is required, trapping shall be limited to November 16 through the last day of February in accordance with Section 461, Title 14 of the California Code of Regulations (14 CCR 461). A written report documenting the badger removal shall be provided to the California Department of Fish and Wildlife within 30 days of relocation. ▪ **Pre-Construction Surveys (Natal Dens).** During the late winter and summer (generally from March 15 through July 31), when American badgers may use natal dens for birthing and pup rearing, pre-construction surveys shall be conducted by the Project biologist no earlier than 14 days prior to ground-disturbing construction activities to determine whether American badger natal dens are present within the Project construction zone or within 200 feet of the construction zone. A pre-construction survey shall be conducted prior to each phase of Project implementation. ▪ **Avoidance Measures (Natal Dens).** If natal dens are detected during construction, construction activities shall be halted within 200 feet of the natal den. This buffer may be reduced based on the location of the den or type of construction activity, based on the direction of the Project biologist. Construction activities shall not preclude the ability of the documented badgers to disperse to on-site open space or off-site habitat when the natal den is vacated (i.e., habitat suitable for dispersal must be maintained until dispersal occurs). Construction shall be postponed or halted in these areas until it is determined by the Project biologist that the young are no longer dependent on the natal den. To avoid inadvertent impacts during construction and to ensure that construction activities are at least 200 feet from active natal	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		dens, any active natal dens within the survey area shall be clearly marked with fencing or flagging in a manner that shall not inhibit normal behavioral activities (e.g., foraging and dispersing from the site) by the mother and pups. **MM-BIO-8, Pre-Construction Reptile Clearance Surveys.** Pre-construction clearance surveys for special-status wildlife shall be conducted by a qualified Project biologist within 14 days of the initiation of ground disturbance or vegetation clearing within and adjacent to construction areas. The clearance surveys shall occur within suitable habitat for southern California legless lizard, California glossy snake, and coast patch-nosed snake (i.e., all undeveloped habitat with the exception of disturbed habitat). A pre-construction survey shall be conducted prior to each phase of Project implementation. Surveys shall be appropriate for detecting potentially occurring species, such as Southern California legless lizard, California glossy snake, and coast patch-nosed snake. Surveys need not be conducted in all areas simultaneously, as long as they are conducted within 14 days of the initiation of ground disturbance or vegetation clearing in each area individually. If special-status species are detected, appropriate buffers shall be established, as necessary and as appropriate for the species, unless it is not feasible to avoid the species. If possible, non-listed special-status wildlife species may be captured and relocated to suitable habitat nearby where they are safe from construction activities. Surveys and relocation of these species may only be conducted by the qualified Project biologist. ▪ If non-listed special-status reptiles or small mammals are detected, they shall be moved out of harm's way.	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		▪ The Project biologist shall remain available at all times after initiation of ground disturbance or vegetation clearing, in case special-status wildlife species enter the construction area. If non-listed special-status species are detected in the construction area after initiation of ground disturbance or vegetation clearing, the qualified Project biologist shall take measures to move the species, or encourage it to move, to a safe place away from construction activities. **MM-BIO-9, Focused Surveys for Crotch's Bumble Bee.** Focused surveys for Crotch's bumble bee shall be conducted by a qualified biologist, with expertise in surveying for bumble bees, within the construction footprint prior to the start of ground-disturbing construction activities that would occur during the Crotch's bumble bee queen flight season through the colony active period (February 1 through August 31). The focused surveys shall be conducted prior to each phase of Project implementation and shall include (1) a habitat assessment and (2) focused surveys in accordance with the recommendations described in the Survey Considerations for California Endangered Species Act Candidate Bumble Bee Species, released by the California Department of Fish and Wildlife (CDFW) on June 6, 2023, or the most current version at the time of construction. Focused surveys shall be repeated within suitable habitat each year ground-disturbing construction activities within suitable habitat are scheduled to occur during the queen flight season through the colony active period (February 1 through August 31). The habitat assessment shall be conducted concurrently with the focused surveys and shall, at a minimum, include historical and current species occurrences; document potential on-site habitat including foraging, nesting, and/or overwintering resources; and identify which plant species are in bloom during the focused surveys, as well as their percent cover. Incidental observations of potential nest resources will also be noted. For the purposes of this mitigation measure, potential nest resources are defined as abandoned small mammal burrows, bunch grasses with a duff layer, grass thatch,	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		hollow trees, rock and brush piles, and human-made structures that may support bumble bee colonies, such as birdhouses. Potential overwintering resources are defined as bare soil, leaf litter, pine needle duff layer, and bunch grasses. Focused surveys shall include at least three on-site surveys that are spaced 2 to 4 weeks apart. The timing of these surveys shall coincide with the queen flight season through the colony active period (February 1 through August 31); they shall also coincide with the blooming season of floral food sources). Surveys may occur between 1 hour after sunrise and 2 hours before sunset. Surveys shall not be conducted during wet conditions (e.g., foggy, rainy, or drizzling) and surveyors shall wait at least 1 hour following rain. Optimal surveys are conducted when there are sunny to partly sunny skies, temperatures between 65°F and 90°F, and winds less than 8 mph. Surveys may be conducted outside these weather parameters if other bees or butterflies are observed flying. A qualified biologist who is in possession of a valid Memorandum of Understanding with CDFW (and valid Scientific Collecting Permit, if applicable) shall conduct capture surveys and record non-lethal photo vouchers of all captured bumble bees in accordance with the CDFW Survey Considerations for CEQA Candidate Bumble Bee Species document (June 2023). A written survey report shall be submitted to the City of Calimesa and CDFW within 30 days following completion of the focused surveys. The report shall include survey methods, weather conditions, and survey results, including a detailed habitat assessment, floral resources blooming and percent cover, bumble bee species observed, floral species bumble bees were observed visiting, nesting and overwintering habitat surveyed, and a figure showing the locations of any Crotch's bumble bee nest sites or individuals observed. The survey report shall include the qualifications/resumes of the surveyor(s) and approved taxonomist(s) for identification of photo vouchers. If Crotch's bumble bee nests or individuals are observed, the location information shall be submitted to the California Natural Diversity Database at the time of, or prior to,	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		submittal of the survey report. In addition, if avoidance of take is not feasible, the applicant shall consult with CDFW to determine if take authorization is required. If Crotch's bumble bee is not detected during the focused surveys, no further action or mitigation would be required. If required, mitigation for direct impacts to Crotch's bumble bee shall be fulfilled through compensatory mitigation at a minimum 1:1 nesting habitat replacement of equal or better functions and values to those impacted by the Project, to be fulfilled through the protection of 303.8 of open space, 64.2 acres of which shall be included in the MSHCP Conservation Area (MM-BIO-6), along with payment of the Local Development Mitigation Fees that contribute to the conservation of land in western Riverside County (MM-BIO-3). If required by the permitting process, additional mitigation may be required through off-site conservation or through a CDFW-approved mitigation bank. If mitigation is not purchased through a mitigation bank, and lands are conserved separately into the MSHCP Conservation area, a cost estimate shall be prepared to estimate the initial start-up costs and ongoing annual costs of management activities for the management of the conservation easement area(s) in perpetuity, in coordination with CDFW. The funding source shall be in the form of an endowment to help the qualified natural lands management entity that is ultimately selected to hold the conservation easement(s). The endowment amount shall be established following the completion of a Project-specific Property Analysis Record to calculate the costs of in-perpetuity land management. The Property Analysis Record shall account for all management activities required to fulfill the requirements of the conservation easement(s), which are currently under review and development by CDFW. **MM-BIO-10, Pre-Construction Nesting Bird Survey.** Construction activities shall avoid the migratory bird nesting season (typically January 1 through October 31 for white-tailed kite, and from February 1 through August 31 for all other species), as feasible, to reduce any	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		potential significant impact to birds that may be nesting within the construction area. If construction activities must occur during the migratory bird nesting season, an avian nesting survey of the study area and within 500 feet of all impact areas must be conducted to determine the presence/absence of fully protected species (including white-tailed kite), protected migratory birds, and active nests. A pre-construction survey shall be conducted prior to each phase of Project implementation. The avian nesting survey shall be performed by a qualified wildlife biologist within 72 hours prior to the start of construction in accordance with the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 3513. If an active bird nest is found, the nest shall be flagged and mapped on the construction plans along with an appropriate buffer established around the nest, which shall be determined by the biologist based on the species' sensitivity to disturbance (typically 300 feet for passerines and 500 feet for raptors and special-status species). The nest area shall be avoided until the nest is vacated and the juveniles have fledged. The nest area shall be demarcated in the field with flagging and stakes or construction fencing. On-site construction monitoring shall also be conducted when an active nest buffer is in place. No Project activities may encroach into established buffers without the consent of a monitoring biologist. The buffer shall remain in place until it is determined the nestlings have fledged and the nest is no longer considered active. Although protocol-level surveys for coastal California gnatcatcher are not required per the Western Riverside County Multiple Species Habitat Conservation Plan, applicants are required (per the U.S. Fish and Wildlife Service Special Terms and Conditions for Permit TE-088609-0) to avoid clearing coastal California gnatcatcher–occupied habitat in the Criteria Area and in Public-Quasi/Public Lands between March 1 and August 15. If potential occupied habitat is determined present based on incidental observations (e.g., sightings, calls), all habitat clearing, grubbing, grading, and associated construction actions shall be timed to avoid the active breeding season for	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		California gnatcatcher (March 1 to August 15) within the Criteria Cells and/or Public/Quasi-Public Lands. If impacts to potential occupied habitat within the Criteria Cells and/or Public/Quasi-Public Lands cannot be avoided from March 1 through August 15, a focused protocol-level survey for coastal California gnatcatcher shall be implemented to prove species absence from the habitat. If a coastal California gnatcatcher nest is detected, the nest shall be flagged and mapped on the construction plans along with an appropriate buffer established around the nest, which shall be determined by the biologist based on the species' sensitivity to disturbance (typically 500 feet). The nest area shall be avoided until the nest is vacated, and the juveniles have fledged.	
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?	Potentially Significant	**MM-BIO-1** (see above) **MM-BIO-2** (see above) **MM-BIO-3** (see above) **MM-BIO-6** (see above)	Less Than Significant with Mitigation
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?	Potentially Significant	**MM-BIO-1** (see above) **MM-BIO-2** (see above) **MM-BIO-6** (see above) **MM-BIO-11, Aquatic Resource Avoidance, Permitting, and Protection.** Prior to construction activity within waters under Regional Water Quality Control Board (RWQCB) jurisdiction, the Project Applicant/Developer shall coordinate with the Santa Ana RWQCB (Region 8) to assure conformance with the requirements of the Porter–Cologne Water Quality Control Act. Prior to activity within California Department of Fish and Wildlife (CDFW) jurisdictional	Less Than Significant with Mitigation

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		streambed or associated riparian habitat, the Project Applicant/Developer shall coordinate with CDFW (Inland Deserts Region 6) relative to conformance to the Lake and Streambed Alteration permit requirements. Prior to activity within Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) riparian/riverine resources, the Project Applicant/Developer shall coordinate with the City of Calimesa, the Regional Conservation Authority (RCA), CDFW, and the U.S. Fish and Wildlife Service (USFWS) to demonstrate consistency with the MSHCP. Future development shall mitigate for permanent impacts to jurisdictional aquatic resources through the completion of a restoration program at an Applicant/Developer-sponsored mitigation site. Completion of the restoration program shall ensure no net loss of waters and include a minimum of a 1:1 of impacts to establishment or re-establishment and a 1:1 ratio of impacts to rehabilitation (2:1 ratio total). A habitat mitigation and monitoring plan shall be prepared in accordance with resource agency guidelines and approved by the agencies (i.e. RCA, CDFW, USFWS, and RWQCB) in accordance with the proposed program permits. The habitat mitigation and monitoring plan shall include but is not limited to a conceptual planting plan including planting zones, grading, and irrigation, as applicable; a conceptual planting plant palette; a long-term maintenance and monitoring plan; annual reporting requirements; and proposed success criteria. Any applicant-sponsored mitigation shall be conserved and managed in perpetuity via a conservation easement. Any entity performing long-term management of the mitigation lands shall be funded in perpetuity. If long-term management of the mitigation lands is conducted by the RCA, an endowment will be needed for the management of those lands where management would occur beyond the requirements described in MSHCP Chapter 5, Management and Monitoring. In the event that the Applicant/Developer-sponsored mitigation is not viable, mitigation for permanent impacts shall be completed through a purchase of credits at a 2:1 ratio (which includes a minimum of 1:1	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		re-establishment and 1:1 re-establishment and/or rehabilitation credits) from an approved mitigation bank within the MSHCP Plan Area. Temporary impacts to jurisdictional aquatic resources shall be restored in place (i.e., at a 1:1 ratio). Restoration activities shall be described in a habitat mitigation and monitoring plan that shall be reviewed and approved by the appropriate entities (i.e. RCA, CDFW, USFWS, and RWQCB). Following completion of the restoration program, the restored areas shall be protected via a deed restriction.	
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?	Potentially Significant	**MM-BIO-1** (see above) **MM-BIO-2** (see above) **MM-BIO-6** (see above)	Less Than Significant with Mitigation
Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Potentially Significant	**MM-BIO-12, Tree Removal Mitigation.** Prior to the issuance of grading permits for each phase of Project implementation, the Project Applicant/Developer shall prepare and submit an oak tree and qualifying non-oak tree (i.e. qualifying means any non-oak tree with a diameter at breast height greater than 24 inches) preservation and replacement plan for each phase of construction in conjunction with an application for a tree preservation and replacement permit from the City of Calimesa (Chapter 18.80.060 of the City's Oak Tree Preservation Ordinance and Section 18.70.120 of the City's zoning code). This preservation and replacement plan shall detail long-term maintenance and monitoring for trees planted within and directly adjacent to the Project site. This plan shall also require that the Homeowners Association contract and fund an International Society of Arboriculture (ISA) Certified Arborist for long-term monitoring with	Less Than Significant with Mitigation

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		authority in decisions regarding tree care and maintenance. The plan shall also have requirements for funding replacement tree planting procedures, if necessary. Tree replacement shall occur at a 1:1 mitigation ratio with container trees or 9:1 with acorns for oak trees. The replacement of mature trees, including oak or qualifying non-oak, shall occur with a minimum of 36-inch box specimen trees at a 1:1 mitigation ratio. Per the City's tree mitigation requirements and based on the proposed Project's impacts, the proposed mitigation planting shall include a mixture of acorns, 1-gallon, 15-gallon, 24-inch box, 36-inch box, 48-inch box, and 60-inch box trees to mitigate the removal and encroachment of 1,257 protected/heritage oak trees and 21 qualifying mature non-oak trees. Therefore, to mitigate the removal and encroachment of up to 1,257 oak trees, a minimum of 3,394 acorns, 251 1-gallon trees, 189 15-gallon trees, 189 24-inch box trees, 126 36-inch box trees, 63 48-inch box trees, and 63 60-inch box oak trees shall be planted. The 3,394 acorns, 251 1-gallon trees, and 189 15-gallon trees shall be planted within the site's preserved oak woodlands and open space conservation areas, and the 189 24-inch box trees, 126 36-inch box trees, 63 48-inch box trees, and 63 60-inch box trees shall be incorporated into the site's developed landscape, parks, and street master plan. Furthermore, to mitigate the removal and encroachment of the 21 qualifying mature non-oak trees, a minimum of 21 36-inch box trees shall be planted within the site's developed landscape. Replacement tree species shall be selected from a list of pre-approved species from the City of Calimesa. The City of Calimesa Municipal Codes state that if all the mitigation trees cannot be accommodated on site, an in-lieu payment of the replacement cost for each tree removed may be accepted. Based on a review of the July 2023 Land Use Plans for the proposed Project, the site can accommodate all the required mitigation trees. However, should it be found that the site cannot accommodate all mitigation trees, the Project Applicant/Developer shall work closely with the City of Calimesa to identify off-site planting locations and/or pay the in-	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		lieu fee for the replacement cost of those trees that cannot be accommodated on site. Because impacts associated with the County Line Road off-site improvements have not been finalized, prior to commencement of any earthwork occurring within the off-site improvement areas associated with County Line Road, an International Society of Arboriculture certified arborist shall be retained to confirm whether findings in the Arborist Report for the Mesa Verde Specific Plan Area 2 Amendment 2 (Dudek 2024) are still accurate, or whether adjustments in tree replacements are needed	
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?	Potentially Significant	**MM-BIO-1** (see above) **MM-BIO-2** (see above) **MM-BIO-3** (see above) **MM-BIO-4** (see above) **MM-BIO-13, MSHCP Consistency and Riparian/Riverine Mitigation.** Prior to Project approval, the Project Applicant/Developer shall complete a Joint Project Review (JPR) with the City of Calimesa, Regional Conservation Authority (RCA), California Department of Fish and Wildlife (CDFW), and the U.S. Fish and Wildlife Service (USFWS). The complete JPR shall include the Project Applicant/Developer's final Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis and final Determination of Biologically Equivalent or Superior Preservation (DBESP) Report. The DBESP Report shall include the proposed mitigation for MSHCP riparian/riverine resources, as summarized below. Future development shall mitigate for permanent impacts to MSHCP riparian/riverine resources through the completion of a restoration program at an Applicant/Developer-sponsored mitigation site. Completion of the restoration program shall ensure no net loss of MSHCP riparian/riverine resources and include a minimum of a 1:1 ratio of impacts to establishment or re-establishment and a 1:1 ratio	Less Than Significant with Mitigation

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		of impacts to rehabilitation (2:1 ratio total). A habitat mitigation and monitoring plan shall be prepared in accordance with resource agency guidelines and approved by the appropriate entities (RCA and the Wildlife Agencies [CDFW and USFWS]), as well as any applicable water-regulating entities (e.g., Regional Water Quality Control Board) in accordance with the received permits. The habitat mitigation and monitoring plan shall include but is not limited to a conceptual planting plan including planting zones, grading, and irrigation, as applicable; a conceptual planting plant palette; a long-term maintenance and monitoring plan; annual reporting requirements; and proposed success criteria. Any Applicant/Developer-sponsored mitigation shall be conserved and managed in perpetuity via a conservation easement. Any entity performing long-term management of the mitigation lands shall be funded in perpetuity. If long-term management of the mitigation lands is conducted by the RCA, an endowment will be needed for the management of those lands where management would occur beyond the requirements described in MSHCP Chapter 5, Management and Monitoring. In the event that the Applicant/Developer-sponsored mitigation is not viable, mitigation for permanent impacts shall be completed through a purchase of credits at a 2:1 ratio (which includes a minimum of 1:1 re-establishment and 1:1 re-establishment and/or rehabilitation credits) from an approved mitigation bank within the MSHCP Plan Area. Temporary impacts to MSHCP riparian/riverine resources shall be restored in place (i.e., at a 1:1 ratio). Restoration activities shall be described in a habitat mitigation and monitoring plan that shall be reviewed and approved by the appropriate entities. Following completion of the restoration program, the restored areas shall be protected via a deed restriction. The temporarily impacted MSHCP riparian/riverine resources are not located within the MSHCP Conservation area and therefore a conservation easement is not required.	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Would the project have a cumulative effect on biological resources?	Potentially Significant	**MM-BIO-1** through **MM-BIO-13** (see above)	Not Cumulatively Considerable with Mitigation
Cultural Resources			
Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	No Impact	N/A	No Impact
Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Potentially Significant	**MM-CUL-1, Tribal Monitoring Agreement.** Prior to the issuance of grading permits, the developer/permit applicant shall enter into agreement(s) with the Consulting Tribe(s) who elected for tribal monitor(s). A rotating tribal monitoring schedule shall be developed in coordination with the Consulting Tribe(s) and the developer/permit applicant. In conjunction with the archaeological monitor(s), the tribal monitor(s) shall attend the pregrading meeting with the contractors to provide cultural sensitivity training for all construction personnel. **MM-CUL-2, Number of Monitors.** An adequate number of tribal monitor(s) and archaeologists shall be on-site during all initial ground-disturbing activities and excavation of each portion of the project, including clearing, grubbing, tree removals, grading, and trenching. If more than one tribe chooses to consult on the project, tribal monitoring shall be conducted on a rotating schedule. In conjunction with the archaeological monitor(s), the tribal monitor(s) will have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural or tribal resources. **MM-CUL-3. Retention of an Archaeologist.** Prior to issuance of grading permits: The applicant/developer shall provide evidence to the City of Calimesa that a professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program. A Cultural Resource Implementation Plan (CRIP) shall be developed that addresses the details of all activities and provides	Less Than Significant with Mitigation

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. The CRIP shall allow for tribal monitors representing the non-monitoring Consulting Tribes for the remainder of the project, should they elect to place a monitor on-site if significant Tribal Cultural Resources are uncovered during project implementation. A fully executed copy of the contract and a copy of the CRIP shall be provided to the City to ensure compliance with this condition of approval. Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist. **MM-CUL-4, Contractor Education Program.** The Project Archaeologist and the Native American representatives from the Consulting Tribe(s) shall attend a preconstruction meeting. As part of that meeting, archaeological representatives and the Consulting Tribe(s) will provide a contractor education program to inform all parties participating in the grading of the property and subsequent construction phases of the sensitivity of the area to local Native American tribes and the potential to discover important prehistoric and historic deposits during grading. This is a mandatory training meeting and all construction personnel must attend prior to beginning work on the project. A sign-in sheet of attendees of this training shall be included within the final archaeological monitoring report submitted to the City. **MM-CUL-5, Discovery of Unanticipated Resources.** If an unanticipated cultural resource(s) is discovered, work shall stop within a 60-foot perimeter of the discovery and an environmentally sensitive area	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		physical demarcation/barrier constructed. All work shall be diverted away from the vicinity of the find, so that the find can be evaluated by a qualified archaeologist and tribal monitor(s). The archaeologist shall notify the City of Calimesa and Consulting Tribe(s) of said discovery. The Project Archaeologist, in consultation with the City of Calimesa and the Consulting Tribe(s), shall determine the significance of the discovered resource. A recommendation for the treatment and disposition of the cultural resource shall be made by the Project Archaeologist and be submitted to the Lead Agency for review and approval. A meeting shall be convened between the Developer, the Project Archaeologist, the Native American tribal representative from Consulting Tribe(s) (or other appropriate ethnic/cultural group representative), and the City of Calimesa to discuss any discovery that is determined to be significant. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the City of Calimesa, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the significant cultural resource. Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished. **MM-CUL-6, Discovery of Human Remains.** In the event that any human remains are discovered within the project area, ground-disturbing activities shall be suspended within a 100 feet-radius of the human remains and/or accompanying funerary objects and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. There is to be no entry into the ESA by any unauthorized person; no photographs are to be taken. The Project Archaeologist or on-site lead/foreman shall then immediately notify the Consulting Tribes, the Developer, and the Lead Agency. The Lead Agency and the Developer shall then immediately contact the Riverside County Coroner regarding the discovery. If the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner shall ensure that notification is provided to the	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		NAHC within twenty-four (24) hours of the determination, as required by California Health and Safety Code § 7050.5 (c). The NAHC-identified Most Likely Descendant (MLD), shall be allowed, under California Public Resources Code § 5097.98 (a), to (1) inspect the site of the discovery and (2) make determinations as to how the human remains and funerary objects shall be treated and disposed of with appropriate dignity. The MLD, Lead Agency, and landowner agree to discuss in good faith what constitutes "appropriate dignity" as that term is used in the applicable statutes. The MLD shall complete its inspection and make recommendations within forty-eight (48) hours of the site visit, as required by California Public Resources Code § 5097.98. Reburial of human remains and/or funerary objects (those artifacts associated with any human remains or funerary rites) shall be accomplished in compliance with the California Public Resources Code § 5097.98 (a) and (b). The MLD, in consultation with the landowner, shall make the final discretionary recommendation regarding their requests as to the appropriate disposition and treatment of human remains and funerary objects. It is understood by all Parties that unless otherwise required by law, the site of any reburial of Native American human remains or cultural artifacts shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, all Parties, and the Lead Agency (s) will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code § 6254 (r). **MM-CUL-7, Non-Disclosure of Reburial Location.** It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		Government Code 6254 (r), parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r). **MM-CUL-8, Final Disposition of Collected Resources.** In the event that cultural/tribal resources are identified during ground-disturbing activities, prior to grading permit final inspection, the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities. Historic Resources- all historic archaeological materials recovered during the archaeological investigations shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines Prehistoric Resources- One of the following treatments shall be applied. a.) Reburial of the resources on the Project property as outlined in the CRIP. The measures for reburial shall include, at least, the following: Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloguing, analysis and studies have been completed on the cultural resources, with an exception that sacred items, and Native American human remains are excluded. Any reburial processes shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to a Public Records Request. b.) If reburial is not agreed upon by the Consulting Tribes then the resources shall be curated at a culturally appropriate manner at a curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains. **MM-CUL-9, Reporting.** Prior to the grading permit final inspection, in accordance with City of Calimesa reporting requirements, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the City of Calimesa Planning Department's requirements for such reports for all ground-disturbing activities associated with this grading permit. The report shall include results of any archaeological investigations required during grading, as well as evidence of the required cultural sensitivity training for the construction staff held during the required pregrading meeting and evidence that any artifacts have been treated in accordance with procedures stipulated in the CRIP. All draft records/reports containing the significance and treatment findings and data recovery results shall be prepared by the Project Archaeologist and submitted to the Lead Agency and the Consulting Tribes for their review and comment. After approval from all parties, the final reports and site/isolate records are to be submitted to the local CHRIS Information Center, the Lead Agency, and Consulting Tribes.	
Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	Potentially Significant	**MM-CUL-1** (see above) **MM-CUL-2** (see above) **MM-CUL-3** (see above) **MM-CUL-4** (see above) **MM-CUL-6** (see above) **MM-CUL-7** (see above)	Less Than Significant with Mitigation

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Would the project have a cumulative effect on cultural resources?	Potentially Significant	**MM-CUL-1** (see above) **MM-CUL-2** (see above) **MM-CUL-3** (see above) **MM-CUL-4** (see above) **MM-CUL-5** (see above) **MM-CUL-6** (see above) **MM-CUL-7** (see above) **MM-CUL-8** (see above) **MM-CUL-9** (see above)	Not Cumulatively Considerable with Mitigation
Energy			
Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less Than Significant	N/A	Less Than Significant
Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less Than Significant	N/A	Less Than Significant
Would the project have a cumulative effect on energy resources?	Less Than Significant	N/A	Not Cumulatively Considerable

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Geology and Soils			
Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			
A. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	Less Than Significant	N/A	Less Than Significant
B. Strong seismic ground shaking?	Less Than Significant	N/A	Less Than Significant
C. Seismic related ground failure including liquefaction?	Less Than Significant	N/A	Less Than Significant
D. Landslides?	Less Than Significant	N/A	Less Than Significant
Would the project result in substantial soil erosion or the loss of topsoil?	Potentially Significant	**MM-GEO-1, Erosion Prevention Plan.** Prior to the issuance of a grading permit for any individual development phase, the Project Applicant/Developer shall prepare an Erosion Prevention Plan that shall contain the following minimum requirements: ▪ Ensure proper development, installation, functioning and monitoring of all installed Best Management Practices (BMPs) for erosion control for all graded areas, equipment staging areas, temporary access roads, road improvements (both on- and off-site), and other areas that would be disturbed as a result of Project implementation, in accordance with the approved Stormwater Pollution Prevention Plan (SWPPP), per the California	Less Than Significant with Mitigation

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		Stormwater National Pollution Discharge Elimination System permit program and in compliance with South Coast Air Quality Management District Rule 403 related to dust control. BMPs shall be developed by a Construction General Permit Qualified SWPPP Practitioner (QSP) and/or Qualified SWPPP Developer (QSD). ▪ Identify areas of the Project site that would have graded/exposed soils that would not be subject to building construction, roadway, or landscaping improvements for more than six months and evaluate whether the BMPs installed in accordance with the SWPPP are appropriate and adequate for long-term soils stability and erosion control. These areas shall have BMPs installed that are able to effectively function for the duration of soil exposure to protect areas susceptible to erosion from surface flow or wind, which may be for several years. For these areas, the Erosion Prevention Plan must include a monitoring and maintenance plan that identifies mandatory intervals of inspections. At a minimum, inspections must occur two times per year and after every notable rainfall event that has the potential to result in sediment-laden runoff from the graded areas. All erosion control structures shall be identified and mapped in the Erosion Prevention Plan to ensure identification of the facilities for regular inspection. ▪ A monitoring log shall be maintained by the qualified monitoring specialist with QSP or QSD certification, and the monitoring log shall be made available to the City upon request. BMPs that have failed and/or require maintenance or replacement shall be documented in the monitoring log.	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		▪ In addition to traditional BMPs (e.g. covering soil stockpiles using secured tarps or plastic sheeting and/or soil stabilizers; sandbags, straw wattles), the Erosion Prevention Plan shall identify opportunities for temporary seeding, plantings, and/or landscaping opportunities to further secure exposed soils. Any seeding, plantings, and/or landscaping shall be conducted in coordination with a qualified biologist to ensure drought tolerance and use of appropriate biological materials to prohibit introduction of invasive species. Maintenance protocols, including methods and standards for irrigation and weed abatement, shall be set forth in the Erosion Prevention Plan. ▪ Drainage control structures shall be used where necessary to direct surface drainage away from disturbance areas and to minimize runoff and sediment disposition down-slope from all disturbed areas. These structures will include culverts, ditches, water bars (berms and cross ditches), and/or sediment traps. Temporary structures shall not be placed within conservation areas associated with the MSHCP. ▪ The Erosion Prevention Plan shall set forth protocols for worker trainings related to erosion control. All construction personnel shall be informed before they are allowed to work on the Project site of environmental concerns, pertinent laws and regulations, and elements of the erosion control measures. This information could be presented in an environmental training course for project management and general foreman, and a short environmental training class for construction personnel. The Erosion Prevention Plan shall be reviewed and updated annually to address ongoing conditions at the site over time, and each update shall be provided to the City for review and approval.	
Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result	Less Than Significant	N/A	Less Than Significant

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			
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?	Potentially Significant	**MM-GEO-2, Corrosive Soils Evaluation.** Prior to commencement of any earthmoving activity on- or off-site or the issuance of a grading permit for each phase of Project implementation, the Project Applicant/Developer shall retain a qualified corrosion engineer to evaluate the potential corrosivity of the soil. If the soils are determined to be corrosive, the engineer shall recommend methods for protecting metal and concrete that would have exposure to such soils. These recommendations shall be made part of the building permit conditions for the proposed Project, subject to the City's review and approval.	Less Than Significant with Mitigation
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	N/A	No Impact
Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant	**MM-GEO-3, Paleontological Resources.** Prior to commencement of any earthmoving activity on-site or the issuance of a grading permit, the Project Applicant/Developer shall retain a Qualified Paleontologist per the Society of Vertebrate Paleontology (SVP) (2010) guidelines to prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the project. The PRIMP shall be reviewed and approved by the City prior to any earthmoving activity on-site. The PRIMP shall be consistent with the SVP (2010) guidelines and shall, at a minimum, outline requirements for: (1) preconstruction meeting attendance and worker environmental awareness training; (2) where	Less Than Significant with Mitigation

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		monitoring is required within the proposed Project site and procedures for adequate paleontological monitoring; and (3) discoveries treatment and paleontological sampling, reporting, and collections management. These requirements shall include, but not be limited to, the following: ▪ **Construction Worker Paleontological Resources Sensitivity Training.** Prior to the commencement of project ground-disturbing activities, a Qualified Paleontologist shall present a paleontological resources sensitivity training (or may be provided via digital recording) to project construction personnel. The Qualified Paleontologist shall inform construction personnel about the laws protecting paleontological resources; the types of paleontological resources that could be encountered; the proper procedures to follow in the event of a paleontological discovery; and safety precautions to be taken when working with paleontological monitors. ▪ **Paleontological Monitoring and Sampling.** During grading and excavation activities, a Qualified Paleontological Monitor in accordance with the SVP (2010) guidelines shall be present to monitor the earth-moving activities during all rough grading and other significant ground-disturbing activities (including augering) in Pleistocene alluvial fan deposits and older axial channel deposits, the middle Pleistocene to early Pliocene San Timoteo Formation, and in applicable areas of the project site based on construction plans and/or geotechnical reports. Site activities shall include sediment sampling for microvertebrate fossils. Should paleontological resources be encountered, the Qualified Paleontological Monitor shall have the authority to halt ground-disturbing activities; shall rope off the find with a 50-foot radius buffer; and shall immediately notify the Qualified Paleontologist of the find.	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		▪ **Paleontological Resources Recovery Plan**. If paleontological resources are discovered during earthmoving activities, a Qualified Paleontologist shall prepare and submit a Paleontological Resources Recovery Plan (PRRP) to the City for review and approval. The recovery plan shall include, but is not limited to, sampling and fossil recovery procedures pertinent to the type(s) of fossil discovered, museum curation for any scientifically significant specimen recovered, and a report of findings. Recommendations in the PRRP shall be implemented before construction activities can resume at the site where the paleontological resources were discovered. Once documentation and collection of the find is completed, the Qualified Paleontological Monitor shall remove the rope and allow grading to recommence in the area of the find. Following Project ground disturbing activities, the Qualified Paleontologist shall prepare a final monitoring report documenting the paleontological monitoring activities and any fossils collected during project implementation. The report shall contain an appropriate description of the fossils, treatment, and curation. A copy of the PRRP and final monitoring report shall be filed with the City and the designated repository (if fossils are recovered and curated) along with field notes and any other supporting documentation. The PRRP shall also include a statement that any fossil lab or curation costs (if necessary due to fossil recovery) are the responsibility of the Project Applicant/Developer.	
Would the project have a cumulative effect on geology and soils resources?	Potentially Significant	**MM-GEO-1** (see above) **MM-GEO-2** (see above) **MM-GEO-3** (see above)	Not Cumulatively Considerable with Mitigation
Greenhouse Gas Emissions			
Would the project generate greenhouse gas emissions, either directly or indirectly,	Potentially Significant	**MM-AQ-2** through **MM-AQ-9** (see above) **MM-AQ-13** through **MM-AQ-16** (see above)	**Significant and Unavoidable**

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
that may have a significant impact on the environment?		**MM-AQ-18** (see above) **MM-AQ-20** through **MM-AQ-23** (see above) **MM-GHG-1, Energy Efficiency Strategies.** Prior to the issuance of building permits, the Project Applicant or its designee shall provide evidence to the City of Calimesa that the Project's design plans include the following energy efficiency and conservation measures, including: a) Install Energy Star-rated heating, cooling, lighting, and appliances. b) Install solar photovoltaic panel systems on building rooftops or above surface parking (or equivalent structure[s]) at the Project site, where available, in compliance with that which is required under the 2022 Title 24 Building Energy Efficiency Standards (Part 6 of Title 24 of the California Code of Regulations). For purposes of this measure, "availability" is dependent on building rooftop space that is otherwise not utilized for purposes of circulation, HVAC, or other necessary building equipment, and would meet solar radiation specification standards outlined in Part 6 of Title 24 of the California Code of Regulations. Solar photovoltaic panel systems shall be sized to meet the energy demand requirements of the associated building or structure(s). c) Outdoor lighting shall be light emitting diodes (LED) or other high-efficiency lightbulbs. d) Install Cool Pavement. Prior to the issuance of building permits, the Project applicant or its designee shall submit building plans illustrating installation of cool pavements in place of dark pavements. Outdoor pavements, such as walkways and patios, shall use paving materials with three-year solar reflectance index (SRI) of 0.28 or initial SRI of 0.33.	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		e) Provide information on energy efficiency, energy efficient lighting and lighting control systems, energy management, and existing energy incentive programs to future residents of the Project. f) Design the Project to meet Leadership in Energy and Environmental Design (LEED) standards. g) Use of light colored/earth tone exterior roofing materials h) Use of low emission water heaters. Installation of low emission water heaters shall be verified by the City of Calimesa Building Division during plan check. **MM-GHG-2, Water Use Efficiency and Water Conservation**. Prior to the issuance of building permits, the Project Applicant or its designee shall provide evidence to the City of Calimesa that the Project's design plans include the following water use efficiency and conservation measures, including: a) High-efficiency appliances/fixtures to reduce water use, and/or include water-efficient landscape design b) Low-flow or high-efficiency water fixtures c) Water-efficient landscapes with lower water demands than required by the California Department of Water Resources (DWR) 2015 Model Water Efficient Landscape Ordinance (MWELO) d) Planting of native and drought-tolerant plant species only e) Provide educational materials to future tenants and building occupants about water saving behaviors and water-conserving landscaping. **MM-GHG-3, Solid Waste Reduction**. Prior to the issuance of building permits for the Project, the Project Applicant shall provide building plans that include the following solid waste reduction measure:	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		a) Provide storage areas for recyclables and green waste in new construction, and food waste storage, if a pick-up service is available.	
Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Potentially Significant	**MM-AQ-20** (see above) **MM-AQ-22** (see above) **MM-GHG-1** (see above) **MM-GHG-2** (see above) **MM-GHG-3** (see above)	Less Than Significant with Mitigation
Would the project have a cumulative effect on greenhouse gas emissions?	Potentially Significant	**MM-AQ-2** through **MM-AQ-9** (see above) **MM-AQ-13** through **MM-AQ-16** (see above) **MM-AQ-18** (see above) **MM-AQ-20** through **MM-AQ-23** (see above) **MM-GHG-1** (see above) **MM-GHG-2** (see above) **MM-GHG-3** (see above)	**Cumulatively Considerable**
Hazards and Hazardous Materials			
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	N/A	Less Than Significant
Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and	Potentially Significant	**MM-HAZ-1, Hazards Identification, Management, and Disposal.** Prior to issuance of the first grading permit, the Applicant/Developer shall retain a Qualified Environmental Specialist to prepare conduct a Phase II Environmental Site Assessment in accordance with ASTM Standard 1903-19 to determine the presence and extent of potential	Less Than Significant with Mitigation

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
accident conditions involving the release of hazardous materials into the environment?		contamination associated with the following: (1) oil-stained soils; (2) existing water wells; (3) ranching-related cesspools or septic systems; (4) pole-mounted transformers; (5) miscellaneous solid waste debris piles; (6) abandoned oil well drilling site, and (7) ranch-related solid waste debris site. Specifically, a hazardous materials survey shall be conducted on the Project site to test for contaminants, including but not limited to (1) sampling for asbestos, lead-based paint, polychlorinated biphenyls (PCBs), and universal wastes; (2) sampling for PCBs, mineral soil, or petroleum hydrocarbons at all areas of soil staining; (3) sampling of soils near the olive trees for pesticides (including organochlorine pesticides such as dichlorodiphenyltrichloroethane [DDT], dichlorodiphenyldichlor-ethane [DDD], and dichlorodiphenyldichloroethylene [DDE], subject to the determination of a qualified and licensed environmental contractor (State of California Licensed Contractor, with hazardous material, asbestos, and lead-based paint certifications). The Qualified Environmental Specialist shall compare sampling results to regulatory screening levels for applicable contaminants. If concentrations exceed current screening levels, the Applicant shall consult with the applicable environmental agency(ies) (e.g., CalEPA, DTSC, SARWQCB, Riverside County DEH) to determine any requirements for additional investigations. If hazardous materials are present and determined to require abatement, the Applicant/Developer shall retain a Qualified Environmental Specialist to prepare a Waste Management and Disposal Plan that sets forth protocols for construction worker training, contamination abatement, and appropriate disposal of all contamination. The Waste Management and Disposal Plan shall provide detailed directions on the training procedures on-site workers for identification of contamination. All workers and employees that will be involved in earth-moving activities shall be trained to identify and properly manage potentially contaminated materials. Further, a qualified and experienced environmental consultant shall be present during initial earthmoving activities in the areas of known	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		environmental concerns, including (1) oil-stained soils; (2) existing water wells; (3) ranching-related cesspools or septic systems; (4) pole-mounted transformers; (5) miscellaneous solid waste debris piles; (6) abandoned oil well drilling site, and (7) ranch-related solid waste debris site. The Waste Management and Disposal Plan shall mandate that hazardous materials shall not be disposed of or released on the ground, in the underlying groundwater, or any surface water. The Waste Management and Disposal Plan shall describe the applicable local, state, and federal regulatory requirements and mandatory procedures for the assessment, characterization, handling, storing, transporting, management, and disposal of hazardous constituents, materials, and wastes during construction activities, and shall set forth protocols for managing hazardous materials, if encountered. The Waste Management and Disposal Plan shall be submitted to the Riverside County DEH and the City for review and approval, as well as any other applicable agencies with oversight. The Waste Management and Disposal Plan shall require the documentation of all materials sampling, results, and actions taken in conformance with regulatory standards; document any removal of impacted soils or other materials by a licensed cleanup contractor; and document the disposal of impacted soils in accordance with federal and state regulations and requirements of the SARWQCB, DTSC, and/or the Riverside County DEH, as local CUPA. Final documentation in compliance with the Waste Management and Disposal Plan shall be made available to the Riverside County DEH and the City upon request, as well as any other applicable agencies with oversight. **MM-HAZ-2, Oil Well Abandonment.** Prior to issuance of a grading permit for the applicable phase of development, the Project Applicant/Developer shall retain a California registered design professional, such as a licensed civil engineer and/or licensed petroleum engineer to evaluate the exact location, condition, and abandonment status of the well on the Project site. A summary report detailing the findings of the well conditions and abandonment status	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		shall be submitted to the Riverside County Department of Environmental Health (DEH) and California Geologic Energy Management (CalGEM) for review and approval prior to issuance of a grading permit. The oil well site shall be tested to determine if leakage of oil or petroleum have occurred. If contaminated soils are identified, they shall be addresses pursuant to the Waste Management and Disposal Plan requirements as identified in MM-HAZ-1. Building permits shall not be issued for new buildings or enclosed structures, additions, or conversions of any building or structure to habitable or occupiable space on, adjacent to, or within 300 feet of the existing plugged well without documentation, stamped and signed by the licensed engineer, of proper abandonment of the existing well consistent with CalGEM guidelines and approval by the Public Works Building Official. A CalGEM monitor shall be present on site during all abandonment activities of the on-site oil well. Any abandonment or removal of the plugged well as required by CalGEM shall be completed and approved by CalGEM prior to issuance of a grading permit for the applicable phase of development. Upon completion of the oil well abandonment, the site design or tract map for the applicable Planning Area shall be designed to avoid development of any structures or obstacles that prevents or impedes access to the abandoned well site. Sufficient access to the abandoned oil well shall be maintained such that a well-servicing unit and associated necessary equipment could reach the well from a public street or access way, and shall be able to pass unimpeded along and over the route without disturbing the integrity of the surrounding structures and infrastructure. Identifying information about the abandoned well shall be communicated to the Riverside County Assessor-County Clerk- Recorder for inclusion on the title information of the site. **MM-HAZ-3, Water Well Abandonment and Setback.** Prior to issuance of a grading permit for applicable phase(s) of development, the Applicant/Developer shall retain a qualified engineer to ensure that	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		the on-site water wells are abandoned in accordance with the appropriate Riverside County Department of Environmental Health procedures, as set forth in County Code Chapter 13.20 and Bulletins of the California Department of Water Resources as follows: Bulletin 74-81 Chapter II Water Wells, and Bulletin 74-90 (Supplement to Bulletin 74-81). The Applicant/Developer shall coordinate with the Riverside County Department of Environmental Health regarding the necessary permits, notifications, and reports required per rule and regulation, such as submittal of an abandonment report to document abandonment in accordance with applicable laws and regulations. Final documentation in compliance with applicable requirements shall be made available to the Riverside County Department of Environmental Health and the City upon request. **MM-HAZ-4, Valley Fever.** Prior to ground-disturbing activities (including site preparation, grading, trenching, building construction, or landscaping), the Project Applicant/Developer shall prepare and submit to the City of Calimesa's Community Development Department a "Valley Fever Training Handout" for their review and approval. This Valley Fever Training Handout shall include information on how to minimize exposure to and recognize symptoms of valley fever and ways to report symptoms of valley fever; proper cleaning procedures to minimize accidental exposure; and demonstrations on how to use personal protective equipment, such respiratory protection, skin, and eye protection. The Valley Fever Training Handout shall then be provided to all on-site construction and operational personnel prior to and throughout the duration of all ground-disturbing activities. In addition, National Institute for Occupational Safety and Health (NIOSH)-approved half-face respirators equipped with minimum N-95 protection factor shall be available upon request for use during worker collocation with surface disturbance activities, and hand washing facilities and areas for changing of clothing shall be provided during worker collocation with surface disturbance activities. Lastly, the Constructor Contractor contract specifications shall require that	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		any heavy equipment with factory enclosed cabs be provided with high-efficiency particulate absorbing filter (HEPA)-rated air filtration and positive pressure air. The General Contractor utilizing applicable heavy equipment shall provide proof of worker training on proper use of applicable heavy equipment cabs. Communication methods, such as two-way radios, shall be available for use in enclosed cabs.	
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?	Potentially Significant	**MM-HAZ-5, Materials Storage Near School.** The Covenants, Conditions and Restrictions (CCRs) related to the leasing and/or occupancy of any industrial uses within the Business Park Zone District shall mandate that any industrial-related uses and building located within one-quarter mile of an existing school shall not store, handle, or use toxic or highly toxic gases at quantities that exceed threshold levels established by California Health and Safety Code Section 25532.	Less Than Significant with Mitigation
Would the project be located on a site that 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	N/A	No Impact
For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or	No Impact	N/A	No Impact

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
working in the project area?			
Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Potentially Significant	**MM-HAZ-6, Construction Area Traffic Management Plan.** The Project Applicant/Developer shall engage a qualified traffic engineer to prepare a Construction Area Traffic Management Plan (TMP), which shall be implemented by the construction contractor to address short-term traffic circulation and access effects during Project construction. The objectives of the TMP shall be to (1) maintain traffic safety during construction;(2) effectively maintain an acceptable level of traffic flow throughout the transportation system during Project construction; (3) minimize traffic delays and implement clear signage related to lane closures and/or detours; and (4) ensure the safety of and adequate circulation opportunities for pedestrians and bicyclists. The TMP shall include, but not be limited to, the elements described below: ▪ Contact Information - Name of on-site construction superintendent and contact phone number. ▪ Identification of Construction Contract Responsibilities - For example, for excavation and grading activities, describe the approximate depth of excavation, and quantity of soil import/export (if any). ▪ Identification and Description of Truck Routes - To include the number of trucks and their staging location(s) (if any). ▪ Identification and Description of Material Storage Locations (if any). ▪ Location and Description of Construction Trailer (if any). ▪ Identification and Description of Traffic Controls - Traffic controls shall be provided per the Manual of Uniform Traffic Control Devices (MUTCD) if the occupation or closure of any traffic lanes, parking lanes, parkways or any other public right-of-way is required. If the right-of-way occupation requires configurations or controls not identified in the MUTCD, a separate traffic control	Less Than Significant with Mitigation

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		plan must be submitted to the City for review and approval. All right-of-way encroachments shall require permitting through the City. ▪ Identification and Description of Parking - Estimate the number of workers and identify parking areas for their vehicles. ▪ Identification and Description of Maintenance Measures - Identify and describe measures taken to ensure that the work site and public right-of-way would be maintained (including dust control). ▪ Public Awareness Campaign – Prepare information packets for affected neighborhoods to bring awareness to the Project activities and measures to minimize impacts. ▪ Coordination with Emergency Service Providers - Inform emergency service providers (e.g., local police, fire, and medical dispatch) of construction traffic schedule. The TMP shall be reviewed and approved by the City prior to the issuance of the first building permit. The TMP and its requirements shall also be provided to all construction contractors as one component of building plan/contract document packages. **MM-TRA-1** (see below) **MM-WF-1** (see below) **MM-WF-2** (see below)	
Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	Potentially Significant	**MM-WF-1** (see below) **MM-WF-2** (see below) **MM-WF-3** (see below) **MM-WF-4** (see below) **MM-WF-5** (see below)	Less Than Significant with Mitigation

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Would the project have a cumulative effect on hazards or hazardous materials?	Potentially Significant	**MM-HAZ-1** (see above) **MM-HAZ-2** (see above) **MM-HAZ-3** (see above) **MM-HAZ-4** (see above) **MM-HAZ-5** (see above) **MM-HAZ-6** (see above) **MM-WF-1** (see below) **MM-WF-2** (see below) **MM-WF-3** (see below) **MM-WF-4** (see below) **MM-WF-5** (see below)	Not Cumulatively Considerable with Mitigation
Hydrology and Water Quality			
Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Potentially Significant	**MM-BIO-1** (see above) **MM-GEO-1** (see above) **MM-HAZ-2** (see above) **MM-HAZ-3** (see above) **MM-HYD-1, Water Quality Management Plan and Hydrology/Drainage Study**. Prior to issuance of each building permit, the City shall review the Final Water Quality Management Plan (WQMP), which is prepared as part of the Final Map recordation, to determine if future development plans are consistent with the requirements set forth in the Final WQMP or if revisions are needed. If a revision to the Final WQMP or an Amendment is required, the Plan shall be developed to the satisfaction of the City and shall meet the requirements of the Riverside County Municipal Separate Storm Sewer System (MS4) Permit, such that the WQMP shall demonstrate that post-construction	Less Than Significant with Mitigation

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		low-impact development (LID) best management practices (BMPs) are incorporated into the specific proposed design and that these features would effectively reduce and/or eliminate water pollution caused by runoff flowing from developed sites into nearby receiving waters. Prior to issuance of the first building permit within, the City Engineer shall review the Final Hydrology/Drainage Report for the overall Project that was prepared as part of the Master Tentative Tract Map, to determine if Planning Area development plans are consistent with the Master Hydrology/Drainage Report for the Project. If a revision to the Master Hydrology/Drainage Report is required, the Report shall be revised to the satisfaction of the City Engineer and shall demonstrate that stormwater runoff flow rates, associated with each Planning Area and off-site road improvement, would be less than or equal to existing conditions. The Hydrology/Drainage Report shall comply with the 1976 Riverside County Flood Control and Water Conservation District Hydrology Manual for storm drain planning and design calculations, or its latest update.	
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?	Less Than Significant	N/A	Less Than Significant
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:			
A. result in substantial erosion or siltation on or off site;	Potentially Significant	**MM-HYD-1** (see above)	Less Than Significant with Mitigation

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
B. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;	Potentially Significant	**MM-HYD-1** (see above)	Less Than Significant with Mitigation
C. 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	Less Than Significant	N/A	Less Than Significant
D. impede or redirect flood flows?	Less Than Significant	N/A	Less Than Significant
In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?	Less Than Significant	N/A	Less Than Significant
Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less Than Significant	N/A	Less Than Significant
Would the project have a cumulative effect on hydrology or water quality resources?	Potentially Significant	**MM-BIO-1** (see above) **MM-GEO-1** (see above) **MM-HAZ-2** (see above) **MM-HAZ-3** (see above)	Not Cumulatively Considerable with Mitigation

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		MM-HYD-1 (see above)	
Land Use and Planning			
Would the project physically divide an established community?	Potentially Significant	**MM-HAZ-6** (see above)	Less Than Significant with Mitigation
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?	Potentially Significant	**MM-AQ-1** through **MM-AQ-28** (see above) **MM-BIO 1** through **MM-BIO-13** (see above) **MM-CUL-1** through **MM-CUL-9** (see above) **MM-GEO-1** thought **MM-GEO-3** (see above) **MM-GHG-1** thought **MM-GHG-3** (see above) **MM-HAZ-1** through **MM-HAZ-6** (see above) **MM-HYD-1** (see above) **MM-NOI-1** through **MM-NOI-6** (see below) **MM-TRA-1** (see below) **MM-WF-1** through **MM-WF-5** (see below)	Less Than Significant with Mitigation
Would the project have a cumulative effect on land use resources?	Potentially Significant	**MM-HAZ-6** (see above)	Not Cumulatively Considerable with Mitigation
Noise			
Would the project result in generation of 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	Potentially Significant	**MM-NOI-1, N-5, Construction Truck Haul Routes.** The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. **MM-NOI-2, Off-Site Construction Noise.** Prior to issuance of off-site construction permits, the Applicant/Developer shall incorporate the following measures to reduce short-term construction noise effects	**Significant and Unavoidable**

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
applicable standards of other agencies?		for off-site receivers located within 20 feet of the off-site roadway and utility improvements: 1. Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. 2. All stationary construction equipment shall be placed in such a manner so that the emitted noise is directed away from any sensitive receivers. 3. Construction equipment staging areas shall be located the greatest distance between the staging area and the nearest sensitive receivers. 4. The construction contractor shall limit equipment and material deliveries to the construction hours specified in City of Calimesa Municipal Code Section 8.15.080[A]. 5. Electrically powered air compressors and similar power tools shall be used, when feasible, in place of diesel equipment. 6. No music or electronically reinforced speech from construction workers shall be allowed. 7. Tools used for off-site roadway and utility construction shall be hydraulically or electrically powered whenever possible to avoid noise associated with compressed air exhaust. Where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. **MM-NOI-3, Off-Site Construction Traffic Noise.** During construction of the off-site transportation improvements to County Line Road west of the I-10 interchange (Segment #1), rubberized asphalt shall be used along the length of County Line Road that is adjacent to residential uses (specifically, along the length of County Line Road between County Line Lane to the east and 7th Place to the west) in order to	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		reduce the traffic-related noise level increases at neighboring noise-sensitive land uses under near-term and long-term conditions. **MM-NOI-4, On-Site Exterior Operational Noise.** Prior to the issuance of a building permit for any planning area that includes residential land uses, the Project Applicant/Developer shall prepare a noise study that evaluates the proposed residential designs to ensure they will meet the City's noise standards for exterior noise levels. If impacts are identified, the noise studies shall specify site design features, building modifications, exterior noise barriers, rubberized asphalt, and/or other equally effective noise abatement measures as a means of attaining exterior noise limits. If exterior noise control barriers are implemented, they must be constructed such that the top of each wall extends to the recommended height above the pad elevation of the lot it is shielding. When the adjacent road is elevated above the pad elevation, the noise control barrier shall extend to the recommended height above the highest point between the residential home and the road. The noise control barrier shall provide a weight of at least 4 pounds per square foot of face area with no decorative cutouts or line-of-sight openings between shielded areas and the roadways, or a minimum transmission loss of 20 dBA. The noise control barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts shall not be made. All gaps (except for weep holes) should be filled with grout or caulking. The noise control barrier shall be constructed using one of the following materials: ▪ Masonry block; ▪ Stucco veneer over wood framing (or foam core), or one-inch thick tongue and groove wood of sufficient weight per square foot; ▪ Glass (1/4-inch-thick), or other transparent material with sufficient weight per square foot capable of providing a minimum transmission loss of 20 dBA; ▪ Earthen berm; or	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		▪ Any combination of these construction materials. **MM-NOI-5, On-Site Interior Operational Noise**. Prior to the issuance of a building permit, the Applicant/Developer shall require all units with a windows-closed condition and require a means of mechanical ventilation (e.g., air conditioning). Typical building construction will provide a Noise Reduction (NR) of approximately 12 dBA with "windows open" and a minimum 25 dBA noise reduction with "windows closed." In order to satisfy the 45 dBA CNEL interior noise standards for residential land use, the Applicant/Developer shall provide the following or equivalent noise abatement measures: ▪ Windows & Glass Doors: All windows shall require upgraded windows with a minimum Sound Transmission Class (STC) rating of 27. ▪ Doors (Non-Glass): All exterior doors shall be well weather-stripped and have minimum STC ratings of 27. Well-sealed perimeter gaps around the doors are essential to achieve the optimal STC rating. ▪ Walls: At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal. ▪ Roof: Roof sheathing of wood construction shall be installed per manufacturer's specification or with caulked plywood of at least one-half inch thick. Ceilings shall be installed per manufacturer's specification or with well-sealed gypsum board of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic space. ▪ Ventilation: Arrangements for any habitable room shall be such that any exterior door or window can be kept closed when the room is in use and still maintain circulated air. A forced air circulation system (e.g. air conditioning) or active ventilation system (e.g. fresh air supply) shall be provided which satisfies the requirements of the Uniform Building Code.	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Would the project result in generation of excessive groundborne vibration or groundborne noise levels?	Potentially Significant	**MM-NOI-6, Off-Site Construction Vibration Setback.** For construction activities within 20 feet of an occupied sensitive receiver location, a 20-foot buffer setback shall be incorporated to restrict the use of large, loaded trucks, heavy mobile equipment greater than 80,000 pounds, jack hammers, and vibratory rollers. Construction equipment within 20-feet of an occupied sensitive receiver shall be limited to small rubber-tired or alternative equipment, as well as soil compaction equipment.	Less Than Significant with Mitigation
For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact	N/A	No Impact
Would the project have a cumulative effect on noise resources?	Potentially Significant	**MM-NOI-1** through **MM-NOI-6** (see above)	**Cumulatively Considerable**
Population and Housing			
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)?	Less Than Significant	N/A	Less Than Significant

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Less Than Significant	N/A	Less Than Significant
Would the project have a cumulative effect on housing and/or population resources?	Less Than Significant	N/A	Not Cumulatively Considerable
Public Services			
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:			
Fire protection?	Less Than Significant	N/A	Less Than Significant
Police protection?	Less Than Significant	N/A	Less Than Significant
Schools?	Less Than Significant	N/A	Less Than Significant
Parks?	Less Than Significant	N/A	Less Than Significant
Other public facilities?	Less Than Significant	N/A	Less Than Significant
Would the project have a cumulative effect on public services resources?	Less Than Significant	N/A	Not Cumulatively Considerable

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Recreation			
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?	Less Than Significant	N/A	Less Than Significant
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?	Less Than Significant	N/A	Less Than Significant
Would the project have a cumulative effect on recreation resources?	Less Than Significant	N/A	Not Cumulatively Considerable
Transportation			
Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Less Than Significant	N/A	Less Than Significant
Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Less Than Significant	N/A	Less Than Significant

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
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)?	Potentially Significant	**MM-TRA-1, Business Park Trip Generation and VMT Conformity Analysis.** Prior to the issuance an occupancy permit for development within the Business Park planning areas, the Project Applicant/Developer shall prepare a Trip Generation and VMT Conformity Analysis for review by the City. The Analysis shall evaluate each specific land use/tenant including all occupied and those proposed for occupancy in the Business Park planning area(s) and determines the number of worker trips, vendor trips, and truck trips (as applicable) generated by the proposed land use. The Conformity Analysis shall identify whether the trip generation of the existing and proposed tenants is consistent with or exceeds the trips assessed within the Mesa Verde Specific Plan Area 2 Amendment 2 Traffic Analysis dated June 18, 2025, prepared by Urban Crossroads. The Conformity Analysis shall determine the remaining capacity for trips, as defined in the TIA, and ensure that the proposed tenant(s) trip generation is consistent with the remaining capacity for trips. The Conformity Analysis shall assess the existing capacity of Sandalwood Drive to the I-10 Freeway Interchange to confirm that adequate roadway infrastructure is available, or will be available, to safely accommodate the anticipated existing and proposed traffic, such that no impacts to ingress/egress, emergency response, or other incompatible roadway design hazards would result. The Conformity Analysis shall also include an analysis of VMT for each phase of Project implementation in accordance with the Final City of Calimesa Transportation Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment. If the Conformity Analysis determines that trips exceed the trip generation and/or that adequate roadway infrastructure would not be available, the certificate of occupancy shall not be issued or operational leas restrictions shall be placed on Business Park tenants and shall be monitored by the Business Park Owners Association.	Less Than Significant with Mitigation

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Would the project result in inadequate emergency access?	Potentially Significant	**MM-HAZ-6** (see above)	Less Than Significant with Mitigation
Would the project have a cumulative effect on transportation resources?	Potentially Significant	**MM-TRA-1** (see above) **MM-HAZ-6** (see above)	Not Cumulatively Considerable with Mitigation
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)?	Potentially Significant	**MM-TCR-1, Discovery of Tribal Cultural Resources.** If a Tribal Cultural Resource is discovered during project implementation, ground-disturbing activities shall be suspended within a 60 foot-radius area around the resource(s), and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. No unauthorized person may enter the ESA area. Representatives from the Consulting Tribes and the Lead Agency shall confer regarding significance of the resource in accordance with PRC §21074, potential necessity for development of a Research Design, as well as any testing efforts. Following the completion of evaluation efforts, all parties shall confer regarding the treatment and disposition of the Tribal Cultural Resource (TCR), including avoidance (or other appropriate treatment) of the discovered resource under PRC Section 21080.3.2. **MM-TCR-2, Treatment of Tribal Cultural Resources.** In the event Tribal Cultural Resources are discovered during the course of ground-disturbing activities, these discoveries shall be properly recorded and if feasible, reburied in situ, for preservation in perpetuity if determined significant in accordance with CEQA. Evaluation of significance under for Tribal Cultural Resources under PRC §21074 criteria shall be based on the substantial information provided by the Consulting Tribes for the identified Tribal Cultural Resource. If reburial	Less Than Significant with Mitigation

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		in-place is not feasible, representatives from the Consulting Tribes, the Project Archaeologist, Permit Holder, and the Lead Agency shall confer regarding a Research Design and/or a Treatment Plan, as well as any testing efforts. Following the completion of evaluation efforts, all parties shall confer regarding the both the Native American and archaeological significance of the resource, its potential as a Tribal Cultural Resource (TCR) under PRC §21074, and if measures are not otherwise identified in the consultation process, the Public Resources Code describes Mitigation Measures that may avoid or minimize the significant adverse impacts. Examples include: (1) Avoidance and preservation of the resources in place, including planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria. (2) Treating the resource with culturally appropriate dignity, considering the tribal cultural values, and meaning of the resource, including the following: (a) Protecting the cultural character and integrity of the resource; (b) Protecting the traditional use of the resource; and (c) Protecting the confidentiality of the resource. (3) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places. (4) Protecting the resource. Avoidance of the discovered resource is the preferred method for preservation. Public agencies must, when feasible, avoid damaging effects to any tribal cultural resource. However, should any significant resource and/or TCR not be a candidate for avoidance or preservation in place is determined to be infeasible, the removal of the resource(s) may be necessary to mitigate impacts. The research design shall include a comprehensive discussion of sampling	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		strategies, resource processing, analyses, and reporting protocols/obligations. Removal of any cultural resource(s) shall be conducted with the presence of a Tribal Monitor(s). All plans for analyses shall be reviewed and approved by the applicant and Consulting Tribes prior to implementation, and all removed cultural material shall be temporarily curated on-site. **MM-TCR-3, Disposition of Tribal Cultural Resources.** It is the preference of the Consulting Tribes that removed cultural material be reburied as close to its original place of discovery as possible. However, should reburial within/near the original place of discovery during project implementation not be feasible, then a reburial location for preservation of the resources in perpetuity shall be designated through consultation between the Consulting Tribes, the landowner, and the Lead Agency, and all materials of cultural origin shall be reburied within this location. Additionally, in this case, reburial shall not occur until all ground-disturbing activities associated with the project have been completed, all monitoring has ceased, all cataloging, analysis and required recordation of cultural resources has been completed, and a final monitoring report has been issued to Lead Agency, California Historical Resources Information System (CHRIS), and Consulting Tribes. All reburials are subject to a reburial agreement that shall be developed between the landowner and Consulting Tribes outlining the designated reburial process/location and shall include measures and provisions to protect the reburial area from any future impacts. Should it occur that avoidance, preservation in place, and on-site reburial are not an option for treatment, and this is agreed to by Consulting Tribes, the landowner shall relinquish all ownership and rights to this material and confer with Consulting Tribes to identify appropriate facilities that meet the curation standards required under 36 CFR Part 79 and the State Resources Department Office of Historic Preservation Guidelines for the Curation for Archaeological Resources. A curation agreement with an appropriately qualified repository shall be developed between the landowner and museum	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		that legally and physically transfers the collections and associated records to the facility. This agreement shall stipulate the payment of fees necessary for permanent curation of the collections and associated records and that it is the obligation of the Project developer/applicant to pay those fees.	
B. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	Potentially Significant	**MM-TCR-1** through **MM-TCR-3** (see above)	Less Than Significant with Mitigation
Would the project have a cumulative effect on tribal cultural resources?	Potentially Significant	**MM-TCR-1** through **MM-TCR-3** (see above)	Not Cumulatively Considerable with Mitigation

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Utilities and Service Systems			
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?	Potentially Significant	**MM-UTIL-1, Utility Connections and Service.** The Project Applicant/Developer shall coordinate with the Yucaipa Valley Water District to execute a Development Agreement to provide drinking water, recycled water, and sewer service to Mesa Verde, Tentative Tract Map Number 33931 in the City of Calimesa, County of Riverside. The provision of water and/or sewer service is contingent upon the Applicant/Developer meeting the requirements of the Yucaipa Valley Water District as provided in a Development Agreement, which shall be executed before the issuance of any building permits related to the Project.	Less Than Significant with Mitigation
Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Potentially Significant	**MM-UTIL-1** (see above)	Less Than Significant with Mitigation
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?	Potentially Significant	**MM-UTIL-1** (see above)	Less Than Significant with Mitigation
Would the project generate solid waste in excess of	Less Than Significant	N/A	Less Than Significant

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			
Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less Than Significant	N/A	Less Than Significant
Would the project have a cumulative effect on utilities and/or service systems resources?	Potentially Significant	**MM-UTIL-1** (see above)	Not Cumulatively Considerable with Mitigation
Wildfire			
Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?	Potentially Significant	**MM-WF-1, Wildfire and Evacuation Education Program Procedures.** The Homeowners' Association (HOA) Covenants, Conditions, and Restrictions for the Project shall require that the HOA prepare an educational program with wildfire-related information to be provided to all residents and occupants, including the Wildfire Evacuation Study (WEs) and the Fire Protection Plan (FPP) requirements. The Covenants, Conditions, and Restrictions will be submitted to the City of Calimesa (City) prior to issuance of certificate of occupancy. The educational program shall be prepared in easy-to-understand, graphically based materials and shall be annually reviewed and updated, as appropriate, in order to maintain high wildfire awareness. Program features shall include, but may not be limited to, the following:	Less Than Significant with Mitigation

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		1. A facility Fire Safety Coordinator(s) will be designated and will oversee implementation of the WES and FPP and overall fire coordination with RCFD. 2. All Project implementing developments within the Mesa Verde Specific Plan Area will include a proactive wildfire education program utilizing a multi-pronged approach to fire safety following the "Ready, Set, Go!" approach to wildfire evacuation, to include, but not limited to: i. Annual wildfire and evacuation safety awareness meeting in coordination with local fire agencies. ii. Annual reminder notices will be provided to each occupant encouraging them to review the WES and FPP and be familiar with evacuation protocols. iii. The development's website will host a webpage dedicated to wildfire and evacuation education and awareness, which should include a copy of the WES and FPP. 3. All HOAs and Property Managers for developments within the Mesa Verde Specific Plan Area will designate a Fire Safety Coordinator(s) to oversee implementation of the wildfire education program. The Fire Safety Coordinator(s) will: i. Prepare and distribute the annual reminder notice that shall be provided to each occupant encouraging them to review the WES and FPP and be familiar with community evacuation protocols. ii. Coordinate with local fire agencies to hold an annual fire safety and evacuation preparedness informational meeting for occupants. The meeting should be attended by representatives of appropriate fire agencies and important fire and evacuation information should be reviewed.	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		iii. Maintain fire safety information on the development's website, including the WES and materials from the "Ready, Set, Go!" Program. For non-residential uses, Fire Safety Coordinators will also: iv. Coordinate an annual fire evacuation drill/fire exercise to ensure proper safety measures have been implemented, facility awareness and preparation of a facility-wide "Ready, Set, Go!" plan. The Fire Safety Coordinator will also organize employee training and awareness through various practices: (a) New hire fire awareness and evacuation training (b) Ongoing staff training (c) Facility sweeps by trained staff v. Strategically place fire safety and evacuation/sheltering protocol information 4. The Program features shall a contingency plan for the rare occurrence that evacuation is not safe that includes occupants sheltering in place within onsite structures. **MM-WF-2, Emergency Access Roadway.** Prior to the issuance of the first certificate of occupancy after Phase 2, the Project Applicant/Developer shall provide proof of the completion of an emergency access roadway from the Project site's Street A/Street E intersection through the Yucaipa Valley Water District property, northwest to Live Oak Canyon Road. This roadway shall be designed to appropriate standards for all-weather access for emergency vehicles and shall be gated within the Project site to restrict access, thereby only allowing for emergency vehicle access and for use as an evacuation route during an emergency event. The Calimesa Fire Department shall have the ability to open and secure the gate. No occupancy permits shall be issued after completion of Phase 2	

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		without confirmation of the adequacy of the emergency access road, to the satisfaction of the Calimesa Fire Department.	
Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Potentially Significant	**MM-WF-1** (see above) **MM-WF-2** (see above) **MM-WF-3, Pre-Construction Requirements.** Prior to bringing combustibles on site, the following pre-construction requirements shall be implemented. These features shall be approved by the Calimesa Fire Department or their designee prior to combustibles being brought on-site. ▪ Site improvements within the active development footprint shall be in place, including utilities, operable fire hydrants, an approved, temporary road surface, and fuel modification zones established. ▪ Fuel modification zone areas shall be mowed and maintained throughout construction phase and landscape plantings will be provided in conjunction with standard Project landscape timing. ▪ Existing flammable vegetation shall be reduced by 50% on vacant lots upon commencement of construction. ▪ Dead fuel, ladder fuel (fuel which can spread fire from the ground to trees), and downed fuel shall be removed, and trees/shrubs shall be properly limbed, pruned, and spaced per the project-specific Fire Protection Plan. ▪ A response map update, including roads and fire hydrant locations, in a format compatible with current Calimesa Fire Department mapping shall be provided to the Calimesa Fire Department. **MM-WF-4, Fuel Modification Zone Maintenance and Inspections.** The Mesa Verde Specific Plan Project Homeowner's Association and/or Property Management Company shall be responsible for long term funding and maintenance of internal private roads, fire protection	Less Than Significant with Mitigation

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		systems (including fire sprinklers), and fuel modification areas. The Mesa Verde Homeowner's Association or similar entity shall have a contracted, 3rd party, Calimesa Fire Department-approved Fuel Modification Zone inspector perform one inspection per year to ensure that Fuel Modification Zones are maintained in a condition that is consistent to the City, County's, and Fire Protection Plan's requirements and would provide a benefit of a wide barrier separating wildland fuels from on-site ignitions. Inspection reports shall be submitted to the Calimesa Fire Department annually, on or before May 1. **MM-WF-5, Prohibited Plants.** Proposed landscaping shall be planned, maintained and spaced and highly flammable species shall be avoided. Plants listed on the Prohibited Plant List (refer to Appendix E of the Fire Protection Plan) shall not be planted or allowed to establish opportunistically within the Fuel Modification Zones or landscape areas. The proposed landscape plan shall be reviewed and approved by Calimesa Fire Department prior to the issuance of building permits.	
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?	Potentially Significant	**MM-WF-3** (see above) **MM-WF-4** (see above) **MM-WF-5** (see above)	Less Than Significant with Mitigation
Would the project expose people or structures to significant risks, including	Potentially Significant	**MM-HYD-1** (see above)	Less Than Significant with Mitigation

Table ES-2. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			
Would the project have a cumulative effect on wildfire?	Potentially Significant	**MM-WF-1** (see above) **MM-WF-2** (see above) **MM-WF-3** (see above) **MM-WF-4** (see above) **MM-WF-5** (see above) **MM-HYD-1** (see above)	Not Cumulatively Considerable with Mitigation

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1 Introduction

The purpose of this Draft Subsequent Environmental Impact Report (SEIR) is to evaluate and disclose the potential environmental consequences of the proposed Mesa Verde Specific Plan Area 2 Amendment 2 Project (Project or Specific Plan Amendment) compared to the previously approved Mesa Verde Estates Specific Plan, as amended by the 2017 Mesa Verde Specific Plan Area 2 Amendment 1 (2017 Specific Plan or previously approved project). The Mesa Verde Owners, LLC is the Project Applicant and the City of Calimesa (City) is the lead agency for this Project and responsible for preparing this SEIR in accordance with the California Environmental Quality Act of 1970 (CEQA) statutes (California Public Resources Code Section 2100 et seq., as amended) and its implementing guidelines (California Code of Regulations Title 14, Section 15000 et seq.).

1.1 CEQA Overview and Purpose of this SEIR

The Project is an amendment to the 2017 Specific Plan (SPA 13-01), which was evaluated and approved in the 2017 Addendum to the previously adopted in 2007 Mesa Verde Estates Specific Plan Environmental Impact Report (EIR) (2007 Final EIR), State Clearinghouse Number 2004071045.

This Draft SEIR evaluates the environmental impacts of the proposed Project in comparison to the existing conditions, and determines whether the originally approved environmental documentation (i.e., 2007 Final EIR and 2017 Addendum) retains adequate informational value on the assessment of environmental impacts, or whether the proposed Project would result in new or substantially different significant environmental impacts such that previously proposed mitigation measures would be eliminated or revised, or whether new mitigation measures are required. Any environmental impacts associated with the Project that were not addressed in the previous environmental documents for 2017 Specific Plan are evaluated in this Draft SEIR.

This Draft SEIR has been prepared in accordance with CEQA Guidelines Section 15162 (Subsequent EIRs and Negative Declarations). CEQA Guidelines Section 15162(a) and 15162(b) are stated below:

(a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

  (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

  (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

  (3 New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

    (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

(b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

The difference between the proposed Project and the previously approved 2017 Specific Plan are generally summarized in Section 3.6, Comparison to 2017 Mesa Verde Specific Plan Area 2 Amendment 1, in Chapter 3, Project Description of this Draft SEIR. Due to the proposed land use changes, the Project may result in new significant environmental effects and/or a substantial increase in the severity of previously identified significant effects. Additionally, due to the passage of time from the previously approved 2017 Specific Plan, there may be changes in circumstances that could lead to new or more substantial environmental effects than were previously analyzed. As such, an SEIR is the appropriate document to wholly address the Project's proposed changes and potential Project-related environmental effects. Additionally, in 2019, the CEQA Guidelines were amended and additions were made. These CEQA Guideline changes now apply to the proposed Project and are addressed in this Draft SEIR.

1.2 Previous Environmental Analysis

1.2.1 Mesa Verde Estates Specific Plan Final Environmental Impact Report (SCH No. 2004071045), July 2007

A Draft EIR for the Mesa Verde Estates Specific Plan was prepared and released for public review in September 2005. This original 2005 Draft EIR described a Specific Plan with a 61.8 acre Mixed Use component containing 350,000 square feet of commercial use and 358 dwelling units. A revised version of the Mesa Verde Estates Specific Plan included new access roads and a change in the Mixed Use component that increased the dwelling units to 766 and reduced the commercial area to 200,000 square feet. As a result of these changes, a Supplemental Draft EIR was prepared in 2007 to address potential impacts related to these changes. Subsequent changes to the Mesa Verde Estates Specific Plan reverted back to proposing 358 dwelling units and 350,000 square feet of commercial use. The proposed access roads were maintained in this version of the Mesa Verde Estates Specific Plan, which was analyzed in the 2007 Revised Draft EIR that was recirculated for public review in February 2007. The 2007 Revised Draft EIR included Aesthetics and Visual Resources, Biological Resources, Cultural/Paleontological Resources, Land Use, Noise, and Traffic and Circulation sections.

The Final EIR (State Clearinghouse No. 2004071045) for the Mesa Verde Estates Specific Plan was certified on October 15, 2007 when the City Council adopted Resolution NO. 2007-59. The 2007 Final EIR analyzed the development of 3,450 dwelling units, 350,000 square feet of commercial space, 62.5 acres of mixed-use space,

481.8 acres of open space, 57.5 acres of public parks, 12.5 acres of private recreation, 21.5 miles of trails, 91.4 acres of roads, 2 elementary school sites, and 1 middle school site. Other proposed improvements included traffic circulation, flood control, and utilities, water and sewer services.

1.2.2 Mesa Verde Specific Plan Environmental Impact Report, Addendum (State Clearinghouse No. 200091075), October 2017

The 2017 Specific Plan proposed to modify the approved specific plan to allow for the development of 3,650 residential units, 250,000 square feet of commercial space, 46.5 acres of mixed-use space, 519 acres of open space, 47.9 acres of public parks, 8.2 acres of private recreation, 23.1 miles of trails, 87.5 acres of roads, 2 elementary school sites, and no middle school site. The 2017 Specific Plan removed the middle school site because the Yucaipa-Calimesa Joint Unified School District built the Mesa View Middle School adjacent to the northeast of the Project site in August 2009.

An Addendum to the 2007 Final EIR was prepared to provide environmental analysis of the 2017 Specific Plan, to ensure the 2007 Final EIR, along with information in the Addendum, adequately addressed potential impacts resulting from the amended Specific Plan. The 2017 Addendum was certified on August 28, 2017, when the Planning Commission adopted Resolution No. 2017-16. None of the 2017 Specific Plan components have been implemented to date.

1.3 Compliance with CEQA

According to the CEQA Guidelines Section 15064(f)(1) and Public Resources Code Section 21100, preparation of an EIR is required whenever a project may result in a significant effect on the environment. As stated in State CEQA Guidelines Section 15063, if the Lead Agency can determine that an EIR will clearly be required for the project, an Initial Study is not required. The City has determined that the preparation of an EIR is required; therefore, an Initial Study has not been prepared.

An EIR is an informational document used to inform public agency decision-makers and the general public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the Project that could feasibly attain most of the basic objectives of the Project while substantially lessening or avoiding any of the significant environmental impacts. Public agencies are required to consider the information presented in the EIR when determining whether to approve a project. CEQA requires that state and local government agencies consider the environmental effects of projects over which they have discretionary authority before taking action on those projects.

This Draft SEIR identifies and analyzes the environmental effects of the Project to the degree of specificity appropriate to the current proposed actions, as required by Section 15146 of the CEQA Guidelines. The analysis considers the activities associated with the Project to determine the short-term and long-term environmental effects associated with their implementation. This Draft SEIR discusses both temporary and permanent impacts and direct and indirect impacts of the Project, in addition to significant cumulative impacts associated with other past, present, and reasonably foreseeable future projects.

Based on significance criteria, the effects of the Project are categorized as either "no impact," "less than significant impact," "less than significant impact with mitigation incorporated," or "significant unavoidable impact." Mitigation measures are recommended for potentially significant impacts to avoid or lessen, to the extent feasible the Project's significant environmental impacts. In the event the Project results in significant unavoidable impacts even with implementation of feasible mitigation measures, the decision-makers may approve the Project based on a "Statement of Overriding Considerations." This determination requires the decision-makers to balance the benefits of the Project to determine if they outweigh identified unavoidable significant impacts. If the benefits of the Project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable", and the Project approved.

The Draft SEIR will be made available for public review to agencies and the public for 45 days to provide comments on the "sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated" (14 CCR 15204). The analysis of impacts and identification of mitigation measures are derived from technical reports that are included as technical appendices to this Draft SEIR and from other informational resources as listed at the end, in the references subsection, within each section of this document.

1.4 Notice of Preparation and Early Consultation

In compliance with the CEQA Guidelines, the Applicant provided opportunities for various agencies and the public to participate in the environmental review process. During preparation of the Draft SEIR, efforts were made to contact various federal, state, regional, and local government agencies, and other interested parties to solicit comments on the scope of review for the Draft SEIR. This included the distribution of a Notice of Preparation (NOP) to various responsible agencies, trustee agencies, and interested parties. Pursuant to CEQA Guidelines Section 15082 and Public Resources Code Section 21084.4, the City circulated the NOP directly to public agencies (including the State Clearinghouse Office of Planning and Research), special districts, and members of the public who had requested such notice. The NOP was published for a 30-day public review period starting on May 10, 2024.

The City also held a virtual public scoping meeting on May 30, 2024, from 6:00 PM to 7:00 PM, with public participation available by Zoom login. The purpose of the scoping meeting was to obtain comments from the public and agencies regarding the scope of this Draft SEIR. A total of 16 comment letters were received in response to the NOP (7 from public agencies and 9 from individuals).

The NOP, comment letters received during the NOP comment period, and summary of issues raised during the NOP process are included in Appendix A, Notice of Preparation, Comment Letters, and Summaries.

Areas of concern identified during the scoping meeting include, but may not be limited to, the following:

- The proposed use of County Line Road for full access as opposed to emergency access only
- Increased traffic along and proposed widening of County Line Road
- Noise and pollution related to increased traffic
- Increased traffic and freeway corridor access within the adjacent City of Yucaipa
- Potential impacts to mature oak trees
- Potential displacement of wildlife
- The reduction of lower density housing and increase of higher density housing on the Project site

- Potential cumulative impacts
- The addition of business park and industrial warehouse uses on the Project site

In addition to required CEQA consultation through the NOP scoping process, the City engaged in tribal consultation pursuant to the requirements of Senate Bill 18 and Assembly Bill 52. Additional outreach was conducted by the City and/or the Project Applicant with key parties to inform the potential environmental impacts evaluated in this SEIR, including but not limited to:

- Senate Bill 18 and Assembly Bill 52 Tribal Consultation
- California Department of Fish and Wildlife
- California Department of Transportation, District 8 (Caltrans)
- Calimesa Fire Department
- Calimesa Department of Public Works
- Riverside County Sheriff's Department
- Santa Ana Regional Water Quality Control Board
- Western Riverside County Regional Conservation Authority
- Yucaipa Valley Water District
- Yucaipa-Calimesa Joint Unified School District

The results of the Project's cultural resources studies, along with the information received through the Senate Bill 18 and Assembly Bill 52 tribal consultation process, are discussed in Section 4.16, Tribal Cultural Resources. The results of discussions with Yucaipa-Calimesa Joint Unified School District, Calimesa Fire Department, and Riverside County Sheriff's Department, and Calimesa Department of Public Works are described in Section 4.13, Public Services. The results of discussions with Yucaipa Valley Water District are described in Section 4.17, Utilities and Service Systems. The results of the discussions with the Western Riverside County Regional Conservation Authority, California Department of Fish and Wildlife, and Santa Ana Regional Water Quality Control Board are described in Section 4.3, Biological Resources.

1.5 Effects Found Not To Be Significant

As discussed in the NOP, the proposed Project is not anticipated to result in any significant impacts to the following topical areas: Agriculture and Forestry Resources or Mineral Resources. These two topics are assessed in Chapter 5, Other CEQA Considerations of this Draft EIR. As detailed in Sections 4.1, Aesthetics through 4.18, Wildfire, this Draft SEIR has concluded that all potential environmental impacts would be either less than significant or be able to be reduced through mitigation measures, with the exception of the significant impacts related to aesthetics (cumulative only), air quality, greenhouse emissions, and noise. Even with the implementation of feasible mitigation measures, impacts to these topics would be significant and unavoidable.

1.6 Organization and Format of the SEIR

This Draft SEIR for the Mesa Verde Specific Plan Amendment 2 Project is organized into seven chapters, as well as the Executive Summary. A list of the Draft SEIR chapters and a brief description of their contents is provided below to assist the reader in locating information.

Executive Summary. This chapter provides an introduction, a brief description of the Project, Project objectives, an overview of the SEIR process, areas of known controversy, and a summary of alternatives to the Project. It also includes a table that summarizes the results of the environmental analysis and proposed mitigation measures to reduce or avoid significant impacts.

Chapter 1, Introduction. This chapter briefly discusses the purpose of the Draft SEIR, provides an overview of the purposes of a Specific Plan, a summary of the previous environmental documentation, and provides a summary of the relevant CEQA Guidelines that govern the preparation of this EIR. This chapter gives an overview of the scoping period and the comments received by the City on the Notice of Preparation during the scoping process. It provides an overview of the effects found not significant, lists the lead, responsible and trustee agencies, and summarizes mitigation monitoring procedures.

Chapter 2, Environmental Setting. In accordance with Section 15125 of the State CEQA Guidelines, this chapter includes a summary description of the physical environmental conditions of the Project site and vicinity, which will constitute as the baseline physical conditions. This chapter provides an overview of the regulatory setting and a discussion of related projects considered in the cumulative impact analysis. The baseline physical conditions of the Project site and regulatory setting is provided in more detail within each topical section of Chapter 4.

Chapter 3, Project Description. In accordance with Section 15124 of the State CEQA Guidelines, this chapter outlines the City's underlying purpose and objectives for the Project; includes a summary of the Specific Plan Amendment chapters, including the Land Use Plan, Residential, Mixed-Use, and Commercial, Business Park, Public/Quasi-Public Facilities and Open Space, Infrastructure; and Implementation; includes assumptions regarding the Project's phased implementation and short-term construction and long-term operations; and identifies off-site infrastructure improvements. A discussion of discretionary actions needed to approve the Project and a list of other responsible agencies expected to use the SEIR in their decision making are also included.

Chapter 4, Environmental Impact Analysis. This chapter provides an evaluation of potential environmental impacts associated with the proposed Project for environmental issues in accordance with CEQA Guidelines Appendix G. The analysis of each issue begins with a description of the relevant environmental setting and regulations, and a listing of the specific thresholds used to determine the significance of impacts. This is followed by an evaluation of potential impacts and a comparison to the impacts and conclusion of the previously approved environmental documentation. The analyses in this section determine whether the originally approved environmental documentation retains adequate informational value on the assessment of environmental impacts, or whether the proposed Project would result in new or substantially different significant environmental impacts such that previously proposed mitigation measures would be eliminated or revised, or whether new mitigation measures are required. Where mitigation measures are required, a statement regarding the significance of the impact after mitigation is provided. This SEIR addresses all required CEQA topical analyses in the following SEIR sections:

- 4.1 Aesthetics
- 4.2 Air Quality
- 4.3 Biological Resources
- 4.4 Cultural Resources
- 4.5 Energy
- 4.6 Geology and Soils
- 4.7 Greenhouse Gas Emissions

4.8 Hazards and Hazardous Materials
4.9 Hydrology and Water Quality
4.10 Land Use and Planning
4.11 Noise
4.12 Population and Housing
4.13 Public Services
4.14 Recreation
4.15 Transportation
4.16 Tribal Cultural Resources
4.17 Utilities and Service Systems
4.18 Wildfire

Chapter 5, Other CEQA Considerations. This chapter contains a summary discussion of any significant unavoidable impacts, potential growth-inducing impacts, energy impacts, and any significant irreversible environmental changes that would be caused by the Project. Additionally, this chapter includes an overview of Agriculture and Forestry Resources and Mineral Resources, which were determined by the City to not have the potential to result in any significant effects on the environment.

Chapter 6, Alternatives. Pursuant to Section 15126.6 of the State CEQA Guidelines, this chapter includes an analysis of a reasonable range of feasible alternatives to the Project. Alternatives are analyzed that would feasibly attain most of the basic objectives of the Project but would avoid or reduce any of the significant effects of the Project. The comparative merits of each alternative are evaluated when compared to the proposed Project, and an environmentally superior alternative is identified in compliance with Section 15126.6(e)(2).

Chapter 7, List of Preparers. This chapter identifies City staff and persons who directly contributed to the preparation of the Draft SEIR.

1.7 Lead, Responsible, and Trustee Agencies

The Lead Agency, as defined by CEQA, is the public agency that has the primary responsibility of carrying out or approving the project (CEQA Guidelines Section 15367). Because the City of Calimesa has the primary discretionary authority to approve the proposed Project, it is the Lead Agency. The Project would require approval of the following discretionary actions by the City Council, which would be submitted and processed concurrently: Environmental Assessment No. 23-02, General Plan Amendment No. 23-01, Specific Plan Amendment No. 23-01, Zone Change No. 23-01, Tentative Tract Map No. 33931 – Revision 2, and Development Agreement Amendment – Revision 1.

A Responsible Agency under CEQA is a public agency with some discretionary authority over a project or a portion of it, but which has not been designated the Lead Agency (CEQA Guidelines Section 15381). A Trustee Agency is a state agency having jurisdiction by law over natural resources that are held in trust for the people of California, and which may be affected by a project (CEQA Guidelines Section 15386). A Trustee Agency may also be a Responsible Agency if it has discretionary authority over a project. The Project would require approval by the following agencies:

For the proposed Project, the Responsible Agencies under CEQA include, but may not be limited to: California Department of Fish and Wildlife for a 1604 Permit; Caltrans District 8 for encroachment permits; Santa Ana

Regional Water Quality Control Board for waste discharge requirements; Yucaipa Valley Water District for an Updated Water Supply Assessment, Development Agreement for water, wastewater, and recycled water services, and a maintenance easement for ongoing fuel modification; Yucaipa-Calimesa Joint Unified School District for encroachment and circulation improvements; and Riverside County Flood Control District for easements and management of storm water basins.

1.8 Incorporation by Reference

As described in the CEQA Guidelines Section 15150(a), an EIR may incorporate by reference all or portions of another document that is available to the public. Where all or part of another document is incorporated by reference, the incorporated language shall be considered to be part of the text of the EIR. The following documents are incorporated by this reference:

- City of Calimesa 2014 General Plan
- Calimesa Housing Element 2021-2029
- City of Calimesa Municipal Code
- Connect SoCal 2024 (Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy), April 2024
- Mesa Verde Estates Specific Plan Final Environmental Impact Report (SCH No. 2004071045), July 2007
- Mesa Verde Specific Plan Area 2 Amendment 1 (SCH No. 2004071045), November 2017
- Mesa Verde Specific Plan Environmental Impact Report, Addendum (State Clearinghouse No. 2004071045), October 2017

These documents are available to the public online and/or at the City of Calimesa Planning Division located at: 908 Park Avenue, Calimesa, California 92320.

1.9 Mitigation Monitoring Procedures

CEQA Guidelines Section 15097 requires that the mitigation measures and revisions to the proposed Project identified in this SEIR are implemented. Therefore, CEQA requires that the lead agency must adopt a program for monitoring or reporting on the required revisions and the measures it has imposed to mitigate or avoid significant environmental effects. The Mitigation Monitoring and Reporting Program for the Project will be completed as part of the Final SEIR, prior to consideration of the Project by the City of Calimesa Planning Commission and City Council.

2 Environmental Setting

2.1 Introduction

Chapter 2 of this Draft Subsequent Environmental Impact Report (SEIR) describes the environmental setting of the proposed Mesa Verde Specific Plan Amendment Area 2 Amendment 2 Project (Project or Specific Plan Amendment) and provides an overview of the environmental setting and planning context. As stated in California Environmental Quality Act (CEQA) Guidelines Section 15125(a):

> An EIR must include a description of the physical environmental conditions in the vicinity of the project. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to provide an understanding of the significant effects of the proposed project and its alternatives. The purpose of this requirement is to give the public and decision makers the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts.

This Draft SEIR assesses the impacts of the proposed Project in the context of the physical environmental conditions that existed generally at the time of the issuance of the Notice of Preparation, as stated in CEQA Guidelines Section 15125(a)(1).[1] Section 1.4, Notice of Preparation and Early Consultation in Chapter 1, Introduction of this Draft SEIR summarizes the notification process and timing of the public review period. Any assumptions about baseline conditions that differ from the baseline conditions at the time of the Notice of Preparation are described in the subsection called "Existing Conditions" within each topical section of Chapter 4, Environmental Impact Analysis of this Draft SEIR. Within each topical chapter, this Draft SEIR assess the impacts of the proposed Project in comparison to the existing conditions, and determines whether the originally approved environmental documentation retains adequate informational value on the assessment of environmental impacts, or whether the proposed Project would result in new or substantially different significant environmental impacts such that previously proposed mitigation measures would be eliminated or revised, or whether new mitigation measures are required.

As discussed in more detail in Section 3.6, Comparison to 2017 Mesa Verde Specific Plan Area 2 Amendment 1 in Chapter 3, Project Description this Draft SEIR, the Mesa Verde Estates Specific Plan (SPA 13-01) was adopted in 2007 and envisioned the development of 3,450 residential units, approximately 350,000 square feet of commercial space, 62.5 acres of mixed-use space, 481.8 acres of open space, 57.5 acres of public parks, 12.5 acres of private recreation, 21.5 miles of trails, 91.4 acres of roads, 2 elementary school sites, and 1 middle school site. The Mesa Verde Estates Specific Plan was the subject of environmental review pursuant to CEQA in a 2007 Final EIR. In 2017, the Mesa Verde Specific Plan Area 2 Amendment 1 (2017 Specific Plan or previously approved project) proposed to modify the approved plan to allow for the development of 3,650 residential units, 250,000 square feet of commercial space, 46.5 acres of mixed-use space, 519 acres of open space, 47.9 acres

[1] CEQA Guidelines Section 15125(a)(1) states: "Generally, the lead agency should describe physical environmental conditions as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. Where existing conditions change or fluctuate over time, and where necessary to provide the most accurate picture practically possible of the project's impacts, a lead agency may define existing conditions by referencing historic conditions, or conditions expected when the project becomes operational, or both, that are supported with substantial evidence. In addition, a lead agency may also use baselines consisting of both existing conditions and projected future conditions that are supported by reliable projections based on substantial evidence in the record."

of public parks, 8.2 acres of private recreation, 23.1 miles of trails, 87.5 acres of roads, 2 elementary school sites, and removal of the middle school site.[2] The 2017 Specific Plan was evaluated in an Addendum to the 2007 Final EIR prepared pursuant to CEQA. None of the 2017 Specific Plan components have been implemented to date. The proposed Project is an Amendment to the 2017 Specific Plan that was previously adopted in 2007 and subsequently amended in 2017.

2.2 Project Location

2.2.1 Regional Location

The Project site is located in the City of Calimesa (City) in the County of Riverside (County) and within the El Casco and Yucaipa 7.5-Minute Quadrangles, as mapped by the U.S. Geological Survey. The City encompasses approximately 9,533 acres or approximately 14.9 square miles and includes foothills in the eastern portion of the City, with a mesa area extending through the central and western portions of the City, gradually sloping southwesterly toward San Timoteo Creek (City of Calimesa 2014). The Project site is in the western portion of the City located west of the Interstate (I) 10. The Project's northern boundary is adjacent to the boundary between the counties of Riverside and San Bernardino. Within San Bernardino County, the Project's northern boundary is adjacent to the cities of Yucaipa and Redlands.

Figure 2-1, Regional Location and Local Vicinity, identifies the Project site in the context of the immediately surrounding community as well as its regional location. The Project site is comprised of 1,463.1 acres of undeveloped land located in the northwestern portion of the City. There is no legal address associated with the Project site, which is comprised of 14 parcels: Assessor's Parcel Numbers 411-210-010, 411-210-028, 413-030-025, 413-040-013, 413-040-017, 413-040-018, 413-040-020, 413-040-023, 413-160-011, 413-200-003, 413-200-040, 413-200-042, 413-200-044, and 413-200-048.

Primary access to the Project site is provided via I-10 at the Sandalwood Drive and the County Line Road exits. Sandalwood Drive is a paved roadway that extends through the eastern portion of the Project site and provides access via Mustang Way to Mesa View Middle School. County Line Road provides connections to Sandalwood Drive via 7th Street and West Avenue L, and also provides access to the gated and unpaved access road into the Project site.

2.2.2 Surrounding Land Uses

The Project site is located within the City and is surrounded by a mix of land uses, including open space, residential, commercial, and industrial areas. The Project site is bordered to the north by undeveloped hillsides, the Yucaipa Valley Water District's Henry N. Wochholz Regional Water Reclamation Facility, and rural development, with its northern boundary aligning with the boundary between Riverside and San Bernardino counties. To the east lies residential, school, and urban uses in the City, while the areas to the south and west comprise mainly of undeveloped hillsides with some rural development, including roadways. The following provides an overview of the surrounding land uses.

[2] The 2017 Mesa Verde Estates Specific Plan Area 2 Amendment 1 removed the middle school site because the Yucaipa-Calimesa Joint Unified School District built the Mesa View Middle School adjacent to the northeast of the Project site in August 2009.

Land Uses to the North

Land uses to the north of the Project site include undeveloped hillside open space, the Yucaipa Valley Water District wastewater treatment facility, Yucaipa Creek, and rural development along Live Oak Canyon Road. Land uses to the northeast of the Project include primarily single-family residential development north of West Avenue L and to the north and south of County Line Road, with some commercial development located closer to 7th Place and the I-10 interchange. The City of Calimesa General Plan (General Plan) Land Use Chapter designates the area to the northeast of the Project site's boundary as Residential Low Medium, Residential Rural, Quasi-Public, and Community Commercial. The area adjacent to the Project site's northern boundary is located in the cities of Yucaipa and Redlands. The area within Yucaipa is designated as Open Space and Single Residential by the Yucaipa General Plan and Yucaipa Freeway Corridor Specific Plan. The area within Redlands is designated as Resource Preservation by the Redlands 2035 General Plan.

Land Uses to the East

Land uses to the east of the Project site include single family residential land uses, the Mesa View Middle School, I-10, and urban land uses within the City. The General Plan Land Use Chapter designates the area on the west side of I-10 and east of 7th Street as Community Commercial and Light Industrial, and the area opposite of I-10 as Downtown Village Commercial and Downtown Neighborhood Commercial.

Land Uses to the South

Land uses to the south of the Project site include undeveloped hillside open space within the City of Calimesa, Garden Air Wash, San Timoteo Canyon Creek, and rural land uses along San Timoteo Canyon Road. The General Plan Land Use Chapter designates the area adjacent to the Project site's southern boundary as Summerwind Ranch Specific Plan.

Land Uses to the West

Land uses to the west of the Project site include undeveloped hillside open space within the City and unincorporated Riverside County. The San Timoteo Canyon Park Property is located to the southwest of the Project site. The General Plan Land Use Chapter designates the area to the west of the Project site's western boundary as Residential Estate.

2.3 Existing Conditions

2.3.1 General Plan Land Use and Zoning

The City historically developed primarily as a low-density residential community that, according to the General Plan, has fostered a "small-town" atmosphere since its inception (City of Calimesa 2014). As shown in the General Plan and illustrated on Figure 2-2A, General Plan Land Use, the Project site has a General Plan land use designation of Mesa Verde Estates Specific Plan. The final approved land use plan for the Project site is illustrated in Figure 2-2B, Approved Land Use Plan, and includes a range of uses, including Medium High, Medium, Low Medium, and Low Density Residential; Mixed Use (i.e., a mix of Commercial and Residential); Natural Open Space; Park and Private Recreation; Basin; School; and Water Tank. The City's Zoning Map designates the Project site as Mesa Verde Estates. The Project-site zoning is illustrated on Figure 2-3, Existing Zoning, which shows the Project site as being Mesa Verde Estates.

2.3.2 Physical Conditions Overview

The Project site is located on the northern edge of the geographic area known as The Badlands; consisting of a series of flat-topped plateaus separated by steep ridges and shallow stream course valleys adjacent to and generally including San Timoteo Canyon (USGS 1981).

The Project site is currently vacant and is made up of mostly undeveloped terrain with natural vegetation, watercourses, valleys, and hillside areas; however, there are remnant areas of minor manmade features and paved roadways on the Project site (a portion of County Line Road, Sandalwood Drive and Mustang Way), as well as a network of dirt roads. The Project site includes a limited numbers of areas with concrete rubble and debris, as well as dumped trash and remnant debris from previous ranching/grazing activities. Evidence of motor vehicle off-roading (i.e., tire tracks and road ruts) are present throughout the Project site.

Biological Resources

The Project site is within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), which is implemented by the Regional Conservation Authority. Primary vegetation communities on the Project site include non-native grasslands and chamise chaparral, with smaller areas of sand-aster and perennial buckwheat fields; bush mallow scrub; California buckwheat scrub; brittle bush scrub; and coast live oak woodland (refer to Appendix C, Biological Resources Technical Report). The Project site also includes areas that are disturbed or have ornamental plantings. As stated above, the Project site is within the boundaries of the MSHCP, specifically within Subunit 2 – Badlands/San Bernardino National Forest, of the Pass Area Plan. The MHSCP is a habitat conservation plan for Western Riverside County, focusing on the permanent conservation of 500,000 acres and the protection of 146 species, including 33 that are currently listed as threatened or endangered. The MSHCP is one of several large, multijurisdictional habitat-planning efforts in Southern California with the overall goal of maintaining biological and ecological diversity within a rapidly urbanizing region. The MSHCP will allow Riverside County and its cities, including the City of Calimesa, to better control local land-use decisions and maintain a strong economic climate in the region while addressing the requirements of the state and federal endangered species acts (County of Riverside 2003). The MSHCP and other existing conditions with respect to on-site biological resources are discussed in Section 4.3, Biological Resources in Chapter 4, Environmental Impact Analysis of this Draft SEIR.

Geology and Soils

The Project site is generally situated in the geomorphic province known as the Peninsular Ranges Geologic Province of Southern California. The range, which lies in a northwest to southeast trend through the County, extends some 1,000 miles from the Raymond-Malibu Fault Zone in western Los Angeles County to the southern tip of Baja California (BFS 2016). The Project site is characterized by flat mesas and ridges transected by northerly, westerly, and southwesterly draining valleys and narrow canyons (refer to Appendix E-3, Preliminary Geotechnical Investigation). Elevations within the Project site range from approximately 2,050 feet above mean sea level at the lowest point along the southern boundary to approximately 2,300 feet above mean sea level at the ridges in the northeastern portion of the Project site (BFS 2016). Project site soils (predominantly San Timoteo Formation overlain by young Quaternary alluvium) are capped by a hard, erosion-resistant surface; however, once the cap is breached (e.g., through grading or other ground-disturbing activities), the underlying uncemented materials are susceptible to erosion and formation of steep-sided canyons (refer to Appendix E-3).

The Project site is in seismically active Southern California and is subject to shaking from both local and distant earthquakes. The Project site and surrounding area lie within a geologically complex region situated between two major, highly active fault lines: the San Andreas and San Jacinto faults. A northwest-southeast trending portion of the potentially active Cherry Valley fault is located in the eastern portion of the Project site (refer to Appendix E-3). However, the Project site is not within an Alquist-Priolo earthquake fault zone (DOC 2023a). The nearest Alquist-Priolo earthquake fault zone is associated with the El Casco fault located approximately 1.5 miles east of the Project site (DOC 2023a). According to the California Department of Conservation, there is no history of landslide occurrence on the Project site and limited potential for landslides to occur (DOC 2023b; refer to Appendix E-3). Risk of liquefaction of the Project site is also low due to the deep groundwater (i.e., over 100-feet below ground surface) and the dense nature of the cap soils (refer to Appendix E-3). Additional details with respect to the Project site's geologic and soil conditions are provided in Section 4.6, Geology and Soils in in Chapter 4, Environmental Impact Analysis of this Draft SEIR.

Hazards and Hazardous Materials

The Project site is located within a designated Very High Fire Hazard Severity Zone (VHFHSZ) local responsibility area (LRA) by California Department of Forestry and Fire Protection (California State Fire Marshal's Office, updated April 1, 2024).[3] Given the Project's location within a VHFHSZ and the large areas of unmaintained vegetation surrounding the Project to the north, south and west of the Project site, the wildfire potential at the Project site is considered high. The majority of the study area burned in 2017 and 2019 during the Palmer and Sandalwood Fires, respectively.

The Project site includes two inactive water wells and an inactive oil well site. All wells onsite would require abandonment in accordance with applicable regulations and agency oversight. The oil well, Midway Oil Syndicate 1, is mapped within the northern portion of APN 413-040-018 and is identified as API 0406500108. Historically, the well was drilled to a depth of 5,386 feet and abandoned on July 20, 1926. The well status is currently listed as idle, and the operator status is listed as inactive (Appendix F). Additionally, the site contains a pile of dumped trash and debris, located near a concrete apron below the west side of Sandalwood Road, including waste oil containers. These containers and any associated soil residue would be removed from the Project site prior to development of the property (Appendix F).

Hydrology

The Project site is within the Yucaipa Creek subwatershed and the San Timoteo Canyon-San Timoteo Wash subwatershed, which lie within the Santa Ana subbasin. The Yucaipa Creek subwatershed is approximately 45.6 square miles (29,266 acres) and contains Yucaipa Creek. Wilson Creek and Oak Glen Creek, which are prominent features in the watershed, both flowing into Yucaipa Creek. Yucaipa Creek flows west and north through several downstream features before converging with the Santa Ana River. The Santa Ana River flows south and west, terminating at the Pacific Ocean. The San Timoteo Canyon-San Timoteo Wash subwatershed is approximately 47.9 square miles (30,633 acres) and contains San Timoteo Wash. This subwatershed collects water from Calimesa and the south side of San Timoteo Canyon. San Timoteo Wash flows west to join the Santa Ana River,

[3] It should be noted that CAL FIRE recently updated the FHSZ map for State Responsibility Area (SRA) lands with effective dates starting on April 1, 2024, and for LRA in early 2025 which were released in four phases (Phase1 - February 10, 2025, Phase 2- February 24, 2025, Phase 3 - March 10, 2025, and Phase 4 - March 24, 2025). In early 2025, CAL FIRE released the updated LRA maps to local agencies for review and their adoption by ordinance. The City of Calimesa has received the updated LRA maps for their jurisdiction and is currently in the process of reviewing and adopting their maps.

which drains south and west to the Pacific Ocean (refer to Appendix G-1, Preliminary Water Quality Management Plan).

Drainage flows generated from the Project site tend to flow either southwesterly towards San Timoteo Creek or northwesterly towards Yucaipa Creek. The Project site has no major perennial streams but is crossed by several ephemeral (i.e., seasonal or temporary) stream courses, which are tributary to the off-site Garden Air Wash to the south of the Project site. Garden Air Wash connects off-site to San Timoteo Canyon. A small portion of the southeastern corner of the Project site is located within a 100-year flood hazard zone as mapped by the Federal Emergency Management Agency (FEMA 2024). Furthermore, according to mapping compiled by the California Office of Emergency Services, there is an additional flood hazard area associated with a tributary to the San Timoteo Creek that cuts through the Project site (Cal OES 2024). However, this flood hazard area appears to be limited to the confines of the existing drainage channel. Groundwater is deep beneath the Project site, with recorded levels over 100 feet below ground surface (refer to Appendix E-3). Additional details regarding existing Project-site hydrology are provided in Section 4.9, Hydrology and Water Quality in Chapter 4, Environmental Impact Analysis of this Draft SEIR.

2.4 Mobility and Transit

2.4.1 Local Circulation

Off-Site Circulation

Significant thoroughfares in the Project vicinity include I-10, which traverses the region in a northwest-southeast direction, and County Route 38, commonly referred to as Calimesa Boulevard, which runs parallel to the I-10 and serves as a vital local roadway connecting various communities within the City to neighboring areas and jurisdictions.

Regional access to the Project site is provided from I-10 utilizing either the off-ramp for County Line Road or the off-ramp for Calimesa Boulevard, which becomes Sandalwood Drive on the west side of I-10. County Line Road leads to the boundary of the Project site, which is currently gated and does not allow for access to the Project site. Starting at the gate near the Project site and traveling approximately 0.45-mile (2,400 feet) eastward until County Line Lane, the width of the pavement is approximately 20-feet. Between County Line Lane and the I-10 interchange, the paving widens to approximately 40-feet wide. County Line Road has an existing right-of-way of approximately 60 feet and is currently designated as a "Secondary Arterial" in the General Plan Transportation and Mobility Element (City of Calimesa 2014).[4] From County Line Road, access to the Project site is currently provided via 7th Place to West Avenue L to 7th Street, which connects to Sandalwood Drive. The most direct route to the Project site is via the Sandalwood Drive from I-10. Additional details regarding off-site circulation are provided in Section 4.15, Transportation in Chapter 4, Environmental Impact Analysis of this Draft SEIR.

On-Site Circulation

There are currently two public roadways on the Project Site: Sandalwood Drive and Mustang Way. As discussed above, Sandalwood Drive is the only means of ingress/egress to the Project site. Mustang Way (which begins on-site at the northeastern terminus of Sandalwood Drive and terminates off-site at Mesa View Middle School) provides

[4] The California Department of Transportation classifies County Line Road as a "Local" roadway (Caltrans 2024).

ingress/egress to Mesa View Middle School. Beyond the Sandalwood Drive and Mustang Way roadways, there are no other through roadways on the Project site, nor have any planned through connections been identified in other circulation plans such as the County of Riverside General Plan Circulation Element (City of Calimesa 2017). County Line Road provides access to the gated, private, and unpaved road into the Project site. There is a short segment of County Line Road within the northeast corner of the Project site that is paved and gated, prohibiting public access to the Project site. Additional details regarding on-site circulation are provided in Section 4.15, Transportation in Chapter 4, Environmental Impact Analysis of this Draft SEIR.

2.4.2 Public Transit and Bicycle Routes

There is one local Omnitrans bus route near the Project area and one planned Omnitrans (mini-bus) route. Omnitrans is the public transit agency serving the San Bernardino Valley, and currently operates local and express bus routes, sbX bus rapid transit service, and Access, a paratransit service for the disabled (Omnitrans 2023). Applicable routes are summarized below:

- **Omnitrans Route 319.** Route 319 provides local service between Calimesa and Yucaipa. It runs westbound along County Line Road and northbound along 5th Avenue towards Yucaipa Boulevard. Route 319 buses runs daily from approximately 6 AM to 8:15 PM.
- **Omnitrans Mini-Bus Route 319.** Omnitrans plans to offer a mini-bus service along Route 319. The mini-buses can carry 12 passengers, 2 mobility devices, and 2 bicycles.

Calimesa has bicycle lanes painted adjacent to some existing roadways on the eastern side of I-10; however, there are no bicycle lanes or other bicycle facilities on roadways connecting to the Project site (City of Calimesa 2014). The City also maintains a series of multi-use trails, which accommodate bicycles as well as pedestrians (City of Calimesa 2014).

2.5 Public Services and Utilities

The public services and utilities providers that would serve the future occupants of the Project site and currently serve the surrounding vicinity in the City are listed in Table 2-1, and discussed in further detail, below.

Table 2-1. Public Services and Utilities Providers

Public Service/Utility	Agency/Entity
Fire	City of Calimesa Fire Department
Sheriff	Riverside County Sheriff's Department
Parks and Recreation	City of Calimesa
Schools	Yucaipa-Calimesa Joint Unified School District
Water	Yucaipa Valley Water District
Wastewater	Yucaipa Valley Water District
Storm Drain/Flood Control	Riverside County Flood Control and Water Conservation District
Electricity	Southern California Edison Company
Natural Gas	Southern California Gas Company
Telephone	Verizon California
Cable Television	Spectrum
Solid Waste	CR&R Sanitation

2.5.2 Public Services

The Project's public service providers and the potential for the Project to generate environmental impacts associated with these public services are discussed in Section 4.13, Public Services in Chapter 4, Environmental Impact Analysis of this Draft SEIR. The Project site and surrounding vicinity are within the service areas for the following providers.

Fire Protection

Fire protection for the City is provided by the Calimesa Fire Department, located at 908 Park Avenue, approximately 0.5-mile northeast of the Project site. The Calimesa Fire Department currently employs 24 personal, including 3 captains, 9 firefighters/(EMTs and 7 intern/reserve firefighter/EMTs who respond to a wide variety of fire, rescue, and medical emergencies. Calimesa Fire Department runs two-engine companies each staffed with six persons at all times (CFD 2023).

Sherriff Protection

The City contracts with the Riverside County Sheriff's Department, which provides all municipal police-related services to the City (City of Calimesa 2023b). The nearest patrol station is the Cabazon Sheriff's Station located at 50290 Main Street in the City of Cabazon, approximately 17 miles southeast of the Project site.

Parks and Recreation

Park and recreation facilities in the City include two parks (Creekside Park and 4th Street Park) and the Norton Younglove Multipurpose Senior Center (City of Calimesa 2014). The City Public Works Department is responsible for maintenance of and improvements to the City's infrastructure, including local park and recreation facilities. Park and recreation programs are also supported by the Community Services Commission, which is responsible for recommending policies and procedures to the City Council (City of Calimesa 2014).

Schools

The Project site is located within the service area of the Yucaipa-Calimesa Joint Unified School District (YCJUSD 2023). The nearest district school is the Mesa View Middle School, located adjacent to the northeastern Project-site boundary. As discussed above in Section 2.5.1, Local Circulation, primary access to the middle school is through the Project site via Sandalwood Drive to Mustang Way.

Libraries

The Riverside County Library System provides library services to the City. The nearest branch to the Project site is the Calimesa Public Library, located at 974 Calimesa Blvd, approximately, 0.4-mile northeast of the Project site. (RCLS 2023).

2.5.3 Utilities

The Project's utility service providers and the potential for the Project to generate environmental impacts associated with these utilities and services are discussed in Section 4.17, Utilities and Service Systems in Chapter 4,

Environmental Impact Analysis of this Draft SEIR. There is currently no utility infrastructure on the Project site; however, the Project site is within the existing service area for the following utility providers.

Water and Wastewater

The Project site is located within the service area of the Yucaipa Valley Water District, which currently provides water, wastewater, and recycled water services to customers in the City, City of Yucaipa, and unincorporated areas of the County and San Bernadino County. As discussed above in Section 2.3.3, Surrounding Land Uses, the Yucaipa Valley Water District's Henry N. Wochholz Regional Water Reclamation Facility is located to the north of the Project site (GEC 2005).

Stormwater

The Riverside County Flood Control District is the regional flood management authority for the western part of the County. All stormwater drainage facilities in the City are owned and maintained by, and work in concert with, the Riverside County Flood Control District (City of Calimesa 2014). The City is a co-permittee with the Riverside County Flood Control District, the County, and the incorporated cities of the County within the Santa Ana Region (Region 8) in the Area-Wide Urban Runoff Management Program (i.e., the Municipal National Pollutant Discharge Elimination System Permit) (City of Calimesa 2014).

Electricity

The Project site is within the service area of Southern California Edison, which currently provides electric power to the City and the western and eastern portions of the County (SCE 2023).

Natural Gas

The Project site is within the service area of the Southern California Gas Company, which currently provides natural gas service to the City and surrounding areas (SoCalGas 2023).

Cable Television and Telephone

The Project site is within the service areas of Spectrum and Verizon California for cable television and telephone services (HSI 2023).

Solid Waste

Solid waste collection and disposal service in City is provided through a contract with CR&R Environmental Services (City of Calimesa 2014). The solid waste that is collected in the City is hauled to the following landfills that accept construction/demolition waste and mixed municipal refuse: Badlands Sanitary Landfill; El Sobrante Landfill; Lamb Canyon Sanitary Landfill; Olinda Alpha Sanitary Landfill; and San Timoteo Sanitary Landfill (City of Calimesa 2014).

2.6 Cumulative Projects

Section 15130(b)(3) of the State CEQA Guidelines states that "lead agencies shall define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used." Unless otherwise indicated in the analysis in Chapter 4 of this Draft SEIR, the geographic scope used in the

cumulative analyses includes the City and County. However, there are environmental issues whose relevant geographic scopes for purposes of cumulative impact analyses may be larger or smaller than this area, and may be defined by local, regional, or state agency jurisdiction or by other environmental factors. For example, the geographic scope of cumulative air quality impacts is defined by the South Coast Air Quality Management District to encompass the South Coast Air Basin. The basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Alternatively, the geographic scope of cumulative construction noise impacts is limited to within a few hundred feet of the Project's construction activity in immediately adjacent areas to the Project site.

The analyses in Sections 4.1 through 4.18 in Chapter 4, Environmental Impact Analysis of this Draft SEIR address whether, after adoption of Project-specific mitigation, the residual impacts of the proposed Project would (1) contribute considerably to an existing/anticipated (without the Project) cumulatively significant effect or (2) cause a new cumulatively significant impact. The Project's contribution to a significant cumulative impact would be considered less than cumulatively considerable if the Project "is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact" (State CEQA Guidelines 15130[a][3]). The Draft SEIR examines "reasonable, feasible options for mitigating or avoiding the [P]roject's contribution to any significant cumulative effects" (State CEQA Guidelines 15130[b][5]).

Table 2-2, Geographic Scope for Cumulative Impacts, generally describes the geographic scope of the cumulative impact analysis for each environmental resource category.

Table 2-2. Geographic Scope for Cumulative Impacts

Environmental Resource		Applicable Geographic Area
Aesthetics		Immediate Vicinity and Local
Air Quality	Air Quality Plans	South Coast Air Basin
	Toxic Air Contaminants; Sensitive Receptors; Odors	Immediate Vicinity
	Construction/Operational Sources	South Coast Air Basin
Biological Resources		Regional and Local
Cultural Resources		Regional and Local
Energy		State and Regional
Geology and Soils		Regional and Local
Greenhouse Gas Emissions		Global
Hazards and Hazardous Materials		Immediate Vicinity and Local
Hydrology and Water Quality		Sub-Watershed, Groundwater Basin, and Immediate Vicinity
Land Use and Planning		Regional, Local, and Immediate Vicinity
Noise		Immediate Vicinity
Population and Housing		Regional and Local
Public Services		Provider Service Areas, Local
Recreation		Local
Transportation		Regional, Local, and Immediate Vicinity
Tribal Cultural Resources		Regional and Local
Utilities and Service Systems		Regional and Local
Wildfire		Regional, Local, and Immediate Vicinity

Figure 2-4, Cumulative Projects, provides the locations of the list of cumulative projects considered in this Draft SEIR and listed in Table 2-3, List of Cumulative Projects. This list includes the cumulative projects considered in the Mesa Verde Specific Plan Traffic Analysis prepared for the Project by Urban Crossroads, in consultation with the planning and engineering staff from the City and research on the surrounding jurisdictions (refer to Appendix J-1, Transportation Impact Assessment and Appendix J-2, Traffic Analysis). The methodology for inclusion of cumulative projects includes pending and approved development projects that are expected to be completed by the buildout horizon of the Project (2045) and are anticipated to contribute traffic to the study area intersections, as well as utility and/or roadway infrastructure projects that are planned to occur in the vicinity of the Project site.[5]

Table 2-3. List of Cumulative Projects

Location ID	Project Name	Land Use	Size
1	Calimesa II	Health/Fitness Club	20,000 SF
		Clinic	12,000 SF
		Animal Hospital/Veterinary Clinic	9,900 SF
		Medical-Dental Office	5,000 SF
		Shopping Center (>150k)	8,500 SF
		High Turnover (Sit-Down) Restaurant	8,500 SF
		Fast-Food w/Drive-Through Window	7,500 SF
		Convenience Market/Gas Station	16 VFP
2	Summerwind Commons II	Single Family Detached	168 DU
3	Oak Valley Town Center	High Cube Warehouse	2,250,000 SF
		Truck/Trailer Parking Lot	10.07 AC
4	Oak Valley Town Commercial	Commercial Retail	751,800 SF
5	JP Ranch (Tract No. 30387)	Single Family Residential	689 DU
		Shopping Center	72,70 SF
6	Holly Hills	Single Family Detached	1,039 DU
		Multifamily Housing (Low-Rise)	266 DU
		Parks/Recreation	11.6 AC
7	Holly Hills	Single Family Detached	470 DU
		Multifamily Housing (Low-Rise)	473 DU
		Parks/Recreation	10.3 AC
8	I-10 Gateway	High-Cube Warehouse	2,560,000 SF
9	Borstein Property	Single Family Residential	209 DU
10	Summerwind Trails (Phases 2 & 3)	Single Family Residential	1,747 DU
		Single Family Residential - Attached	411 DU
		Parks	25.6 AC
11	Summerwind Trail (Phases 4 & 5)	Single Family Residential	790 DU
		Parks	29.5 AC
12	Sunny-Cal Specific Plan	Single Family Residential	571 DU
13	Beaumont Tract 31966	Single Family Residential	60 DU

[5] The 22 study area intersections considered in the Mesa Verde Specific Plan Traffic Analysis (Appendix J-2) were selected for evaluation based on consultation with City staff and include key locations to compare the operations analysis results with the 2005 Summerwind Ranch Specific Plan (a cumulative project located adjacent and to the south of the Project site).

Table 2-3. List of Cumulative Projects

Location ID	Project Name	Land Use	Size
14	Fairway Canyon SCPGA	Single Family Residential	1,650 DU
15	Beyond Beaumont Commercial	Shopping Center	6,580 SF
16	Tournament Hills 3 (Tract No. 36307)	Single Family Residential	279 DU
17	Oak Valley North Specific Plan	High-Cube Warehouse	1,288,505 SF
		High-Cube Cold Storage	2,560,000 SF
		Multifamily Housing	396 DU
18	Oak Valley Commercial (SW Corner of Calimesa Blvd./Singleton Rd.)	Shopping Center	64,033 SF
19	Oak Valley Commercial 2 (SE Corner of Calimesa Blvd./Singleton Rd,)	Shopping Center	128,067 SF
20	Heritage Oaks Specific Plan	Single Family Residential	45 DU
21	Riedman Subdivision	Single Family Residential	179 DU
22	Advantage Paving	Metal Office and Shop	5,000 SF
		Hotel	92 RM
23	Yucaipa Gateway Plaza	Restaurant and Office	11,250 SF
		Drive-Thru Restaurant	3,677 SF
24	Dunlap	Office Building	2,419 SF
25	Pop Top	Metal Office Building/Auto Repair	2,520 SF
26	Commercial Building	Commercial	7,500 SF
27	I-10 Fulfillment Center 7th Place/County Line Retail	High-Cube Fulfillment Center	363,650 SF
		Coffee/Donut Shop with Drive-Thru Window	3,000 SF
		RV Fueling Facility/Gas Station	3 VFP
28	Opal Hotel and Fuel Station	Fuel Station	24,000 SF
		Hotel	90 RM
		Convenience Store	4,500 SF
29	Construction Equipment Storage	Office	2,080 SF
		High-Cube Fulfillment	4,500,000 SF
30	Beaumont Pointe	General Light Industrial	500,000 SF
		Hotel	125 RM
		Restaurant/Retail	251,000 SF
31	Heartland (Olivewood)	Single Family Residential	981 DU
32	Hidden Canyon Industrial	High-Cube Warehouse	18,365,400 SF
33	Legacy Highlands	High-Cube Cold Storage	2,040,600 SF
		Commercial	143,000 SF
34	Taurek (Tract No. 31162)	Single Family Residential	244 DU
35	Orchard Logistics	High-Cube Fulfillment/Cold Storage	610,000 SF
36	Kirkwood Ranch	Single Family Residential	403 DU
37	Oak Valley Village (Mountain Bridge)	Commercial	441,709 SF
38	Beaumont Village	Commercial	50,810 SF
39	Noble Creek Vistas	Single Family Residential	648 DU
40	CUP 03629	Mini Warehouse	90,000 SF

Table 2-3. List of Cumulative Projects

Location ID	Project Name	Land Use	Size
41	Yucaipa Freeway Corridor Specific Plan	Commercial Retail	1,100,761 SF
		Business Park	3,992,503 SF
		Single-Family Residential	2,472 DU
42	Sandalwood Travel Center	Gasoline Service Station	8 VFP
		Diesel Service Station	12 VFP
43	5th Street Townhomes	Multifamily Housing (Low Rise)	120 DU
44	Yucaipa Business Park – 33193 Yucaipa Boulevard	Business Park	96,060 SF
45	Yucaipa Valley Water District Photovoltaic Project	Utility (Solar Development)	—
	Yucaipa Valley Water District Henry N. Wochholz Regional Water Reclamation Facility Modification Project	Utility (Water Reclamation Facility)	—
46	County Line Road Interchange Improvements	Roadway	—
47	Sandalwood Drive Interchange Improvements	Roadway	—

Source: Appendix J
Notes: AC = acres; DU = dwelling units; RM = rooms; SF = square feet; VFP = vehicle fueling positions; — = information not available

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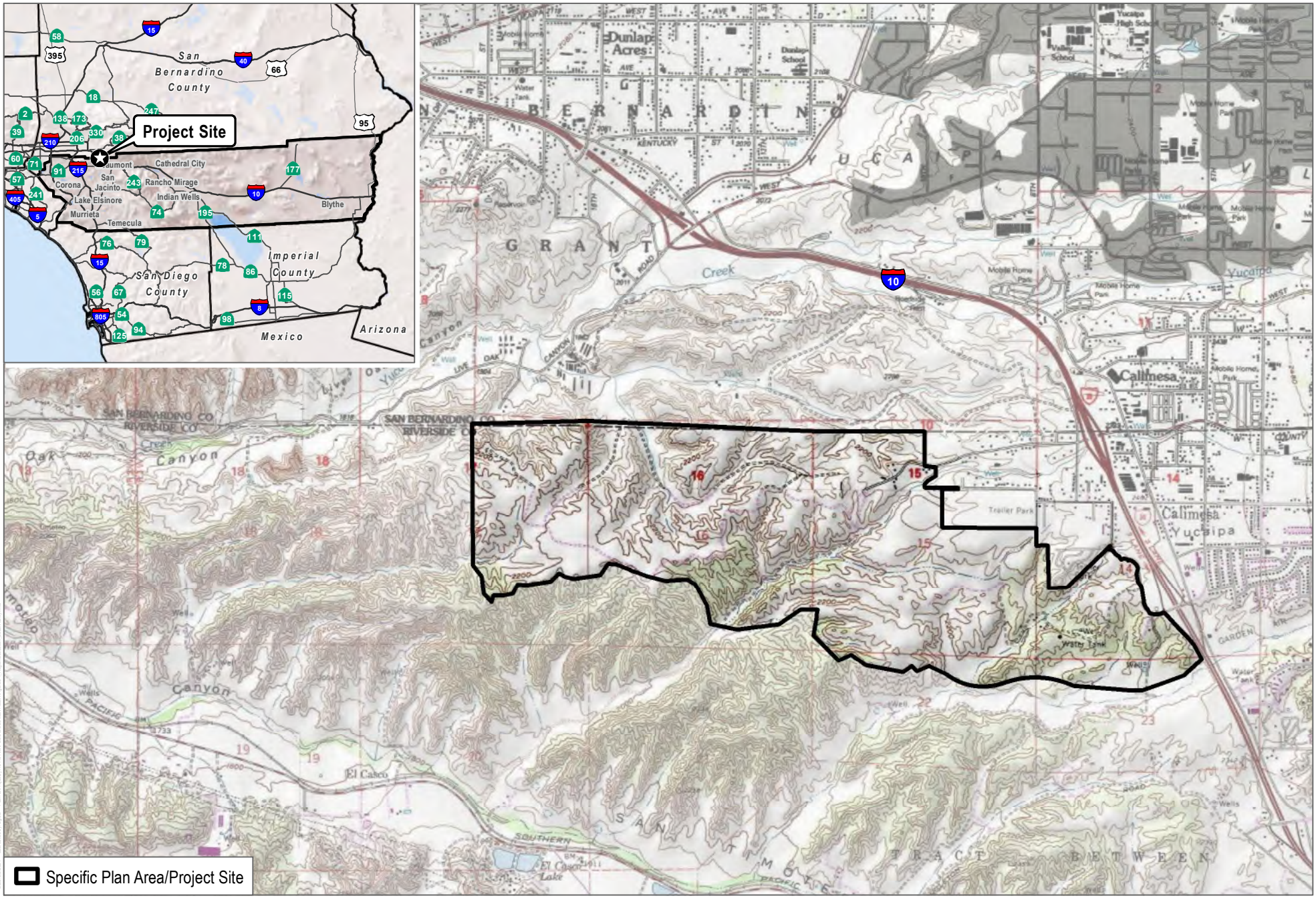

SOURCE: USGS 7.5-Minute Series El Casco and Yucaipa Quadrangles;
Township 2S / Range 2W / Sections 08, 09, 14, 15, 16, 17, 22, 23

DUDEK

0 1,500 3,000 Feet
0 500 1,000 Meters

FIGURE 2-1

Regional Location and Local Vicinity

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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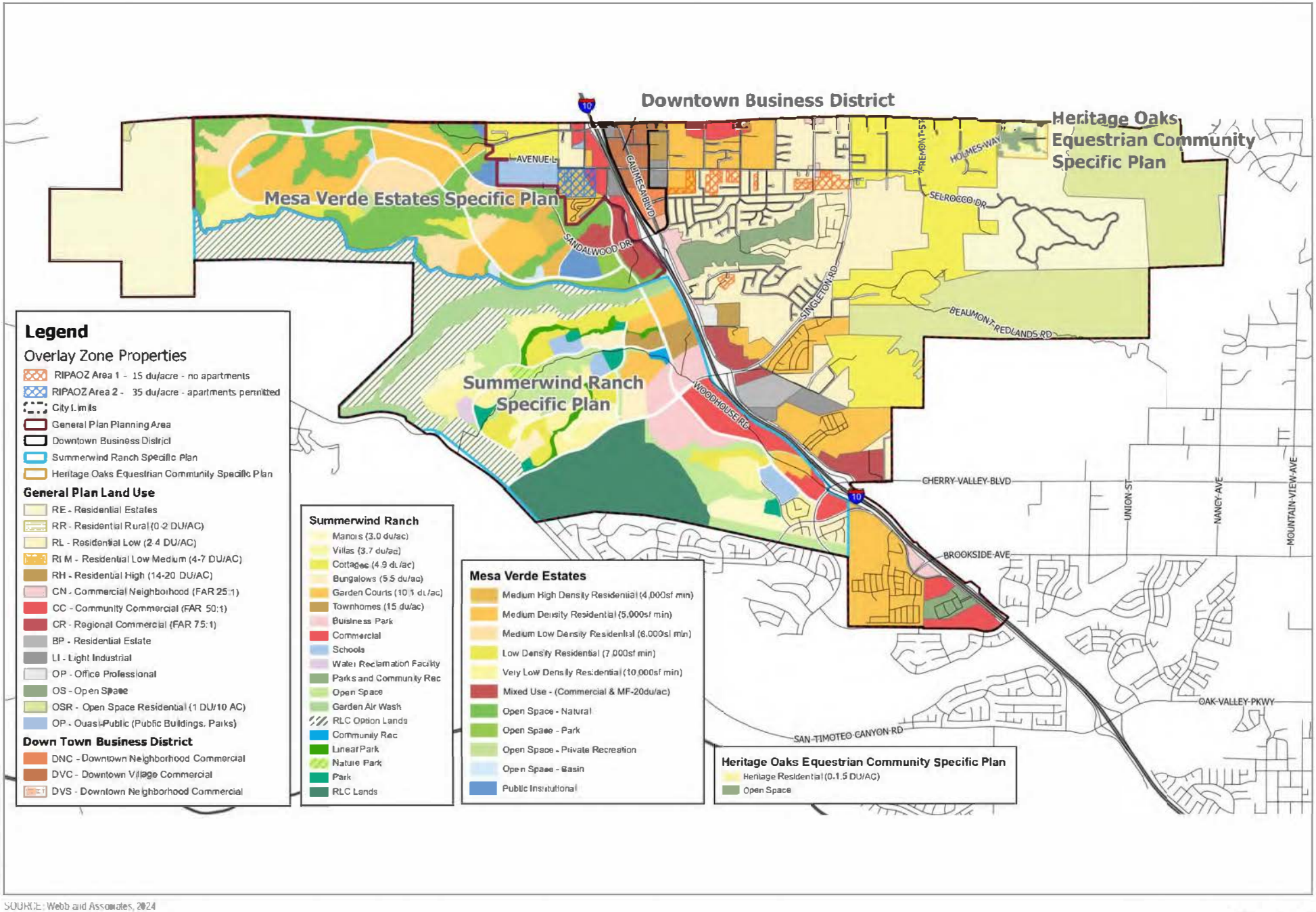

SOURCE: Webb and Associates, 2024

FIGURE 2-2A

General Plan Land Use

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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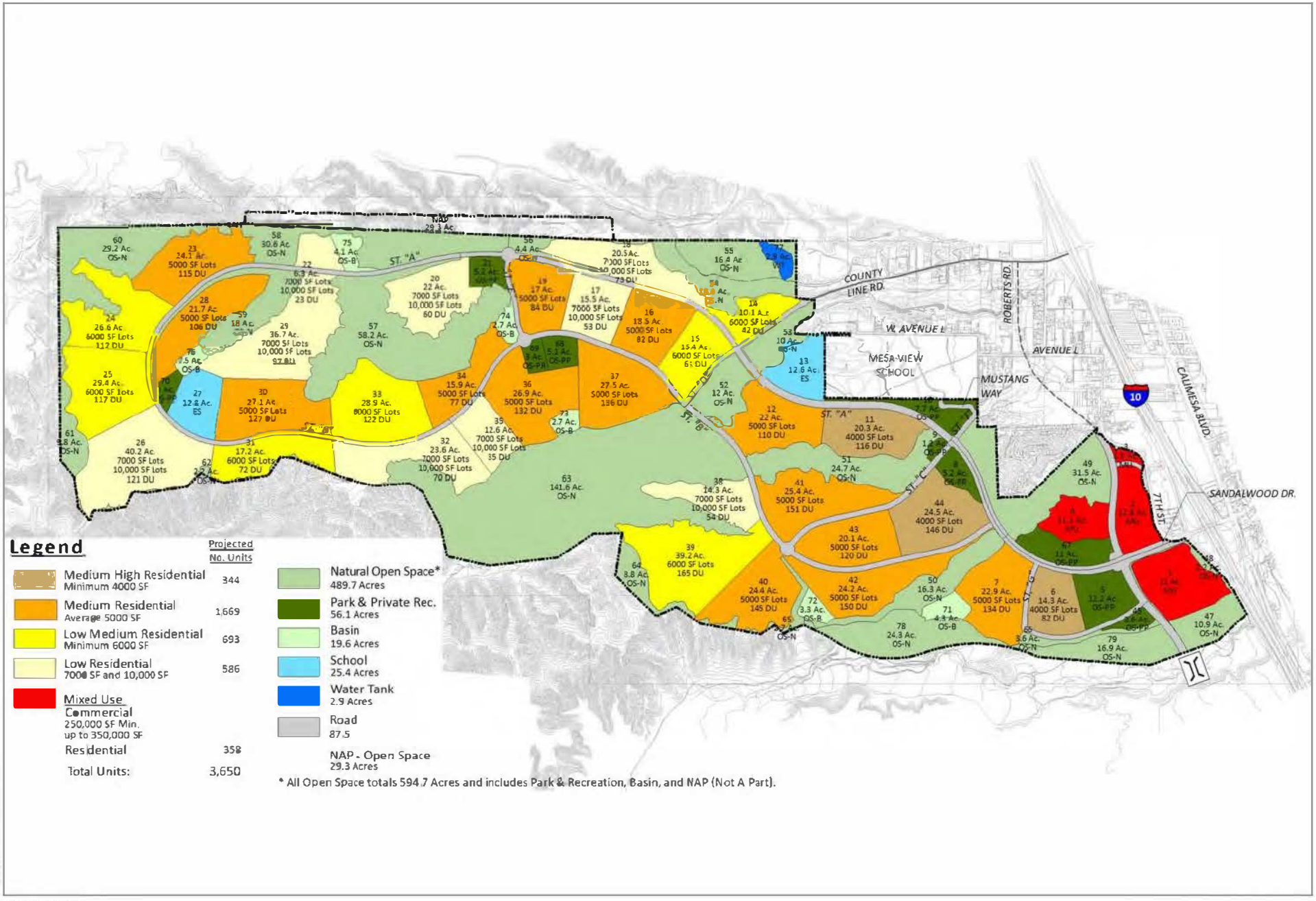

SOURCE: FORMA

FIGURE 2-2B

Approved Land Use Plan

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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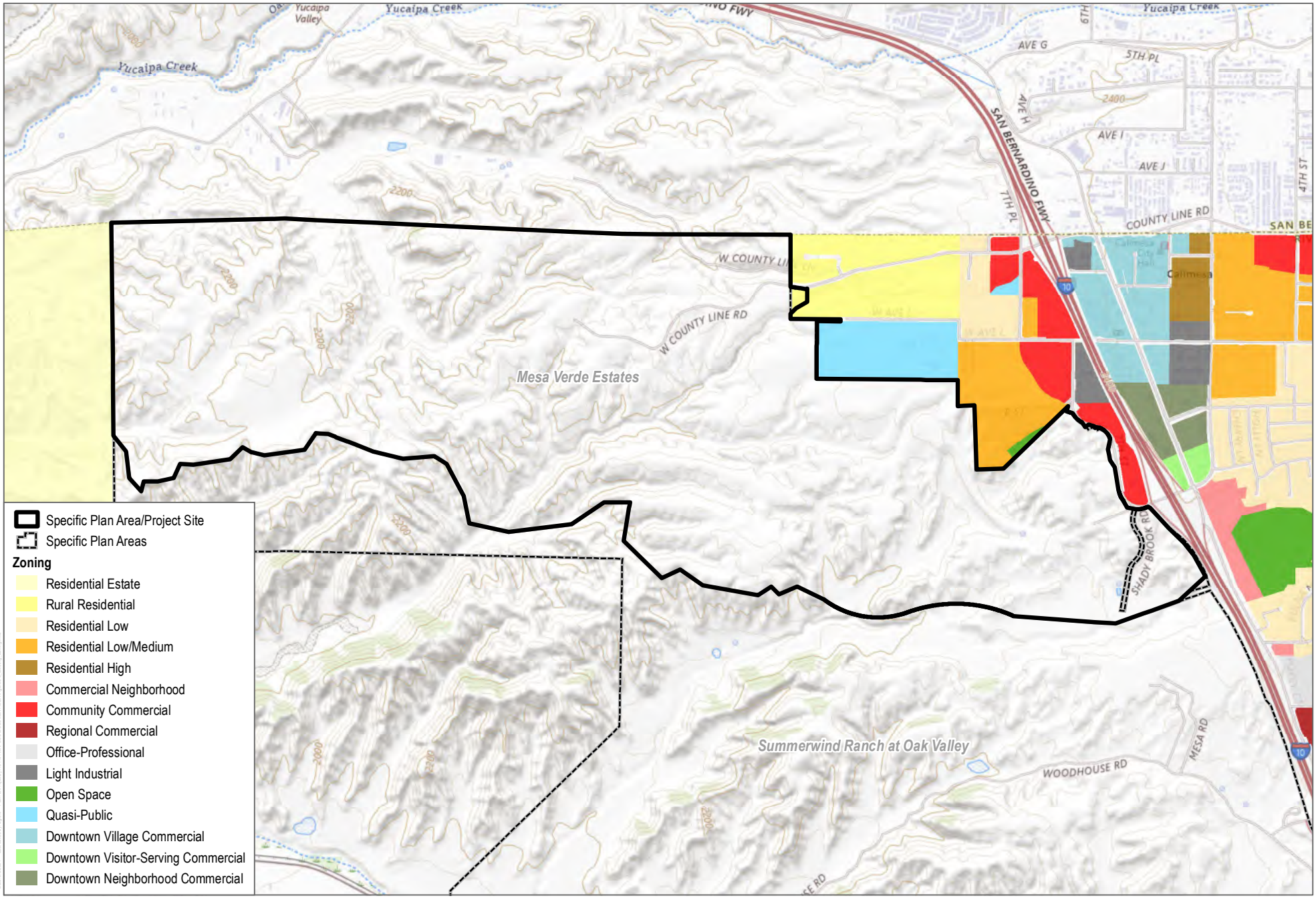

SOURCE: City of Calimesa; Riverside County; Open Street Map; Bing Maps

DUDEK

0 1,000 2,000 Feet

FIGURE 2-3

Existing Zoning

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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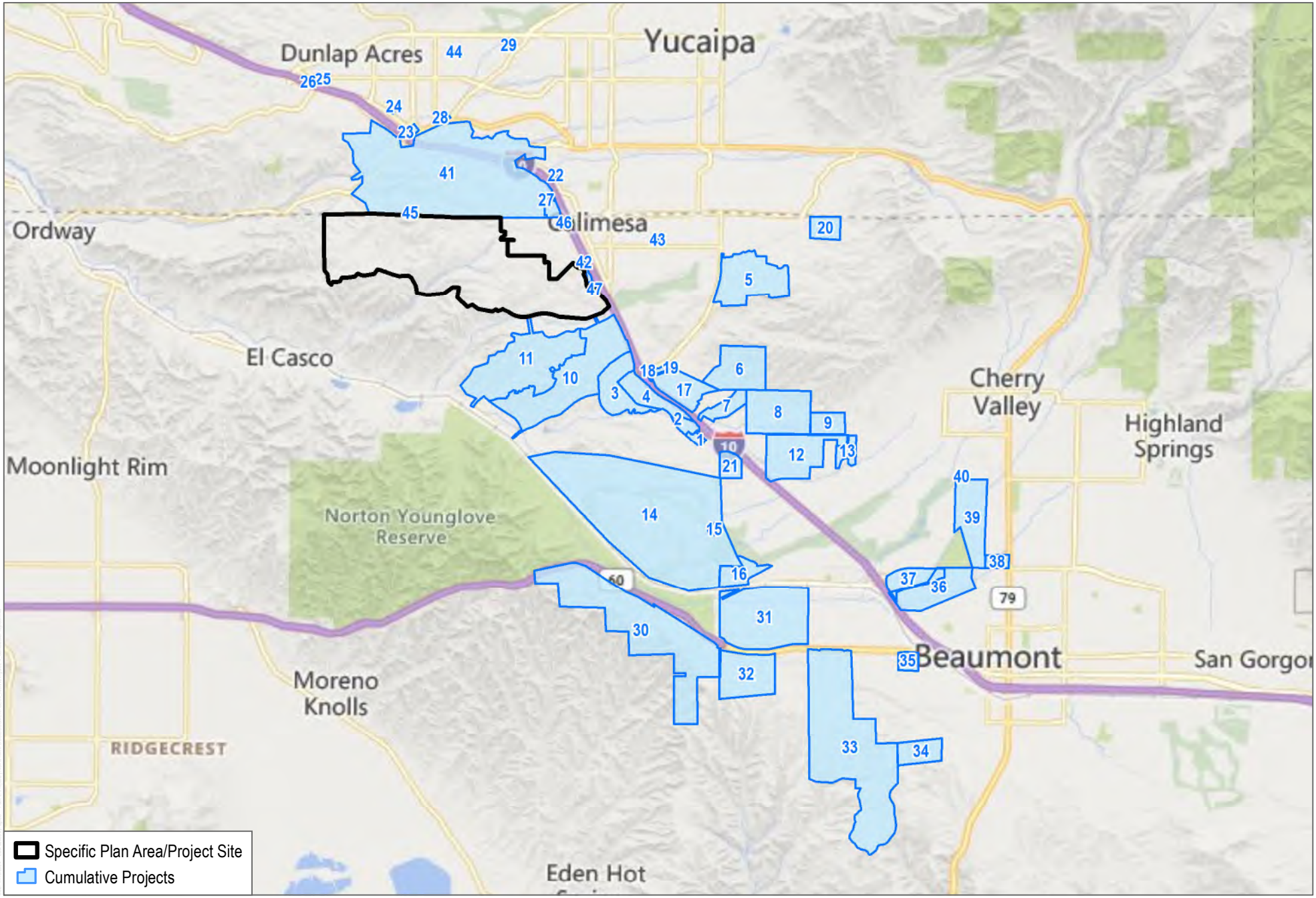

SOURCE: Urban Crossroads; City of Calimesa; Bing Maps

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0 1 2 Miles

FIGURE 2-4

Cumulative Projects

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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3 Project Description

This chapter describes the Mesa Verde Specific Plan Area 2 Amendment 2 Project (Project or Specific Plan Amendment) proposed by Mesa Verde Owners LLC (Applicant). The Project is an amendment to Mesa Verde Specific Plan Area 2 Amendment 1 (SPA 13-01) (2017 Specific Plan or previously approved project), which was previously adopted in 2017. Section 1.2, Previous Environmental Analysis, in Chapter 1, Introduction, of this Draft SEIR includes an overview of the previous approvals for the Mesa Verde Specific Plan. The purpose of this chapter is to describe the proposed Project in a manner that will be meaningful for review by the public, reviewing agencies, and decision makers in accordance with the California Environmental Quality Act (CEQA); California Public Resources Code, Sections 21000, et seq.; and the CEQA Guidelines (14 CCR 15000, et seq.). Per the requirements of CEQA Guidelines Section 15124, a complete project description must contain the following information:

(a) the precise location and boundaries of the proposed project, shown on a detailed map, along with a regional map of the project's location (see Section 3.1, Project Overview)

(b) a statement of the objectives sought by the proposed project, which should include the underlying purpose of the project (see Section 3.9, Project Objectives)

(c) a general description of the project's technical, economic, and environmental characteristics, considering the principal engineering documentation and supporting public service facilities (see Section 3.3, Mesa Verde Specific Plan Area 2 Amendment 2)

(d) a statement briefly describing the intended uses of the environmental impact report (EIR), including a list of the agencies that are expected to use the EIR in their decision making, a list of permits or other approvals required to implement the project, and a list of related environmental review and consultation requirements imposed by federal, state, or local laws, regulations, or policies (see Sections 3.10, Intended Uses of this SEIR, and 3.11, Requested Approvals and Entitlements)

In accordance with Section 15124 of the CEQA Guidelines, the description of a project "should not supply extensive detail beyond that needed for evaluation and review of environmental impacts." This chapter of the Draft Subsequent EIR (SEIR) includes the required information, as listed above.

As stated in Section 15126.2 of the CEQA Guidelines, an EIR must identify and focus on the significant effects of a project on the environment. In assessing the impacts of a proposed project, the lead agency "should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published." The approval and implementation of the proposed Project would allow for physical changes in the environment, which are analyzed in this Draft SEIR.

3.1 Project Overview

3.1.1 Project Location

The Project site comprises 1,463.1 acres of undeveloped land located in the northwestern portion of the City of Calimesa (City), in the County of Riverside, California, as shown in Figure 2-1, Regional Location and Local Vicinity, in Chapter 2, Environmental Setting, of this Draft SEIR. The Project site is generally located in the northwestern portion of the City, adjacent to and south of the border of San Bernardino County. Regional access to the Project

site is provided via the Interstate (I) 10 at the Calimesa Boulevard (leading to Sandalwood Drive) and the County Line Road exits. The Project site includes 14 parcels[1] and is found within the El Casco and Yucaipa 7.5-minute quadrangles, as mapped by the U.S. Geological Survey.[2]

3.1.2 Project Summary

This Project, which is an amendment to the previously approved 2017 Specific Plan, would serve as the policy and regulatory document, functioning as the zoning code for the development of the Project site. All future development plans and entitlements must be consistent with regulations set forth in the Specific Plan Amendment and, for issues not covered, must be consistent with all applicable City regulations and/or an approved Development Agreement Amendment.

The Specific Plan Amendment would be implemented in phases over time, as discussed in Section 3.8, Project Phasing. The Project would permit a maximum of 3,650 residential units (which is the same unit count as in the current 2017 Specific Plan), including a mix of single-family detached, single-family attached, and multifamily units. The projected number of units within each of the residential zones include: 790 units of High Residential, 594 units of Medium High, 1,450 units of Medium, 677 units of Low Medium, and 139 units of Low. The Project would permit up to 4.44 million square feet of building area with the Business Park (BP) zone (allowing for industrial, logistics, office, and/or educational uses), up to 300,000 square feet of commercial building area within the Commercial (C) and Mixed-Use (MU) zones, two school sites, open space and public/private parks, utility infrastructure, and roadways. An internal network of trails would connect the Project's land uses and parks.

3.2 Specific Plan Requirements and Authority

California Government Code Section 65450 states that after a General Plan has been adopted, a Specific Plan may be prepared for the systematic implementation of the General Plan for all or part of the area covered by the General Plan. The Specific Plan Amendment was prepared in accordance with the requirements of the California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450–65457), which allows jurisdictions to adopt Specific Plans to implement their General Plans. Adoption of a Specific Plan is a legislative act that is conducted in the same manner as a General Plan, and pursuant to California Government Code Section 65850, a Specific Plan that effectively rezones a property must be adopted by ordinance. The purpose of a Specific Plan is to provide for the orderly development of a property through compliance with site-specific development standards that are consistent with the intent and policies of the General Plan.

Per the Government Code, upon adoption a Specific Plan becomes the zoning for the site. The proposed Specific Plan Amendment would set regulations that govern the allowable land uses, development density, and development standards for future development projects on the Project site, in place of the City's existing zoning regulations. However, regulations and standards in the City's zoning regulations that are not covered by the Specific Plan Amendment would continue to be applicable to future development.

[1] Assessor's Parcel Numbers 411-210-010, 411-210-028, 413-030-025, 413-040-013, 413-040-017, 413-040-018, 413-040-020, 413-040-023, 413-160-011, 413-200-003, 413-200-040, 413-200-042, 413-200-044, and 413-200-048.

[2] U.S. Geological Survey 7.5-Minute Series El Casco and Yucaipa Quadrangles, Township 2S, Range 2W, Sections 08, 09, 14, 15, 16, 17, 22, 23.

The purpose of the proposed Project is to provide a foundation for the proposed land uses on the Project site through the application of regulations, standards, and design guidelines. The Specific Plan Amendment provides text and exhibits that describe the proposed land uses and associated development standards and guidelines.

This Specific Plan Amendment would be adopted pursuant to Government Code Sections 65450 through 65457. Pursuant to Government Code Section 65451, a Specific Plan must include text and a diagram or diagrams which specify all of the following in detail:

- The distribution, location, and extent of the uses of land, including open space within the area covered by the plan
- The proposed distribution, location, extent, and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the land area covered by the plan and needed to support the land uses described in the plan
- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable
- A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the above items
- A discussion of the relationship of the specific plan to the General Plan

As described in Section 4.10, Land Use and Planning, of this Draft SEIR, a review of the Calimesa General Plan shows that the proposed Project is compatible and consistent with the goals and policies outlined in the General Plan. By functioning as a regulatory document, the Specific Plan Amendment would provide a means of implementing the City's General Plan.

Section 18.15.190(I)(2) of the Calimesa Municipal Code (CMC) identifies the specific plans that have been adopted by the City and designated on the City's zoning map, including the following: "Mesa Verde Estates Specific Plan was approved in February 2007 and includes 1,493 acres approved for development of up to 3,450 dwelling units, as well as mixed use, open space, recreation, and public facility uses." This summary description in the CMC refers to the original approval of the 2007 Mesa Verde Estates Specific Plan and has not been updated to reflect the 2017 approval, which changed the name to Mesa Verde Specific Plan Area 2 Amendment 1 and also changed the land uses. These changes are discussed in further detail in Section 3.6, Comparison to the 2017 Mesa Verde Specific Plan Area 2 Amendment 1.

3.3 Mesa Verde Specific Plan Area 2 Amendment 2

The Specific Plan Amendment includes the following chapters: (1) Overview; (2) Residential, Mixed-Use, and Commercial; (3) Business Park; (4) Landscape Environment; (5) Public/Quasi-Public Facilities and Open Space; (6) Infrastructure; and (7) Implementation. The complete text of the Draft Specific Plan Amendment is available on the City's website at https://www.calimesa.gov/Archive.aspx?AMID=43. The vision of the proposed Project is to develop a complete and balanced community that embraces diversity and choices and to provide opportunities for residents to live, work, learn, and recreate.

3.3.1 Land Use Plan

Figure 3-1, Proposed Land Use Plan, identifies the distribution of the proposed Planning Areas and associated zones, as well as the proposed internal roadways within the bounds of the Specific Plan. The Specific Plan Area is divided into Phases, and the Phases are divided into Planning Areas. Planning Areas are categorized by land uses, including five residential "districts" (High, Medium High, Medium, Low Medium, and Low density zoning designations) and Mixed-Use, Commercial, Business Park, Natural Open Space, Park and Private Recreation, School, Public/Quasi-Public Facilities, School, and Calimesa Public Works Planning Areas. Table 3-1 provides the proposed land use for each use, zoning designations, associated acreages, and percent of total Specific Plan area.

Table 3-1. Proposed Land Uses, Zones, and Acreage

Land Use	Zoning Designations	Acres	Percent of Total Site
Mixed-Use	Mixed-Use (MU)	19.4	1.3%
Business/Industrial	Business Park (BP)	241.9	16.5%
Commercial	Commercial (C)	4.4	0.3%
Residential	High (H); Medium High (MH); Medium (M); Low Medium (LM); Low (L)	474.6	32.4%
Schools	Elementary School (ES)	22.0	1.5%
Private Recreation	Open Space- Private (OS-PR)	16.1	1.1%
Public Parks	Open Space- Public (OS-PR)	50.3	3.4%
Calimesa Public Works	Calimesa Public Works (CPW)	5.3	0.4%
Public Utilities/Lift Station	Public Facility (PF)	1.5	0.1%
Water Tank	Public Facility (PF)	3.2	0.2%
Basins	Public Facility (PF)	26.2	1.8%
Open Space	Open Space- Natural (OS-N)	497.2	34.0%
	Total Development Area	*1,362.1*	*93.1%*
	Public Streets	*101.0*	*6.9%*
	Total Project Area	**1,463.1**	**100.0%**

3.3.2 Residential, Mixed-Use, and Commercial

3.3.2.1 Residential Planning Areas

Chapter 2, Residential, Mixed-Use, and Commercial, of the Specific Plan Amendment addresses the allowable land uses and development standards for these zones. As shown on Figure 3-1, approximately 474.6 acres of the Project site are proposed for residential development. The Specific Plan Amendment proposes five different residential zoning designations identified as zoning districts. The five residential districts would dictate the development standards for residential development. The allowable uses within each of the districts would correspond with the same residential zone identified in the CMC, Chapter 18.20, Residential Zone Districts, plus the additional uses permitted described in the Specific Plan Amendment. Additionally, the Project would be developed to meet the City's current Inclusionary Housing Ordinance requirements as it relates to the development of low and/or moderate

income households. Table 3-2 identifies each proposed zone district and corresponding adopted zone district in the CMC.

Table 3-2. Proposed Residential Zone District

Planning Areas	Zone District	Corresponding City Zone District	Maximum Density	Gross Acreage	Number of Units
14, 43	Residential Low (L)	Residential Low (R-L)	8 du/ac	36.8	139
28, 31–33, 37–39	Residential Low Medium (LM)	Residential Low Medium (R-L-M)	10 du/ac	112.8	677
13, 15–19, 26, 27, 29, 30, 34–36, 40–42, 74, 75, 80	Residential Medium (M)	Residential Medium (R-M)	16 du/ac	223.2	1,450
20–25, 78, 79	Residential Medium High (MH)	Residential Medium (R-M)	20 du/ac	59.3	594
9–12	Residential High (H)	Residential High (R-H)	24 du/ac	42.5	790
			TOTAL	474.6	3,650

Note: du/ac = dwelling unit per acre.

Per the Specific Plan Amendment, dwelling units within each Residential Planning Area may be transferred to other Residential Planning Areas as long as the minimum number of units is 3,000, the maximum number of units does not exceed 3,650 units, and the maximum density is not exceeded for the residential zoning designation. The Specific Plan Amendment allows for age-restricted residential development.[3] The maximum number of age restricted units is 900, which could be located within contiguous or noncontiguous Planning Areas, as identified in the development plan review process.

The proposed Specific Plan Amendment outlines what types of residential units would be permitted in each residential zone district, as well as development standards that would apply to each zoning district. Residential use regulations for the residential districts would be per CMC Section 18.20.030, plus the additional uses shown in Table 3-3. As shown in Table 3-3, the Project allows for various types of housing units, including single-family detached, paired homes (duplex), single-family court/cluster/courtyard, single-family attached, townhomes, multifamily, condominium, and age restricted.

Table 3-3. Additional Permitted Uses within the Residential Zone District

Land Use	Permitted
Housing Types	
Single-Family Detached Traditional – L, LM, M Zone Districts	P
Single-Family Detached Small Lot – L, LM, M, MH Zone Districts	P
Paired Homes (Duplex) – L, LM, M, MH Zone Districts	P
Single-Family Court/Cluster/Courtyard – LM, M, MH Zone Districts	P
Rear-Loaded Single-Family Cluster - L, LM, M, MH Zone Districts	P
Rear-Loaded Single-Family Cluster/Carriage Units - L, LM, M, MH Zone Districts	P
Townhomes – M, MH, H Zone Districts	P

[3] Seniors (age 55 plus) may purchase or rent in any residential district. "Age restricted" only refers to housing that has an age requirement. Age-restricted Planning Areas may have private gate access.

Table 3-3. Additional Permitted Uses within the Residential Zone District

Land Use	Permitted
Multi Family – MH, H Zone Districts	P
Condominium Ownership – L, LM, M, MH, H Zone Districts	P
Age Restricted – L, LM, M, MH, H Zone Districts[1]	P
Accessory Uses	
Community recreation facilities including, but not limited to clubhouses, swimming pools, tot lots and sport courts and fields	P
Drop boxes for delivery service providers	P
Patio, patio covers, gazebos and other similar structures	P
Private subdivision gates	P
Sales and leasing offices	P
Solar panels	P
Swimming pools, spas, sports courts, and similar outdoor recreational facilities	P
Walls, monumentation, and signage	P
Temporary uses such as model homes, sales offices leasing offices, and subdivision sales trailers, temporary construction offices and facilities, real estate signs, signage indicating future development and directional signage	P

Notes: P = Permitted Use;

1 The maximum number of age-restricted units is 365. This could be a number of contiguous or noncontiguous Planning Areas. age-restricted Planning Areas may have private gate access. Age-restricted Planning Areas will be designated in the Development Plan Review Process. Seniors (age 55 plus) may purchase or rent in any residential district. Age Restricted only refers to housing that has an age requirement.

The Specific Plan Amendment sets forth development standards for the residential districts, including required setbacks from front, side, and rear yards, as well as from living areas and integrated porches; lot coverage; maximum building height (ranging from 35 feet to 50 feet); and requirements to comply with CMC Chapter 18.45 related to off-street parking. As shown in Table 3-3, all residential districts would allow accessory uses, including but not limited to community recreation facilities, swimming pools, sports courts, patios, private subdivision gates, solar panels, walls, monumentation, and signage, as well as temporary uses such as model homes, sales/leasing offices, temporary construction offices, and real estate signage.

The Specific Plan Amendment also outlines the preferred architectural and design styles allowed in the residential zone districts. The Residential Architectural Design Guidelines (Section 2.5 of the Specific Plan Amendment) establish community guidelines and standards for the Project to allow the creation of a quality and aesthetically pleasing environment. The architectural styles would include American Traditional, California Ranch, Craftsman, California Modern, Desert Prairie, Bungalow, Napa Valley, Santa Barbara, Spanish, and Western Farmhouse. The Architectural Design Guidelines describe specific architectural elements, including color, detailing, and materials, that are encouraged for use in residential development. For the purposes of the analysis in this SEIR, a conservative assumption of maximum buildout is analyzed. This Draft SEIR assumes development of 3,650 residential units, as set forth in Table 3-2 above.

3.3.2.2 Mixed-Use and Commercial Planning Area

Chapter 2, Residential, Mixed-Use, and Commercial, of the Specific Plan Amendment addresses the allowable land uses and development standards for these zones. The proposed Project includes approximately 19.4 acres of MU

zone located on the south side of Sandalwood Drive within Planning Area 1 and approximately 4.4 acres of C zone located on the north side of Sandalwood Drive within Planning Area 114. These two Planning Areas are in proximity to I-10, on the eastern edge of the Project site, as shown on Figure 3-1. The Specific Plan assumes a maximum of 300,000 square feet of commercial development within Planning Areas 1 and 114.

Mixed-Use Zone

The MU zone allows flexibility for development of residential, commercial, or both uses. The proposed Project does not assign any dwelling units to the mixed-use area; however, it is anticipated that units may be transferred from the residential zone districts, as allowed as part of development requirements (see Chapter 7 of the Specific Plan Amendment). The total number of dwelling units within the Project site would not exceed 3,650 residential units. Residential dwelling units could be developed up to a maximum density of 24 dwelling units per gross acre in the MU zone. The Specific Plan Amendment outlines development standards and allowable uses specific to the mixed-use planning area. Allowable uses vary widely, including retail uses (e.g., clothing, florists, jewelry, and bookstores) and traditional commercial uses (e.g., restaurants, grocery, laundromats, hardware stores). Some uses would be subject to a Conditional Use Permit, such as businesses selling alcohol, fast food, and automotive service stations, as well as the additional accessory uses (e.g., walls, monumentation, signage, accessory structures on the same site). Office and related uses would be permitted. The maximum building height would be three stories or 50 feet.

Chapter 2, Residential, Mixed-Use, and Commercial, of the Specific Plan Amendment describes architectural and site design recommendations for the MU zone. These recommendations address the scale and massing of buildings; structural elements such as doors, windows, and roofs; and pedestrian, street, and parking facilities. The recommendations consider compatibility of a variety of building types and uses.

Commercial Zone

The C zone is anticipated to provide retail uses to serve the residents of the Project, the future Summerwind Ranch Specific Plan development to the south, and nearby neighborhoods. Commercial use regulations for the C zone would be per CMC Section 18.25.040 for Community Commercial, plus the additional accessory uses (e.g., walls, monumentation, signage, accessory structures on the same site) set forth in the Specific Plan Amendment. Finally, C zone square footage may be transferred to the MU zone, so long as the total square footage for the MU and C uses does not exceed 300,000 square feet.

3.3.3 Business Park Planning Areas

Chapter 3, Business Park, of the Specific Plan Amendment addresses the allowable land uses and development standards for this zone. The BP zone covers Planning Areas 2 through 8, as well as Areas 69, 70, and 71, which are for monumentation/signage. The BP zone allows for the land uses set forth in CMC Section 18.30.020(B), Business Park (B-P) Zone, which allows for the following uses: “The zone is intended to provide uses such as business and professional offices, light manufacturing, storage, warehousing/distribution, wholesaling, small-scale warehouse retail, service commercial services, public uses, churches, educational facilities, including public or private vocational schools (but excluding day care facilities and preschools), and certain public assembly uses. Retail and commercial service uses shall not exceed 25 percent of the gross floor area.” Table 18.30.030, Uses Permitted Within Industrial Districts, with the CMC provides details on all permitted, conditionally permitted, and prohibited uses within the BP zone.

The Specific Plan Amendment adds additional permitted and conditionally permitted uses to the BP zone, beyond what is allowed under CMC Section 18.30.020(B). Table 3-4 itemizes the additional uses.

Table 3-4. Additional Uses Permitted Within Business Park Planning Areas

Land Use	Permitted	Conditional Use Permit
Storage/Wholesale Trades		
Storage of electrical energy in batteries by utilities, public entities, or private companies	P	N/A
Warehouse/distribution/refrigeration facility up to 700,000 net usable building area square feet[1] in size per building	N/A	CC CUP
Office Professional Uses		
Medical offices	P	N/A
Professional offices	P	N/A
Ancillary Commercial Uses		
Ancillary commercial uses (per Section 2.4.4, Commercial Zoning, of the Specific Plan Amendment)	P	N/A
Public/Quasi-Public Uses		
Educational facilities (public and private)	P	N/A
Accessory Uses		
Walls, monumentation, and signage	P	N/A
Drainage basins	P	N/A
Ground-mounted solar panels	N/A	CUP
Other uses similar to and having no greater impact on the surrounding environment than the uses identified above, subject to the provisions of Calimesa Municipal Code	P	N/A

Notes: P = Permitted; CUP = Subject to a Conditional Use Permit; CC CUP = Subject to a City Council approved Conditional Use Permit; N/A = not applicable.

[1] Net usable building area square feet is the interior footprint of the ground floor area and interior mezzanines.

A total of 241.9 acres of the Project are proposed for the BP zone, comprising seven contiguous Planning Areas in the southeastern portion of the Project site, as shown on Figure 3-1.[4] Development standards set forth in the Specific Plan Amendment for this zone include minimum site area of 20,000 square feet, maximum floor area ratio of 0.6, and maximum building height of 60 feet for all Planning Areas. The Specific Plan Amendment sets forth numerous requirements, including but not limited to restrictions on hazardous materials; access and architecture/design standards; fencing/wall standards; utility infrastructure standards; standards for self-storage, warehouse, and storage/distribution facilities; standards for size, number, and type of parking spaces; compliance with California Building Code for carpools, vanpools, and electric vehicles; lighting restrictions; and loading facilities standards. The maximum size of any single building for any single structure housing a warehouse, storage facility, or distribution facility shall not exceed 700,000 square feet of net usable building footprint area, measured to the interior face of the ground floor walls, and the Specific Plan Amendment sets a maximum development limit of 4,440,000 square feet of BP use.

[4] Planning Areas 70 and 71 are small corner lots adjacent to Sandalwood Drive that are designated for monumentation/signage and not development of Business Park uses.

For the purposes of the analysis in this SEIR, a conservative assumption of maximum buildout is analyzed. Per the allowable development set forth the proposed Specific Plan Amendment, this SEIR assumes a maximum development of 4,440,000 square feet of BP use, which consists of 2,800,000 square feet of general light industrial, 1,400,000 square feet of high-cube fulfillment center, and 240,000 square feet of office use.

3.3.4 Public/Quasi-Public Facilities and Open Space Planning Areas

Public/Quasi-Public Facilities

Chapter 5, Public/Quasi-Public Facilities and Open Space, of the Specific Plan Amendment includes two school sites. The locations of these school sites have been coordinated with the Yucaipa-Calimesa Joint Union School District (YCJUSD) to ensure their safety, pedestrian and vehicular accessibility, and the potential for joint-use of sports fields and facilities with the City. In the event that an age-restricted development occurs within the Specific Plan area or the YCJUSD does not purchase the school sites, the Specific Plan Amendment allows for the development of these sites with residential units under the Residential Medium zone.

The Specific Plan Amendment designates the Public Facility zone for stormwater detention basins, the water tank, and the utilities/sewer lift station, which are scattered throughout the Project site and located in areas where they are needed. The Public Facility zone would be applicable to 12 Planning Areas, including 8 Planning Areas for detention basins, 2 Planning Areas for public utilities/sewer lift stations, 1 Planning Area for a water tank, and 1 Planning Area for a monument sign.

Planning Area 56 is designated Calimesa Public Works, which is a 5.3-acre site intended for the use of the City's Public Works Department. It is anticipated that the City will use this Planning Area for public works–related needs, including offices, equipment storage, vehicle parking, and other uses as determined by the Public Works Department. The City has also determined the need for a new Fire Department station, which would also be located within Planning Area 56. In addition, Planning Area 57 would include a heli-hydrant: a 12-foot diameter, 3-foot deep, 2,700 gallon capacity water tank for firefighting helicopters. Table 3-5 identifies the zones, acreages, and applicable planning areas.

Table 3-5. Public/Quasi-Public Zones

Planning Areas	Land Use	Zoning Designation	Acres	Percent of Total
44, 45	Two schools	Elementary School (ES)	22.0	37.8%
57–67, 77	Water storage tank, detention basins, sewer lift stations, heli-hydrant	Public Facility (PF)	30.9	53.1%
56	Public works yard, fire station	Calimesa Public Works (CPW)	5.3	9.1%
		TOTAL	**58.2**	**100%**

Public/Quasi-Public use regulations shall be per CMC Section 18.40.020, and the Specific Plan Amendment allows for walls, monumentation, and signage as permitted uses.

Open Space Planning Areas

Chapter 5, Public/Quasi-Public Facilities and Open Space, of the Specific Plan Amendment includes the following three zoning districts for open space: Open Space – Natural (OS-N), Open Space – Public Park, and Open Space – Private Recreation, which govern the standards for open space conservation and improvements. Permitted uses in the public and private open spaces are per the Open Space Use Regulations set forth in CMC Section 18.35, as well as additional uses included in the Specific Plan Amendment. For example, permitted uses in the Open Space – Public Park zone include athletic fields, picnic and playground areas, and dog parks, whereas potential uses subject to a Conditional Use Permit include lighted sports fields/courts and amphitheaters. Permitted uses in the Open Space – Private Recreation zone include clubhouses, gymnasium and recreation centers, spas, and swimming pools. Permitted uses in the OS-N zone include fuel modification, manufactured slopes, a Street B bridge, and telecommunication equipment. Table 3-6 identifies the zones, acreages, and applicable planning areas.

Table 3-6. Proposed Open Space Zone Districts

Planning Areas	Zoning Designation	Acreage	Percent of Total
51, 52, 68, 72, 73, 81–112	Open Space – Natural (OS-N)	497.2	88.2%
	Open Space – Public Park (OS-PP)	50.3	8.9%
48	*Mesa Park*	*6.9*	
49	*Pulse Park*	*6.8*	
50	*The Hangout Trails*	*5.4*	
113	*Discovery Creek Park*	*4.0*	
53	*Gateway Park*	*12.5*	
54	*Summit Park*	*9.8*	
55	*Pavilion Park*	*4.9*	
46, 47, 76	Open Space – Private Recreation (OS-PR)	16.1	2.9%
	TOTAL (all open space):	**563.6**	**100%**

Notes: Totals may not sum due to rounding.

The OS-N zone includes all the preserved natural open space areas of the Project and would be owned and maintained by the City or other agencies acceptable to the City. A portion of the OS-N zone would include areas of permitted land uses, such as fuel modification, manufactured slopes, Street B bridge, and telecommunication equipment, that require routine maintenance. The remaining portion of the OS-N zone would be permanently conserved as part of the Project's mitigation requirement (see Section 4.3, Biological Resources, of this SEIR). Fuel modification and manufactured slope areas within the OS-N zone would continue to provide habitat for species after Project buildout and would continue to facilitate species dispersal and foraging, as well as serve as a protective buffer between the Project site and open space conserved lands. Therefore, the entire OS-N zone may include wildlife corridors, existing trails, natural drainage courses, human-made drainage facilities, fuel modification areas, emergency access roads, manufactured slopes, conserved oak woodlands, and other conserved natural vegetation communities. Existing on-site trails within the OS-N zone would not be altered with Project implementation. No Project-related trails or trailheads within the development footprint would facilitate connections to any existing trails within the OS-N zone and no new trails are proposed within the OS-N zone.

Seven park sites in the Open Space – Public Park zone totaling 50.3 acres are planned to meet the City's requirement of 50 acres (based on 2.75 persons per dwelling unit [i.e., 10,038 future residents] and 5 acres of

public parkland per 1,000 people). Table 3-6 above provides a summary of the Planning Areas and the public park acreages. Parks would be phased with residential development. In accordance with City standards, the Project may also include off-site parkland dedication, park facility improvements, and/or payment of park in-lieu fees, subject to an approved Development Agreement Amendment.

The Open Space – Private Recreation zone includes approximately 16.1 acres within three Planning Areas. The location of the private recreation centers, which would be used by future homeowner/residents of the Specific Plan area and their guests, may be moved to other Planning Areas. In this scenario, the Open Space – Private Recreation Planning Areas may be developed with residential units with the same density as the new Planning Area where the relocated recreation center is being proposed. No change of location shall result in changes to the total number of units or to the mix of the residential district designations. If a recreation center is moved, the size of the new site shall accommodate the private recreation facilities envisioned in this Specific Plan. With a wide range of recreational opportunities such as pools, spas, and tennis and basketball courts, these centers will reduce the homeowner/resident demands on proposed and existing public park sites.

As discussed in Section 4.3, Open Space Greenways Master Network, of the Specific Plan Amendment, the Mesa Verde Open Space and Recreation Master Network is envisioned to be a series of public parks programmed to provide neighborhood identity and recreational amenities, and to synergistically work with school sites and adjacent private recreational areas, where available. All the proposed park sites are planned to be interconnected through a network of promenade greenways, public sidewalks, and/or trails accessible to pedestrians, hikers, and bicyclists.

Figure 3-2, Open Space Greenways Master Network, depicts the conceptual proposed plan of connected open space areas, trails, parks, and recreation areas. The Open Space Greenways Master Network describes two types of greenways, Trail Greenways and Park Greenways. Trail Greenways include infrastructure such as promenade greenways, extended pedestrian zones, trailheads, and scenic overlooks. Park Greenways could include infrastructure such as:

- fitness loop
- sports courts
- games tables and courts
- playground
- splash pad/fountain
- flexible lawn
- shade pavilion
- dog run
- food truck venue
- barbecues
- seating and dining areas
- event plaza
- outdoor kitchen
- performance venue

The Specific Plan Amendment provides a public park plan and description of intended uses for each of these Planning Areas designated for public park or private recreation and includes the vision for the built architectural features within the parks. This includes signage and monumentation, lighting, bridges, parkitecture (i.e., structures and buildings in parks), and retaining and site walls. Figure 3-3a, Conceptual Public Parks – Pavilion Park, through Figure 3-3g, Conceptual Public Parks – Mesa Park, depict the conceptual designs for each of the seven public park locations.

3.3.5 Infrastructure

3.3.5.1 Grading

As illustrated in Figure 3-4, Conceptual Mass Grading Plan, a conceptual mass grading plan has been prepared for the Project, which has been designed to minimize the aesthetic impacts of graded slope areas adjacent to roads and highly visible locations. Contour grading with variable gradients with a target maximum of a 2:1 ratio would blend the graded landforms to simulate existing natural topography. Variable grades are permitted as allowed in the Specific Plan Amendment based on available grading technology. Slope ratios of 1.5:1 and 1:1 may be used as deemed appropriate by a soils engineer and with review and approval by a City engineer. The intent is to maintain slopes at a 2:1 ratio. This technique would help avoid uniform slopes. When revegetated, the graded areas next to open space areas would be restored back to a more natural condition, similar to their original form. In other areas, more conventional slope treatments would be utilized.

The conceptual mass grading plan would require approximately 33,500,000 cubic yards of cut and fill on the Project site. Each phase is estimated based on the current tentative map and grading adjustments may occur during the final improvement plan process as engineering designs are refined. Grading would be completed in four phases over an 8-year period (i.e., 2025 to 2033), as described in Section 3.8. Mass grading would be balanced on site within each individual Phase, and the balanced cut/fill would include 11,600,000 cubic yards during Phase 1; 8,400,000 cubic yards during Phase 2; 6,250,000 cubic yards during Phase 3; and 7,250,000 cubic yards during Phase 4. Over the course of the grading activities, earthwork may be stockpiled and distributed throughout the Project site to balance rough grade pads with issuance of a temporary stockpile permit by the City's Public Works Department.

The Project site would be mass graded in four phases, but construction and occupancy of the land uses would occur over five phases. As each Planning Area is proposed for development, additional grading may be required to accommodate the site-specific characteristics of future development proposals. All proposed grading activities would be required to comply with the standards and requirements of the Hillside Grading Regulations in the Specific Plan Amendment. In addition, all proposed grading would be required to comply with applicable California Building Code provisions and the Construction General Permit for stormwater discharges from construction activities and South Coast Air Quality Management District requirements.

3.3.5.2 Circulation

Sandalwood Drive would be the primary access to the southern portion of the Project site (e.g., the BP, C, MU, Calimesa Public Works, and Open Space – Public Parks uses) and is currently improved starting at the 7th Street intersection to Mustang Way. However, the width and northern alignment of Sandalwood Drive would change from the existing condition. It is currently a two-lane road but has been graded to accommodate a future four-lane road. As development occurs, Sandalwood Drive would be fully improved, extending north into the Project site and terminating at proposed Street B, adjacent to Mesa View Middle School. The portion of Mustang Way extending onto the Project site would be removed and access to the school would be provided directly from Street B via Sandalwood Drive.

County Line Road is located to the northeast of the Project site, and it currently serves as a meandering secondary access to the Project site through the existing 7th Place, West Avenue L, and 7th Street to Sandalwood Drive. There is a short segment of County Line Road within the northeast corner of the Project site that is paved and gated,

prohibiting public access to the Project site. In accordance with the City's request, County Line Road would join with the proposed Street A and would serve as the primary access to the northern portion of the Project site (e.g., Residential and Open Space – Private Parks uses).[5] Roberts Road would provide a third future access point to the Project site. Roberts Road south of Sandalwood Drive is planned to be fully developed with a bridge built by others at Summerwind Ranch Specific Plan crossing over Garden Air Wash, thereby linking the two master planned communities. The Project Applicant/Developer would pay its fair share for the bridge but would not construct any off-site bridge improvements.

On-Site Circulation

Chapter 6 of the Specific Plan Amendment describes the proposed roadway infrastructure that would be implemented as part of the proposed Project. As shown in Figure 3-5, Circulation Master Plan, the proposed circulation improvements include major roads, secondary roads, collector roads, and school access.

The future and proposed extension of Roberts Road between Sandalwood Drive (within the Project site) and Singleton Road (within Summerwind Ranch Specific Plan) would provide a parallel alternative to I-10, in a manner similar to Calimesa Boulevard on the east side of I-10. It would also connect the Summerwind Ranch community to the Sandalwood Drive interchange north of its boundary.

Sandalwood Drive currently provides an east–west connection from I-10 to the Project site. As part of the Project, Sandalwood Drive would be extended northward, connecting to proposed Street B near the southeast corner of Mesa View Middle School. Street B would extend to the Street F intersection, where it would turn into Street A and loop northeast to connect to Streets D and E. Therefore, Street A and Street B would create a looped road traversing throughout the residential community of the Project site, connecting residential areas, schools, and parks. Streets D and E would serve as south to north connectors from proposed Street B to Street A, while proposed Streets F, G, and H would serve as internal collectors leading to a cul-de-sac from Street B.

The entry to Mesa View Middle School would be from Street B. Mesa View Middle School would be served by the relocated Mustang Way at the school entry that intersects with Street B.

Proposed Street J, Street L, and Street K would complete a looped road that would mainly serve as the backbone circulation system for trucking and employment needs for the BP Planning Areas.

Roberts Road would be a south to north connection between the future development of the Summerwind Ranch Specific Plan area to the south of the Project site and Sandalwood Drive/7th Street. Roberts Road would begin at the south Project site boundary and extend northward, across Sandalwood Drive, and connect to 7th Street. 7th Street generally runs south to north and connects to West Avenue L. Half-width street improvements along the Project-site frontage of 7th Street would occur as needed.

The circulation system for the Specific Plan area would provide multimodal access serving vehicles, bicycles, and pedestrians. These components are designed to provide safe and efficient access to the residential neighborhoods, BP land use, C/MU land uses, natural open space, and recreational amenities within open space areas. Figure 3-6b and 3-6c, Roadway Cross-Sections, provides numerous example cross-sections of roadway widths, sidewalk, curb/gutter, median, and bicycle lane standards for all roadways within the Project area.

[5] Refer to Section 3.5, Off-Site Improvements, for a discussion of required off-site improvements to County Line Road.

Other Circulation

Access paths would provide access to the major drainage areas for maintenance of infrastructure, as well as for emergency vehicles. Additionally, as shown on Figure 3-6a, Roadway Cross-Sections Key Map, and Figure 3-6b and 3-6c, larger roadways would be developed with bicycle lanes. "Enhanced major streets" would include 6-foot wide Class II bicycle lanes on both sides of the street; "major streets," "secondary streets," "divided collector streets," and "modified collector streets" would include 6-foot bike lanes on both sides of the street.

3.3.5.3 Water and Recycled Water Master Plan

The Yucaipa Valley Water District (YVWD) would provide water service for the Project, including a dual water system for potable and recycled water. The YVWD has adopted a sustainability plan and design standards that require all new homes to install two water meters—one drinking water meter and one recycled water meter. The drinking water service would be used to provide drinking water to the home, pools, spas, and hose bibs connected to a house. The recycled water service would be connected to a separate recycled water pipeline that would provide recycled water to irrigate lawns, greenbelt areas, parks, school fields, and roadway medians. The domestic system would include pipes for backbone services ranging in size from 8 inches to 24 inches in diameter for potable water in backbone streets. Standard water line sizes would extend into the individual Planning Areas as they develop. Recycled water would be provided by pipes for backbone services ranging in size from 8 inches to 24 inches in diameter for irrigation or other applicable uses in backbone roads as well.

As shown in Figure 3-7, Conceptual Potable Water Plan, and Figure 3-8, Conceptual Recycled Water Plan, Pressure Zones 11 and 12 are serviced by either existing or future water line systems. The service elevation for the proposed development ranges from approximately 2,100 feet to 2,601 feet, resulting in a total differential of about 280 feet. To effectively serve the Project site, YVWD has identified three operating pressure zones: Zones 10, 11, and 12. Zone 10 has a service elevation of approximately 2,323 feet and would include the development located within elevation range of 2,034 feet to 2,177 feet. Planning Area 59 is a possible site for a potable water reservoir to serve Pressure Zone 10, subject to YVWD needs. The non-potable (recycled) water to Pressure Zone 10 Planning Areas would be served from existing off-site reservoirs.

The second pressure zone, designated as Pressure Zone 11, has a service elevation of approximately 2,463 feet and would include the development located within an elevation range of 2,174 feet to 2,317 feet. The majority of the Project would be serviced within Pressure Zone 11. Pressure Zone 12, with a Hight Water Line of approximately 2,601 feet, would include the development located within an elevation range of 2,312 feet to 2,455 feet. Pressure Zone 12 would include Planning Areas in the southeastern portion of the Project site.

Based on the Water Supply Assessment prepared for the Project by the YVWD and provided as Appendix K-1 of this Draft SEIR, two on-site wells and well pumping plants are required to accommodate the necessary water supply to the Project. The Project involves the drilling of two wells with well pumping plants (on site in Planning Areas 65 and 67), and the abandonment of existing water wells. The new wells would be constructed and maintained by YVWD but would be located on site, likely within Planning Areas 65 and 67. Off-site water infrastructure required to adequately serve the Project would include a potable pressure reducing station, a recycled pressure reducing station, a recycled booster station, a hydropneumatics tank, and two Zone 11 reservoirs. The Project would be required to make fair-share payments to cover the cost of these improvements.

3.3.5.4 Wastewater Master Plan

Wastewater systems at the Project site would be maintained and treated by YVWD. Wastewater management would incorporate guidance and direction from YVWD. As shown on Figure 3-9, Conceptual Wastewater System, wastewater pipelines would be located within backbone streets throughout the Project site. The proposed system maximizes the use of gravity flow lines with a few exceptions where the Project site has a few planned topographic low spots that require a sewer lift station or forced main sewer lines. These areas include the north side of Street A (between Street E and Street F), as well as along 7th Street, Roberts Road, Sandalwood Drive, and a portion of Street M. The sewer lift station would be located within Planning Area 57. These improvements are necessary to ensure a more efficient wastewater system.

All on-site wastewater flows would ultimately connect to a proposed pipeline running north from the Street A/Street E roundabout and connecting to the YVWD water treatment plant north of the Project boundary in San Bernardino County. There may be an occasional need for temporary sewer pipe systems to connect to gravity flow lines on an interim basis where private sewer lines may need to connect to public sewer lines until the gravity line public wastewater system is in place and fully functional. This situation would be coordinated with YVWD on a case by case basis but integrated into the overall plan for the Project.

3.3.5.5 Conceptual Drainage Master Plan

The Specific Plan Amendment's proposed drainage improvements would maintain or reduce the 100-year peak runoff rates presently running off of the Project site and into adjacent areas. The Specific Plan Amendment includes on-site detention and water quality basins to reduce stormwater flows to or below the existing condition flows prior to their discharge to areas located downstream. Figure 3-10, Storm Drains and Basin Plan, shows the post-Project drainage boundaries and the location of the proposed detention basins; however, these facilities are subject to change until final review and approval. There would be a variety of drainage basins that include maintenance access to private and public detention basins, water quality basins, and additional storm related basins that would be finalized during the final improvement plan process as engineering designs are refined. The drainage system must be constructed according to standard regulatory requirements. Construction of the drainage system and associated maintenance requirements would be coordinated with and reviewed by the Riverside County Flood Control and Water Conservation District.

Stormwater within the Project site would be conveyed by streets and local storm drains to points of discharge to existing drainage courses or proposed detention basins. Proposed storm drain outlets would be designed to protect against erosion at the point of discharge. The two existing drainage systems that traverse the Project site would be crossed internally in a manner that minimizes or avoids impacts to the natural creek bottoms.

A water quality management plan is part of the tentative tract map (TTM) approval process and required by the City to identify proposed structural and non-structural best management practices. The proposed best management practices would address the water quality of stormwater runoff from the proposed development areas. Water quality treatment practices include combined stormwater and water quality basins, specific water quality basins for "first flush," mechanical devices in tight locations and areas where percolation and infiltration are difficult, dry wells, swales, and landscaped drainage ditches.

3.3.5.6 Public Facilities and Services

Utilities and public services would be provided to the Project site by the agencies/entities discussed in Chapter 2 of this SEIR. The Project would be subject to development fees that contribute to public services, including fire protection, police protection, schools, parks and recreation, and libraries. Established fees would be subject to the Development Agreement Amendment for the Project. All electric, telephone, and cable television (telecommunication) lines would be installed underground. The Project would not implement any extensions of natural gas infrastructure to the Project site. Utility lines would primarily follow street alignments and connect into existing lines located in the Project site vicinity.

The Project site includes one oil and gas well, Midway Oil Syndicate 1, mapped within the northern portion of APN 413-040-018. Historically, the well was drilled to a depth of 5,386 feet and abandoned on July 20, 1926. This oil well would be abandoned in accordance with the applicable Riverside County Department of Environmental Health and California Geologic Energy Management standards.

3.3.6 Implementation

As discussed under Section 3.2, Specific Plan Requirements and Authority, the Specific Plan Amendment would function as a zoning code for the Project site. The Specific Plan Amendment would also be consistent with the provisions of the CMC in effect at the time of approval of the Mesa Verde Specific Plan unless it is otherwise amended by the Development Agreement Amendment. The CMC requirements and standards in effect at the time the Development Agreement Amendment is executed would apply to this development. In cases where this Specific Plan Amendment contains differing standards from the CMC, the Specific Plan Amendment standard would prevail.

3.3.6.1 Approval Authority

Implementation of future development within the Project site would be either administratively approved and/or only require issuance of a ministerial grading permit. Some future developments would require review and approval of the City's planning director and/or City engineer, such as adjustments to the Specific Plan Amendment, minor modifications to TTMs, single-family structures, or temporary uses. Other developments would require discretionary review and approval from the Planning Commission and/or the City Council, such as specific plan amendments, tract or parcel maps, and development plan review for commercial, business park, and multifamily residential projects.

3.3.6.2 Ownership and Maintenance

The Specific Plan Amendment includes detailed assignments of facility ownership and maintenance responsibilities. In general, Project improvements and facilities (e.g., fuel modification zones, trails, landscape areas, water quality basins, lighting) would be owned and/or maintained by one or a combination of the master homeowner's association, sub-homeowners association, commercial/business owner's association, maintenance district, City, and/or Riverside County Flood Control. The YCJUSD would own, operate, and maintain the proposed schools. The City would own, operate, and maintain the public works facilities and proposed fire station on the Calimesa Public Works Planning Area.

3.4 Revised Tentative Tract Map No. 33931

To facilitate the overall phasing of Project development, the Applicant proposes to subdivide the entire 1,463.1-acre property into 114 lots through Revised TTM No. 33931, which identifies the location of all lots, the lot numbers, lot acres/square feet, and the anticipated land use for each lot. The minimum lot size on TTM No. 33931 is associated with monumentation (e.g., 1,333 square feet for Lot 70), while larger lots are associated with natural open space (e.g., 108.4 acres for Lot 93). Approximately 101.0 acres of roadways are identified. Figure 3-11, Tentative Tract Map No. 33931, depicts the proposed subdivision. During the final engineering for each Planning Area, the grading and improvement plans would be refined with more detail. The final map, which must be prepared by a licensed land surveyor, would depict the final Project boundaries and become the document that is sent to the County Recorder, establishing new legal lots. All conditions of approval placed on the Project must be satisfied prior to recording a final map.

3.5 Off-Site Improvements

3.5.1 Off-Site Improvements as Project Components

Implementation of the Project would require off-site improvements. The locations of these off-site improvements are shown in Figure 3-12a, Off-Site Impact Area, and are described below.

3.5.1.1 Circulation

The Project requires off-site transportation-related improvements that would be constructed in phases in accordance with the Project's Conditions of Approval. Required circulation improvements to off-site facilities that would be constructed by the Applicant/Developer as a part of the proposed Project include the following:

- **County Line Road:** Off-site County Line Road improvements between the Project site and the I-10 interchange would involve redeveloping the existing roadway into a Modified Collector (within the existing right-of-way, which ranges from 60-feet to 80-feet). The roadway would be widened within the existing right-of-way, consisting of a 48-foot-wide paved roadway section, curb-to-curb (i.e., 12-foot lanes each direction, one 12-foot center turn lane, and 6-foot bicycle lanes on each side), and unpaved right-of-way on either side of the curb.
- **7th Street:** 7th Street would be developed at half-width along the eastern boundary of the Project site to its full 60-foot right-of-way. Improvements on the west side of 7th Street would extend from Sandalwood Drive to the north property line. Paving of the west side of the street would include curb/gutter and sidewalk improvements for a distance along the street frontage.

Other off-site circulation improvements that would be constructed by other agencies and are outside of the control of the Applicant/Developer but are still necessary for full Project buildout are discussed in Section 3.5.2, Off-Site Improvements Constructed by Others.

3.5.1.2 Utilities

Potable and Recycled Water

Between W. Avenue L and Project-Site Property Line. Located within the YCJUSD property, as shown on Figure 3-12b, Off-Site Potable Water Facilities, potable water lines would be constructed off site for Pressure Zone 12, traversing northward from the Project site to W. Avenue L, east of the Mesa View Middle School parking lot and west of the mobile home park. This linear stretch is graded but largely unpaved. The potable water and recycled water lines would connect to existing infrastructure in W. Avenue L.

West County Line Lane and County Line Road. Located in the northeast portion of the Project site, as shown on Figure 3-12c, Off-Site Recycled Water Facilities, recycled water lines would be constructed off site for Pressure Zone 11, traversing northeasterly from the Project site through a portion of County Line Road and into the existing recycled water and booster pump station located on West County Line Lane that is gated by YVWD.

As shown on Figure 3-12b and Figure 3-12c, other water and recycled water infrastructure would be required to serve the Project site, which would be constructed by others and would not be a part of the proposed Project. Additionally, as part of the Development Agreement Amendment between the Project Applicant and the YVWD, and consistent with the Project's Water Supply Assessment (Appendix K-1), additional potable and recycled water infrastructure improvements may be required, which would be constructed by the YVWD.

3.5.1.3 Fuel Modification

A typical landscape/fuel modification installation requires a 100-foot-wide fuel modification zone (i.e., brush and vegetation thinning to reduce wildfire fuels) from each structure extending outwards towards undeveloped areas. The Project would implement select areas of off-site fuel modification to ensure a minimum of a 100-foot-wide fuel management zone from the required setback location of each future structure. Off-site property to the north of the Project site within YVWD property would provide fuel management in association with their planned solar fields, but additional fuel modification would be required to maintain the full zone. The Project would require off-site fuel modification for select undeveloped areas along the northeastern Project boundary with the City of Yucaipa. The fuel modification zone would require an easement from YVWD to maintain the area.

3.5.2 Off-Site Improvements Constructed by Others

The Applicant/Developer would be responsible for the Project's fair share improvement costs for implementation of off-site infrastructure, including roads, interchange improvements, water, wastewater, drainage, and other applicable improvements related to the Project. The percentage of fair share improvement costs would be negotiated and defined in the Development Agreement Amendment with the City, YVWD, and/or other appropriate agencies.

As required by the Western Riverside Council of Governments, the Transportation Uniform Mitigation Fee is an obligation that must be met on all new developments in Western Riverside County. The Transportation Uniform Mitigation Fee goes toward providing improvements to improve local traffic and must be paid prior to the issuance of a certificate of occupancy. The Western Riverside Council of Governments developed and administers the Transportation Uniform Mitigation Fee program.

Per the City's Developer Impact Fee program (codified in CMC Chapter 18.115, Developer Impact Fees), and as applicable to the Project, the City has authorized a Development Impact Fee on the issuance of all building permits or other initial entitlement of use within the City, to finance the cost of public facilities and improvements required as a result of new development. The City's Developer Impact Fee covers law enforcement facilities, fire protection facilities, streets and traffic facilities, storm drainage facilities, general government facilities, library space and collection items, parkland dedication, and park improvements in-lieu fees. The City Council, by resolution, sets forth the specific amount of the Development Impact Fees, describes the benefit and impact area on which the fees are imposed, lists the specific public improvements to be financed, describes the estimated cost of these facilities and the reasonable relationship between the fees and the various types of new development on which the fees are imposed, and sets forth the time and terms of payment of the fees (CMC Section 18.115.030[B]).

3.5.2.1 Circulation Improvements

California Department of Transportation

There are two primary access points to I-10 from the Project site: Sandalwood Drive, which currently crosses from the east intersection of Calimesa Boulevard to the west intersection of 7th Street, and County Line Road from the east intersection of Calimesa Boulevard to the west intersection of 7th Place. County Line Road crosses beneath I-10, and Sandalwood Drive crosses over I-10; both roadways provide for vehicular and pedestrian connections, joining the west side of Calimesa to the east side of Calimesa. The Project would require improvements to California Department of Transportation (Caltrans) facilities at these two interchanges to be constructed by Caltrans, for which Transportation Uniform Mitigation Fee payment is required. The improvements are described in Section 4.15, Transportation, of this Draft SEIR.

Summerwind Ranch Specific Plan

The extension of Roberts Road to the southern boundary of the Project site would be the responsibility of the future development of the Summerwind Ranch Specific Plan. The Project Applicant/Developer would contribute a fair share payment to the development of this roadway, as well as the proposed bridge crossing over Garden Air Wash.

City of Calimesa

In association with the I-10 interchange improvements, the City is contemplating additional roadway infrastructure. If needed, 7th Place, which runs generally parallel to I-10, could be terminated in a cul-de-sac near the intersection of County Line Lane to accommodate the I-10 interchange improvements. Additionally, the City is contemplating the need for an extension of Sandalwood Drive northward from the Project site, adjacent to the boundary of the Mesa View Middle School, and traveling northward to a future connection with County Line Road. The ultimate need for the roadway improvements, as well as the widths, alignments, and configurations, are to be determined by the City. If these roadway improvements are constructed, the Project Applicant would contribute a fair share payment to their development.

Yucaipa Valley Water District

YVWD would construct a designated emergency vehicle access roadway connecting to Street A through the YVWD property, northwest to Live Oak Canyon Road. This roadway would be gated and the connection of the roadway from the Street A/Street E intersection to the YVWD property boundary would be an on-site component of the Project and would be completed as part of the Project's Phase 1 infrastructure. However, completion of the paved roadway

from the YVWD property boundary to Live Oak Canyon Road would be completed by YVWD prior to occupancy of Phase 3 of the Project, when the Street A/B loop is completed. In the event of an evacuation of the Project site, it would be at the discretion of the evacuation management officials (e.g., RCSD, Calimesa Fire Department, etc.) to use this emergency roadway as a westerly evacuation route to Live Oak Canyon Road for residents within the Project. The emergency roadway would have gated access and would only be accessible to emergency vehicles, unless evacuation management officials open the roadway for evacuation of residents. The emergency roadway would be designed to 2022 California Fire Code, Title 24, Part 9, Chapter 5, Fire Service Features standards and per direction of Calimesa Fire Department and City Engineer.

3.5.2.2 Utilities

Yucaipa Valley Water District

As shown on Figure 3-12b, future extension of potable water lines through the future Summerwind Ranch Specific Plan are required to provide points of connections for service to the Project site. A potable water reservoir would be constructed by YVWD for Pressure Zone 11 in the vicinity of Singleton Road. YVWD would also construct a potable water reservoir for Pressure Zone 12. These reservoirs are planned as part of the Summerwind Ranch Specific Plan and will require a 24-inch domestic and a 24-inch recycled water line to be placed in Roberts Road, Sandalwood Drive, and Street B. The Project requires the 24-inch water line to support its overall development in Pressure Zone 11. This line will enter from the south, entering Roberts Road and connecting to Sandalwood Drive. The Project Applicant/Developer would be required to enter into agreements with YVWD to pay its fair share of the costs for development of these facilities and related infrastructure. In addition, fee credits would be available to offset direct costs.

As shown on Figure 3-12c, future extension of recycled water lines through the future Summerwind Ranch Specific Plan area is required to provide points of connection for services to the Project site. A non-potable reservoir would be constructed by YVWD for Pressure Zone 11 in the vicinity of Singleton Road. The Project Applicant/Developer would be required to enter into agreements with YVWD to pay their fair share of the costs for development of this facility and its related infrastructure.

A regional sewer forced line system (two 12-inch lines) is to be extended from Summerwind Ranch Specific Plan south of the Project. The planned alignment is from the Project site's south boundary, traversing north from Roberts Road Bridge, continuing north on Roberts Road, then east on Sandalwood Drive, then north and off site on 7th Street. The two forced sewer lines will ultimately connect to County Line Road and the water treatment facility in San Bernardino County. Right-of-way and easements in the Specific Plan Amendment are provided for the regional system that supports Summerwind Ranch Specific Plan.

As shown on Figure 3-9, a sewer line would be constructed off site to serve the Project. This connection would be north of the Street A and Street E intersection. The YVWD emergency vehicle access roadway (discussed above in Section 3.5.2.1, Circulation Improvements) would serve as the maintenance access road for the pipeline (for YVWD use only). Off-site grading would be required to make the pipeline connection from the Project site northward to the YVWD's existing Henry N. Wochholz Regional Water Reclamation Facility. This off-site earthwork and construction would occur in coordination with the YVWD and within the YVWD reclamation facility property. As part of the Development Agreement Amendment between the Project Applicant and the YVWD, and consistent with the Project's Water Supply Assessment (Appendix K-1), additional sewer infrastructure improvements may be required, which would be constructed by the YVWD.

Dry Utilities

The Project would not implement any extensions of natural gas infrastructure to the Project site. The Project would require upgrades to existing electrical infrastructure, including but not limited to utility pole upgrades and substation upgrades, to be completed by Southern California Edison.

As part of the Project-related redevelopment of County Line Road from the Project site boundary to the I-10 interchange, the redevelopment to the full width of the existing 60-foot right-of-way would require the relocation of the utility lines along County Line Road to be placed underground. Utility providers, including but not limited to Southern California Edison, Spectrum, and Verizon, would conduct the undergrounding of the utilities.

3.6 Comparison to 2017 Mesa Verde Specific Plan Area 2 Amendment 1

Approved in 2007, the Mesa Verde Estates Specific Plan envisioned the development of 3,450 residential units, approximately 350,000 square feet of commercial space, 62.5 acres of mixed-use space, 481.8 acres of open space, 57.5 acres of public parks, 10.4 acres of private recreation, 21.5 miles of trails, 91.4 acres of roads, 2 school sites, and 1 middle school site. Other proposed improvements included traffic circulation, flood control, and utilities, water, and sewer services. The Mesa Verde Estates Specific Plan was the subject of environmental review pursuant to CEQA in a 2007 Final EIR prepared for the Mesa Verde Estates Project.

The 2017 Specific Plan proposed to modify the 2007 approved plan to allow for the development of the following: 3,650 residential units, 250,000 square feet of commercial space, 46.5 acres of mixed-use space, 519 acres of open space, 56.2 acres of public parks and private recreation facilities, 23.1 miles of trails, 87.5 acres of roads, and two school sites, but no middle school site. The 2017 Specific Plan removed the middle school site because the YCJUSD built Mesa View Middle School adjacent to the northeast of the Project site in August 2009. The 2017 Specific Plan changed the name to Mesa Verde Specific Plan and was evaluated in an Addendum to the 2007 Final EIR prepared pursuant to CEQA. None of the Mesa Verde Specific Plan components have been constructed or implemented to date.

The Project is an amendment to the previously adopted 2017 Specific Plan (SPA 13-01). Figure 3-13, Grading Plan Comparison, depicts the differences between the grading footprint from the 2017 Specific Plan in comparison to the proposed Project. As shown, the proposed Project's grading footprint would result in approximately 117.8 acres of increased grading in certain areas of the Project site and in 56.7 acres of reduced grading in other areas of the Project site, resulting in a net change of 61.1 acres of increased grading. The 2017 Specific Plan would result in approximately 1,060 acres of graded land within a development footprint, compared to the proposed Project's 1,121.1 acres of grading.

An overview of the differences between the proposed Project and the 2017 Specific Plan is provided in Table 3-7. As shown in Table 3-7, the Project proposes to make the following changes in land uses when compared to the 2017 Specific Plan: retain 3,650 residential units on a decrease of 260.9 acres, reduce mixed-use by 27.1 acres, decreased school acreage by 3.4 acres, increase roads by 13.5 acres, introduce 241.9 acres of new business park land use, introduce 4.4 acres of new commercial land use, introduce 5.3 acres of new public works facilities/fire station land use, increase the water tank site by 0.3 acres, and introduce two lift station lots totaling 1.5 acres. Additionally, the Project would increase open space acreage by 7.5 acres, increase public parks by 2.4 acres, and increase private recreation by 7.9 acres.

The proposed Project would eliminate the previously contemplated creation of a Roberts Road extension from the Project site northward to County Line Road. In addition, the Project would not implement the previous off-site alignment of Street F, which was previously proposed to connect to the northern Roberts Road extension.

Table 3-7. Proposed Project Comparison to the 2017 Mesa Verde Specific Plan Area 2 Amendment 1

Category	Adopted 2017 Specific Plan	Mesa Verde Specific Plan Area 2 Amendment 2	Summary of Changes
Residential Land Uses[1]			
Very Low Residential	158 lots	0 lots	Decrease of 158 lots – eliminated
Low Residential	428 lots	139 lots	Decrease of 289 lots
Low Medium Residential	693 lots	677 lots	Decrease of 16 lots
Medium Residential	1,669 lots	1,450 lots	Decrease of 219 lots
Medium High Residential	344 lots	594 lots	Increase of 250 lots
Multifamily (High Density Residential)	358 lots	790 lots	Increase of 432 lots
Total Residential Units	**3,650 units**	**3,650 units**	**No Change**
Total Residential Acres	**735.3 acres**	**474.6 acres**	**Decrease of 260.7 acres**
Non-Residential Land Uses			
Mixed-Use	46.5 acres	19.4 acres	Decrease of 27.1 acres
Business Park	0 acres	241.9 acres	Increase of 241.9 acres
Commercial	0 acres	4.4 acres	Increase of 4.4 acres
Public Works/Fire Station	0 acres	5.3 acres	Increase of 5.3 acres
Lift Station	0 acres	1.5 acres	Increase of 1.5 acres
Water Tank	2.9 acres	3.2 acres	Increase of 0.3 acres
Open Space	489.7 acres	497.2 acres	Increase of 7.5 acres
Public Parks	47.9 acres	50.3 acres	Increase of 2.4 acres
Private Recreation	8.2 acres	16.1 acres	Increase of 7.9 acres
Schools	25.4 acres	22.0 acres	Decrease of 3.4 acres
Basins	19.6 acres	26.2 acres	Increase of 6.6 acres
Roads	87.5 acres	101 acres	Increase of 13.5 acres
Roads and Circulation[2]			
Street B from Street E to Street D	Collector Street	Divided Collector	Increased 14 feet to Divided Collector
Street D from Street A to Street B	Collector Street	Divided Collector	Increased 14 feet to Divided Collector
Street F	Divided Collector	Collector	Decreased to 66-foot Collector – new alignment
7th Street	Modified Collector	Local	Decreased to 60-foot Local
Roberts Road from north of Sandalwood Drive to 7th Street	Modified Secondary	Local[3]	Decreased to 60-foot Local

Notes:

[1] Residential land uses include changes to density and housing type.

[2] All listed roadways reflect the proposed Specific Plan Amendment names.
[3] May require additional turn lanes at 7th Street and Sandalwood Drive.

3.7 Conditions of Approval and Development Agreement

3.7.1 Conditions of Approval

Calimesa City Council Resolution 2017-38 includes Conditions of Approval on the approval of TTM No. 33931. This Resolution and the associated Conditions of Approval will be revised and updated as part of the proposed Project.

3.7.2 Development Agreement

The City and the Project Applicant entered into a Development Agreement in November 2017. The purpose of the Development Agreement was to (1) ensure high quality development in accordance with comprehensive plans; (2) reduce uncertainty in the development approval process that might otherwise result in a waste of resources and discouragement of investment; (3) strengthen the City's comprehensive planning process to provide for the most efficient use of public and private resources by encouraging private participation in the comprehensive planning process and reducing the economic cost of development; (4) assure developers of land that upon approval, they may proceed with their projects in accordance with defined policies, rules, regulations, and conditions of approval; and (5) provide for the financing of necessary public facilities. As part of the proposed Project, the City and Applicant propose to amend the previously approved Development Agreement through a Development Agreement Amendment that would be subject to City Council approval and, if approved, would ensure that the Project can be developed as proposed.

3.8 Project Phasing

The Project is expected to be constructed over the course of approximately 20 years, with a buildout year of 2045. The Specific Plan Amendment provides an organizational framework to facilitate the phased development while assuring provision of infrastructure and the public facilities necessary to support Project development. The Project would be implemented in phases over time. The proposed opening years are as follows: Phase 1 (2030), Phase 2 (2035), Phase 3 (2038), Phase 4 (2040), and Phase 5 (2045), subject to market conditions.

3.8.1 Grading Phasing Plan

Grading would be conducted in four phases to ensure that each phase would be able to be balanced on site without the need for import or export of soils. Figure 3-14, Proposed Grading Phasing Plan, depicts the four grading phases.

- Phase 1 would involve site preparation and grading for the proposed Business Park, Public Parks, Commercial, Mixed-Use, and the Calimesa Public Works components on the south and eastern portion of the Project site, as well as the primary extension of Sandalwood Drive, Roberts Road, and proposed interior streets. Additionally, the roadway connection from Sandalwood Drive to Street B to Street C to Street E would be constructed to allow for the provision of sewer utility connections to the YVWD's existing Henry N. Wochholz Regional Water Reclamation Facility.

- Phase 2 would involve site preparation and grading for the proposed residential uses on the central portion of the Project site, public and private open space uses, school, other public facilities, and interior streets.
- Phase 3 would include site preparation and grading for residential uses, public facilities, and interior streets.
- Phase 4 would involve site preparation and grading for the proposed the second school, residential uses, public facilities, public parks, and interior streets on the southwest corner of the Project site.

3.8.2 Occupancy Phasing Plan

Buildout of the proposed land uses on the Project site would generally follow the sequence of phasing identified in Figure 3-15, Occupancy Phasing Plan. Table 3-8 depicts the anticipated sequence of development.

Table 3-8. Land Use Development Phasing

Phase	Land Use	Quantity Unit
1 (2030)	General Light Industrial	1,400,000 SF
	Fire and Rescue Station/Public Works Facility	16,500 SF
	Single-Family Detached Residential	709 DU
	Multifamily (Low Rise) Residential	185 DU
	Fire Station/Public Works Facility	16,500 SF
	Parks	12.7 acres
2 (2035)	General Light Industrial	700,000 SF
	High-Cube Fulfillment Center (Sort)	700,000 SF
	Commercial	50,000 SF
	Single-Family Detached Residential	468 DU
	Multifamily (Low Rise) Residential	81 DU
	Parks	16.2 acres
3 (2038)	General Light Industrial	700,000 SF
	High-Cube Fulfillment Center (Sort)	700,000 SF
	Single-Family Detached Residential	447 DU
	Multifamily (Low Rise) Residential	81 DU
	Mixed-Use (Commercial)	250,000
	Parks	8.9 acres
4 (2040)	Business Park/General/Office	240,000 SF
	Single-Family Detached Residential	689 DU
	Multifamily (Low Rise) Residential	194 DU
	School	600 students
	Parks	16.5 acres
5 (2045)	Single-Family Detached Residential	547 DU
	Multifamily (Low Rise) Residential	249 DU
	School	600 students
	Parks	12.2 acres

Notes: SF = square feet; DU = dwelling units.

Additionally, some permanent and temporary infrastructure would be needed in locations that do not follow this phasing plan precisely. The actual timing of development would be based on (1) the state of the economy, (2) market demand for uses on the site, and (3) the timing of regional and off-site infrastructure conditions and needs.

3.9 Project Objectives

According to Section 15124(b) of the CEQA Guidelines, "the statement of objectives should include the underlying purpose of the project." The underlying purpose for the Project stems from the need to develop a sustainable community in the City that creates a balance among residential, commercial, and other employment generating uses and institutional/public uses, all while being sensitive to the environment. The Project is designed to be in compliance with the vision, assumptions, goals, and policies of the City's General Plan.

The implementation of the Mesa Verde Specific Plan was known at the time of the development of the City's General Plan. The proposed Project is an amendment to that previous approval. The following objectives represent the primary goals of the proposed Project:

1. Expand upon the City of Calimesa's approved vision for the Mesa Verde Estates Specific Plan by increasing employment opportunities and developing new generators of economic growth to increase the City's tax base.
2. Facilitate economic development for the City of Calimesa by establishing new business park uses in close proximity to the State highway system, which can help the City maintain a healthy jobs-to-housing balance ratio.
3. Increase the efficiency of the development by accommodating new employment-generating land uses within the boundaries of the Specific Plan, while maintaining a similar development footprint and preserving undeveloped open space.
4. Provide public facilities and services that would benefit the Specific Plan as well as the larger Calimesa community, including new schools, recreational and park amenities, trails, public works building, and a new fire station.
5. Create thriving and healthy neighborhoods through the provision of pedestrian amenities, including a network of sidewalks, trails, and bicycle lanes, that increase opportunities for connectivity with the community schools, parks, and commercial centers and reduce vehicle miles traveled.
6. Preserve and protect natural open space within the Specific Plan that satisfies the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan.
7. Provide the same number of residential units as in the approved Mesa Verde Estates Specific Plan, in a more clustered development area to maximize the efficient use of regional infrastructure, while helping the City meet its regional housing needs.
8. Create an efficient transportation network that maximizes the use of existing and planned infrastructure and promotes vehicular and pedestrian connectivity within the City.

3.10 Intended Uses of this SEIR

In compliance with CEQA, this Draft SEIR has been prepared to analyze the potential environmental impacts that may result from implementation of the Project. This Draft SEIR also identifies feasible mitigation measures and/or alternatives that would minimize or eliminate the potential significant impacts associated with the Project. Lead agencies are charged with the duty to substantially lessen or avoid significant environmental effects where feasible (14 CCR 15002[a][3] and 15021[a][2]). Where a lead agency identifies unavoidable adverse environmental effects of a project, CEQA Guidelines Section 15093 authorizes the agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable adverse environmental effects

when determining whether to approve a project. If the specific economic, legal, social, technological, or other benefits outweigh the unavoidable adverse environmental effects, these effects may be deemed acceptable by the agency as substantiated in a statement of overriding considerations.

This Draft SEIR evaluates potential environmental impacts associated with implementation of the Project and provides information regarding short-term, long-term, direct, indirect, and cumulative environmental effects of the Project. The Draft SEIR must allow the City, responsible agencies, and other interested parties, to evaluate the environmental impacts of Project implementation and the environmental consequences of Project implementation, thereby enabling them to make informed decisions regarding the requested entitlements, as described below.

3.11 Requested Approvals and Entitlements

3.11.1 Calimesa-Lead Agency Approvals

The proposed Project would require approval of the following discretionary actions by the Calimesa City Council, which are submitted and processed concurrently:

- **Environmental Assessment No. 23-02** – Certification of this SEIR (State Clearinghouse No. 2004071045), which has been prepared in conformance with CEQA to ensure that the incremental environmental impact changes between the proposed Project and the 2017 Specific Plan are analyzed and considered and that all feasible and reasonable mitigation measures or alternatives are implemented to reduce the identified significant impacts. Overriding considerations will be considered by the City. The preparation and review process of the SEIR requires public notification, stakeholder input, and community participation
- **General Plan Amendment No. 23-01** – A General Plan Amendment is required to change following in the General Plan: (1) change Figure LU-1, Land Use Map, to reflect the new land use designation changes; (2) change Figure TM-1, Circulation Map, to reflect the new roadway configuration and categorization changes; (3) change Figure OSPR-1, Existing Public Parks and Open Space Areas, to reflect the new public parks; (4) change Figure OSPR-2, Trails Master Plan, to reflect the new trails system; and (5) update references to the "Mesa Verde Estates" Specific Plan to reflect the Specific Plan Amendment.
- **Specific Plan Amendment No. 23-01** – The Specific Plan Amendment would replace the previously approved 2017 Specific Plan for the 1,463.1-acre property to provide for the orderly development of a property through compliance with site-specific development standards that are consistent with the intent and policies of the General Plan.
- **Zone Change No. 23-01** – The Specific Plan Amendment would modify the previously approved zones in the 2017 Specific Plan. The zoning changes include redistribution and development standards of the Residential, Mixed-Use, Public/Quasi-Public Facilities, Open Space, Elementary School, and Calimesa Public Works zone districts; creation of a new Commercial zone and Business Park Zone; and provision of updated development standards accordingly.
- **TTM No. 33931 –** Revision 2 to TTM No. 33931 would provide for the subdivision of property into 57 lots and public streets, including easements for utilities and ingress/egress, for finance and conveyance purposes.
- **Development Agreement Amendment No. 1 –** The Development Agreement Amendment between the City and the Applicant would specify the respective development and financial obligations of both parties.

3.11.2 Future Ministerial and Discretionary Actions

In addition to the discretionary actions listed above, additional future ministerial and discretionary actions related to the future approvals would be required. Any subsequent development or construction shall be reviewed by the City, and in cases where the CMC requires discretionary and/or City administrative approval, said approval shall be in accordance with the provisions of the CMC at the time a project is submitted unless otherwise noted in Chapter 7, Implementation, of the Specific Plan Amendment in Table 7-1, Approval Authority, which specifies the approval bodies for all subsequent planning approvals of the Project.

3.11.2.1 Ministerial Actions

Some future actions will be ministerial in nature as they will not require any discretion or judgment on the part of the City official in processing the application. Rather, these actions require a determination of whether an application complies with applicable requirements of the Specific Plan or the CMC. Accordingly, such actions will not require future CEQA review pursuant to Section 21080(b)(1) of the California Public Resources Code and Section 15268 of the CEQA Guidelines. Examples of such actions may include, but may not be limited to, grading permits, building and occupancy permits, encroachment permits for utilities, and final subdivision maps.

Additionally, Chapter 7, Implementation of the Specific Plan Amendment, sets forth activities that are anticipated to be ministerial. Such activities include, but may not be limited to, minor development plan review for Commercia Business Park, multifamily dwellings, single-family dwellings, and structures within all Open Space zones.

3.11.2.2 Discretionary Actions

The following actions require the exercise of discretion by the City or may propose a scope of development that has not been reviewed as part of this Draft SEIR. Future CEQA review of these discretionary actions shall be processed in accordance with CEQA, including Section 21166 of the California Public Resources Code and Sections 15162 and 15164 of the CEQA Guidelines. If the City determines that an additional CEQA document must be prepared in connection with such discretionary approval, future environmental analysis should tier from this SEIR whenever feasible pursuant to Section 21093 of the California Public Resources Code.

Chapter 7, Implementation of the Specific Plan Amendment, sets forth activities that are anticipated to be discretionary. Such activities include, but may not be limited to, Specific Plan amendments; minor adjustments to the Specific Plan; TTMs; tentative parcel maps; minor modifications to tentative maps; major development plan review for Commercial, Business Park, multifamily dwellings, single-family dwellings, and structures within all Open Space zones; development plan review of architectural floorplans and elevations and landscape architecture; temporary uses; and condominium site plans.

The development plans and conditional use permits must comply with the standards and the regulations of the Specific Plan Amendment. The TTMs and tentative parcel maps must comply with the standards outlined within the Specific Plan Amendment and associated permits, as well as with pertinent portions of the CMC and the State Subdivision Map Act.

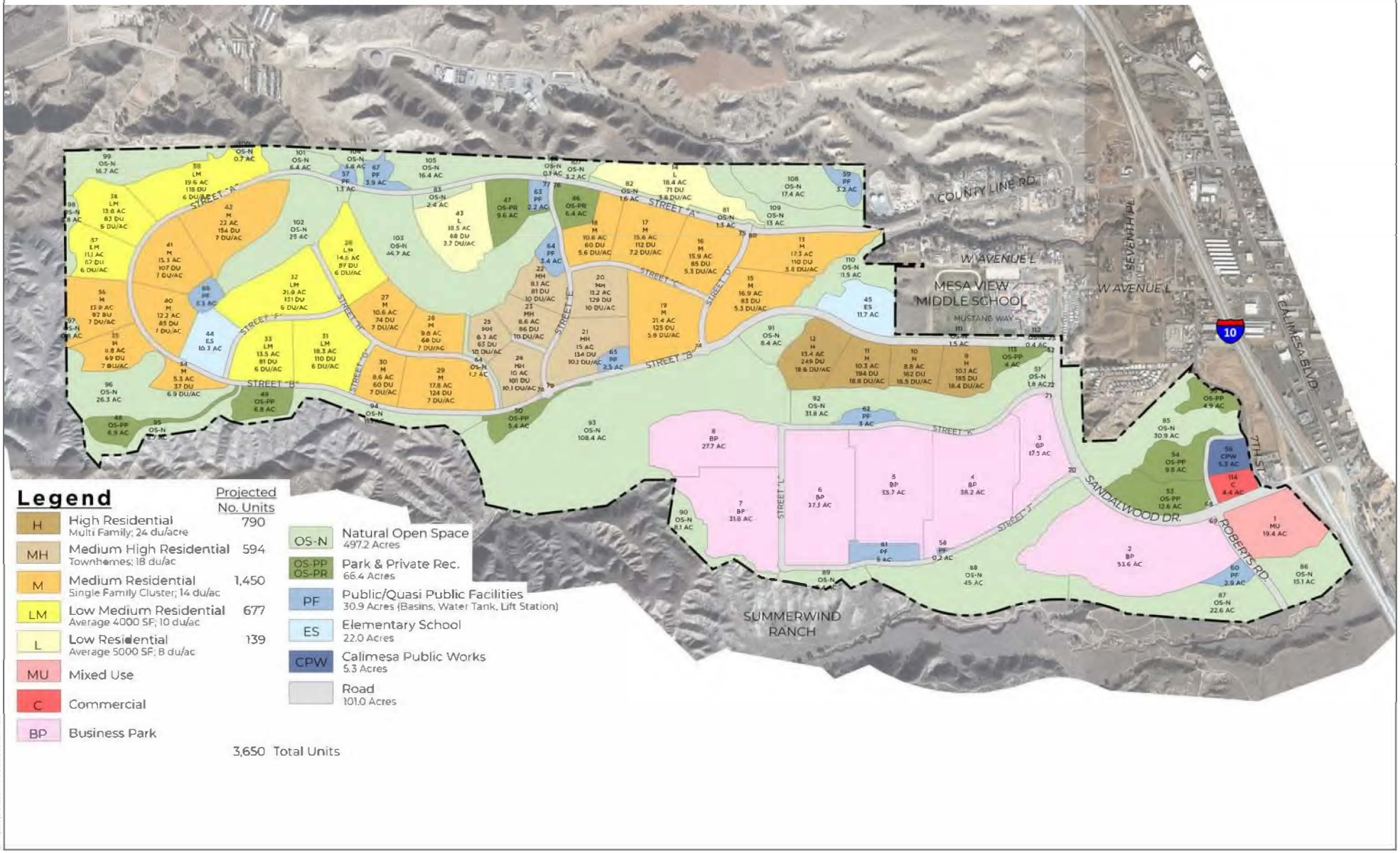
3.11.3 Responsible Agency Approvals

3.11.3.1 State

- California Department of Fish and Wildlife for a Section 1604 Permit
- Caltrans, District 8, for encroachment permits in Caltrans right-of-way

3.11.3.2 Regional/Districts

- Santa Ana Regional Water Quality Control Board for waste discharge requirements
- Yucaipa Valley Water District
  - Updated Water Supply Assessment and construction easement to connect Project pipelines
  - Development Agreement for water, wastewater, and recycled water utility service
  - Maintenance easement for ongoing fuel modification
- YCJUSD for encroachment/construction easement and circulation improvements
- Riverside County Flood Control District for ownership and management of stormwater basins



SOURCE: FORMA, April 2025

FIGURE 3-1

Proposed Land Use Plan

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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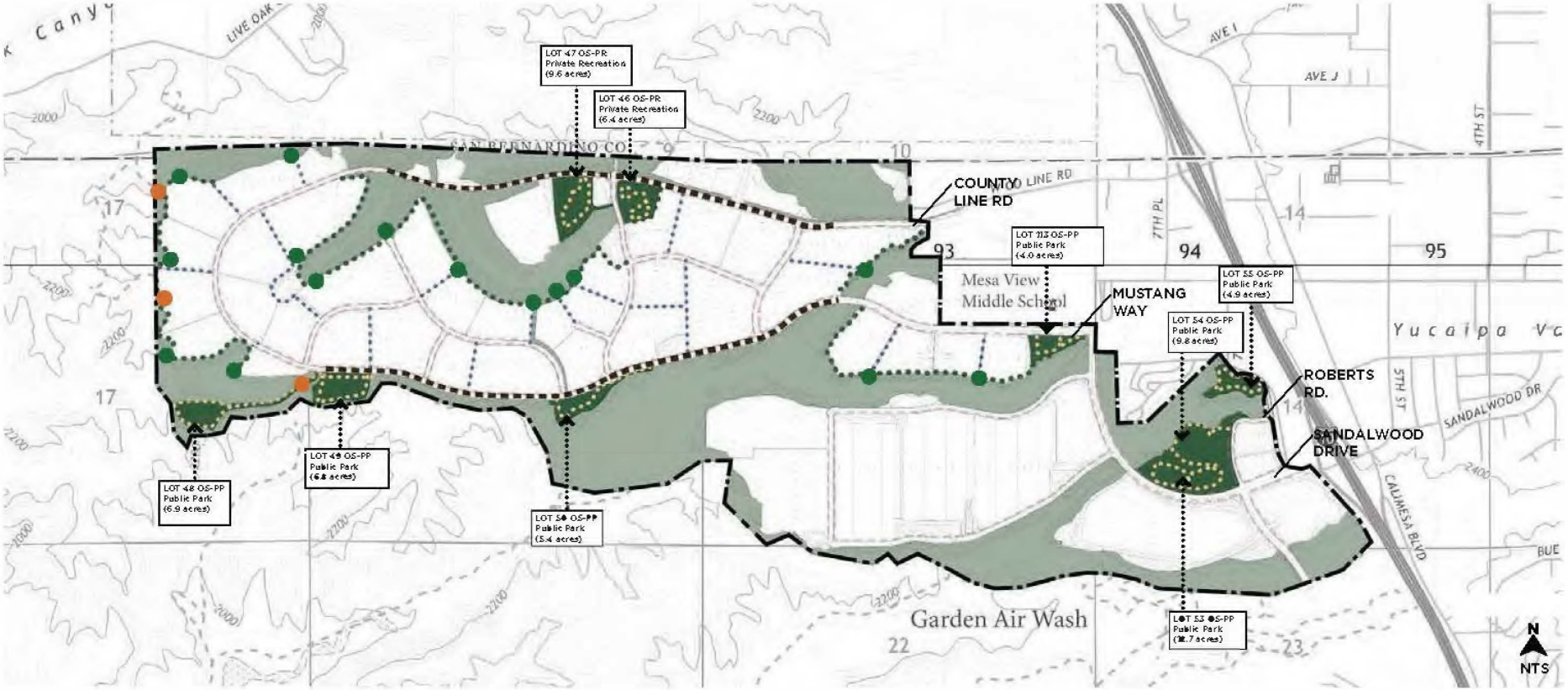

TRAIL GREENWAYS

- Potential Promenade Greenways
- Potential Extended Pedestrian Zone
- Potential Paseo Greenways
- Potential Scenic Overlooks
- Trailhead*

PARK GREENWAYS

- Parks
- Biophilic Ribbon
- Open Space
- Street Sidewalks
- Existing Trails outside Property Line

*Locations subject to change pending final design

SOURCE: FORMA, August 2023

FIGURE 3-2

Open Space Greenways Master Network

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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PAVILION PARK
LOT 55 OS-PUBLIC PARK (4.9 ACRES)



1. Baseball Fields (Little League)
2. Basketball Courts
3. Sand Volleyball Courts
4. Gateway Pavilion
5. Gateway Overlook
6. Parking Lot (46 Spots)
7. Market Place Plaza
8. Food Truck Plaza
9. Tot Lot (2-5)
10. Tot Lot (5-12)
11. Flex Lawn



Due to it's unique location, Pavilion Park builds upon the opportunity to provide a portal towards both the city and the community. The proposed pavilion creates a distinctive visual landmark from the freeway providing an introduction to the community of Mesa Verde. It is strategically located for easy accessibility from the city of Calimesa's downtown area and has regional access with its close proximity to the sandalwood drive interchange.

Utilizing a sequence of shade structures and site walls embedded in the park slopes that support entry monumentation, the park provides a series of ball fields and play courts. The park will provide a venue for community sports leagues, schools, and residences of Mesa Verde and Calimesa to compete/take part in various athletics.

This park may include the following amenities:

- Play fields such as baseball and soccer fields, basketball and sand volleyball courts (may be lighted for night time use)
- Shade structures and/or bleachers for spectators
- Sports pavilion with restrooms
- Shade picnic structures with bbq
- Tot lot (active play)
- Open turf or decomposed granite courts
- Parking lot

KEY MAP



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SOURCE: FORMA, July 2023

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FIGURE 3-3a
Conceptual Public Parks - Pavilion Park
SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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SUMMIT PARK
LOT 54 OS-Public Park (9.8 Acres)



LEGEND

1. Soccer Field (U13)
2. Shade structures
3. Tot lot (active play)
4. Flexible Lawn
5. Parking Lot (76 Spots)
6. Drop-off Area
7. Overlook
8. Soccer Field (U11)
9. Restroom Building
10. Access to Gateway Park
11. Overlook Lawn
12. Picnic Area
13. Exploratory Garden
14. Monumentation



Summit Park is a located along Roberts Road and adjacent to Pavillion and Gateway Parks. The park is part of the visual open space connection along this community entry road and adds to the visual relief of the Community's entry statement. Structured within the biophilic ribbon that connects the different soccer fields, this park provides exceptional views towards the conservation area located toward the north. The north and west edge include areas for exploration with an age separated tot lot, small viewing respites, gardens and small lawn areas for casual play.

The park and may include the following amenities:

- Soccer fields
- Tot lot (nature play)
- Group picnic structures and BBQ areas
- Respite/Viewing areas
- Shade Structures
- Open turf areas for casual picnicking and play
- Restroom Building

KEY MAP



SOURCE: FORMA, July 2023

FIGURE 3-3b
Conceptual Public Parks - Summit Park
SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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GATEWAY PARK
LOT 53 OS-PUBLIC PARK (12.7 ACRES)







LEGEND

1. Baseball Field (Little League)
2. Parking (90 Spots)
3. Tot Lot
4. Shade Structure
5. Gathering Area
6. Flexible lawn
7. Restroom
8. Access to Summit Park
9. Park Monumentation

Gateway Park is a public park located along Sandalwood Drive and adjacent to Summit Park. The park further adds to the visual open space and activates the drive through the community entrance zone. Structured within the biophilic ribbon that connects the different ball fields and provides connection through the slope to the park to its north, this park provides a venue for community sports leagues and residents of Mesa Verde/City of Calimesa to compete and take part in.

The park may include the following amenities:

- Baseball fields
- Tot lot
- Group picnic structures and BBQ areas
- Shade Structures
- Open turf areas for casual picnicking, general play and pickup sports
- Restroom Building

KEY MAP



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SOURCE: FORMA, July 2023

FIGURE 3-3c

Conceptual Public Parks - Gateway Park

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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DISCOVERY CREEK PARK
LOT-113 OS-PUBLIC PARK (4.0 ACRES)



LEGEND

1. Baseball Overlay (Pinto League)
2. Soccer Field (U10)
3. Tot Lot (2-5 and 5-12)
4. Parking Lot (44 Spots)
5. Shade Structure
6. Council Ring Activity Area (Outdoor Classroom)
7. Foot Bridge
8. Dry Creek
9. Restroom
10. Homework Court
11. Turnaround/Drop-Off
12. View Respite
13. Monumentation



Discovery Creek Public Park is dedicated for the community's younger demographic due to its location adjacent to Mesa Verde Middle School and proposed elementary school. The site is designed as a series of learning gardens where children can learn more about nature and different science concepts. These include water and sand play at the tot lot, landforms, light and shadow, astronomy, and the arts. Planting palette selection is guided by the local pollinator species in an effort to protect and educate children about native habitats and local wildlife.

Flexible spaces are integrated along the sports fields for spectators, families, and friends to allow leisurely experience during games and events. Overall, the park has a recreation core that caters to wide range of age groups. The park may include the following amenities:







- Nature Play (boulders, dry river, sand, water, foot bridges)
- Art Chalkboard
- Soccer Field
- Baseball Field Overlay
- Tot Lot
- Light and Shadow Play (patterns, sundial)
- Outdoor Learning Panels and Structures
- Homework Court
- Flexible Plaza
- Picnic Pavilions

KEY MAP



SOURCE: FORMA, July 2023

FIGURE 3-3d

Conceptual Public Parks - Discovery Creek Park

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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THE HANGOUT TRAILS
LOT 50 OS-PUBLIC PARK (5.4 ACRES)







This park is a must-visit destination for outdoor enthusiasts. The park offerss tunning views of the surrounding waterways, making it the perfect spot for a picnic or a leisurely stroll as well. The pump track is designed for the adventure-seeker. It winds through the park with obstacle courses that offerathrillingride . The park also features bouldering walls, providing a challenging and fun workout for climbers of all levels. The park pavilions offerspac es to hangout and gathering. The eastern end is a quiet zone with walking paths that meander through planted mounds. Small respites with seating are located along the park edge to facilitate viewing and bird-watching.

Park amenities may include:

- Pump Track
- Bouldering Wall
- Pavilion
- Landform Garden
- Flexible Lawn
- Biophilic Trail

KEY MAP



SOURCE: FORMA, July 2023

FIGURE 3-3e
Conceptual Public Parks - The Hangout Trails
SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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PULSE PARK
LOT 49 OS-PUBLIC PARK (6.8 ACRES)



LEGEND

1. Sand Volleyball Court
2. Parking (45 Spots)
3. Workout Respite
4. Flex Lawn
5. Group Workout Area
6. Pickle Ball
7. Ping Pong Court
8. Horse Shoe Court
9. BBQ
10. Fire Pit
11. 1/3 Mile Circuit
12. Sand Volleyball Court
13. Biophilic Trail
14. Restroom Building
15. Baseball Field Overlay













Pulse Park is focused on fitness oriented recreation. The park features a biophilic trail for runners and walkers alike, providing a naturalized connection to the surrounding environment. At the end of the trail and overlooking surrounding open space, there is a shade structure with bbq that offer opportunities for picnics, barbecues and social gatherings. The central area of the park includes pickle ball courts and a flexible lawn area, providing ample space for physical activity and relaxation. The game space provides spaces for horseshoe and ping-pong. There is a large group workout area that allows a container/airstream to be brought in occasionally for fitness classes. The park also includes seating respites with fire pits to relax while enjoying the beautiful views and peaceful surroundings. Park amenities may include:

- Baseball Field
- Sand Volley Ball Courts
- Pickle Ball Courts
- Horse Shoe Courts
- Flex Lawn
- Ping Pong Tables
- Crossfit Court
- Workout Stations
- 1/3-mile Biophilic Trail

KEY MAP



SOURCE: FORMA, July 2023

FIGURE 3-3f

Conceptual Public Parks - Pulse Park

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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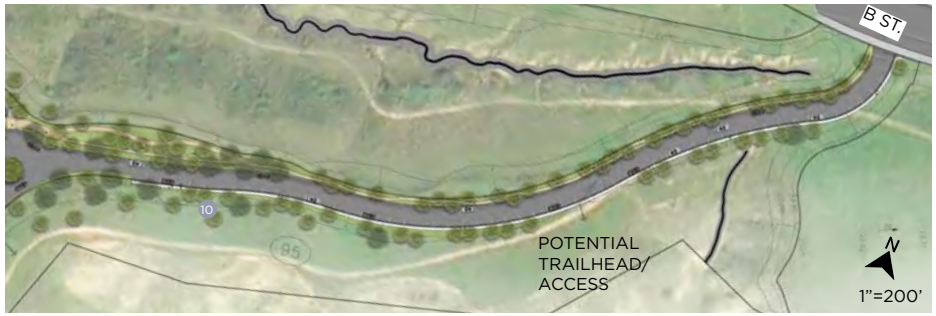
MESA PARK

LOT 48 OC-PUBLIC PARK (6.9 ACRES)





Mesa Park is designed to showcase the natural beauty of the area and provide a connection for residents to their local surroundings. The park features a variety of amenities, including a biophilic trail that seamlessly connects different areas of the park while also providing a sense of visual and auditory separation. This trail ultimately leads visitors to the park's centerpiece, a pavilion located at the highest point that offers breathtaking views of the open space and the surrounding community. The park also features an amphitheater that offers stunning views of the gorge below, making it the perfect backdrop for music performances or productions. The attached lawn area can be used for a variety of activities or as overflow seating and picnicking. Additionally, the park includes a tot lot and a dog park that are nestled closer to the ridge, ensuring that children and dogs are kept away from the gorge. Park amenities may include:

- Amphiteater
- Tot Lot
- Dog Park
- Flex Lawn
- Volleyball
- Biophilic Garden
- Food Truck Plaza





LEGEND

1. Food Truck Parking
2. Flexible Lawn
3. Amphitheater
4. Pavilion
5. Sand Volleyball Court
6. Tot Lot
7. Dog Park
8. View Court
9. Potential Trailhead/ Access
10. Parking (55 Spots)
11. Biophilic Ribbon
12. Restroom Building







KEY MAP



SOURCE: FORMA, July 2023

FIGURE 3-3g

Conceptual Public Parks - Mesa Park

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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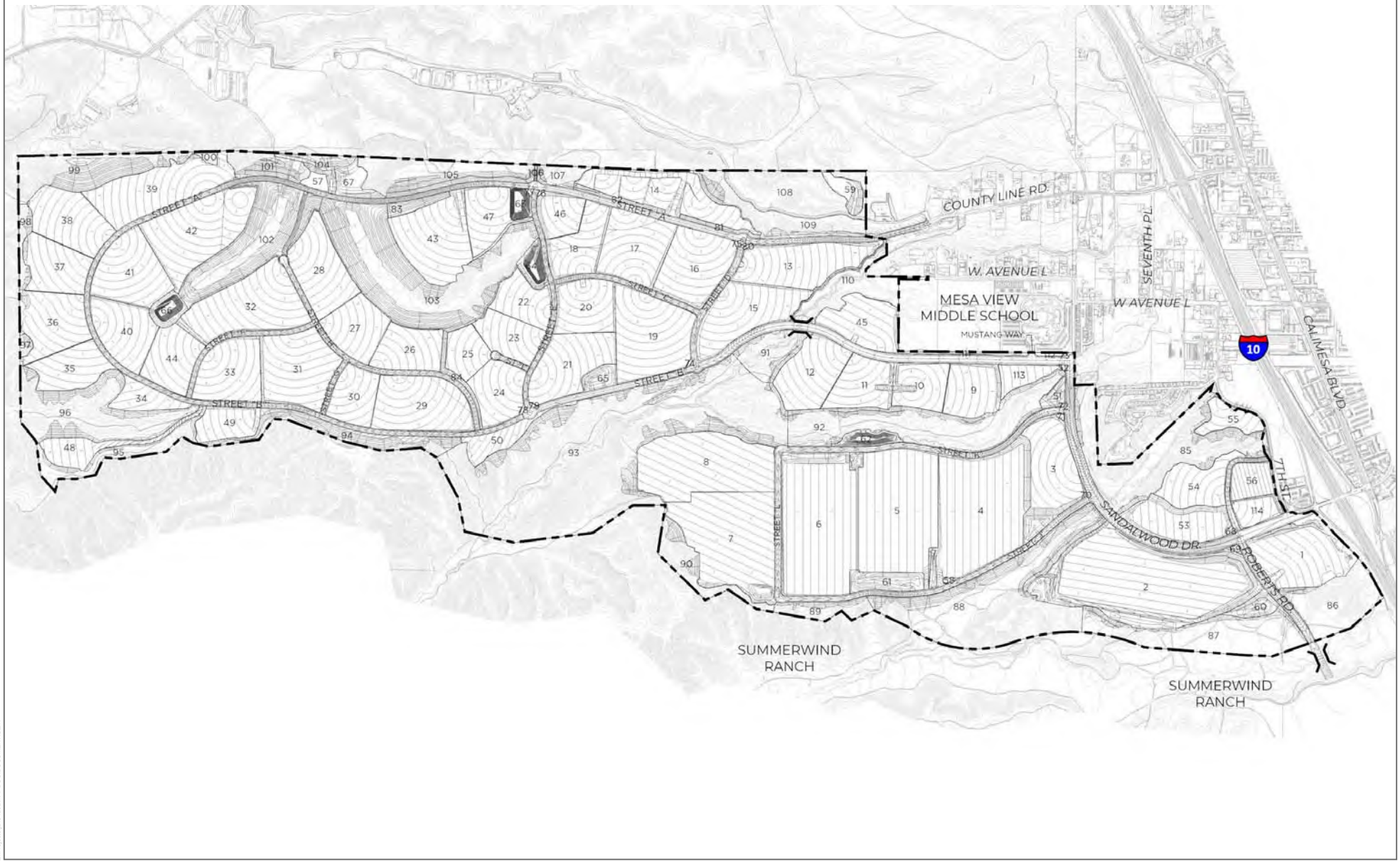

SOURCE: FORMA, April 2025

FIGURE 3-4

Conceptual Mass Grading Plan

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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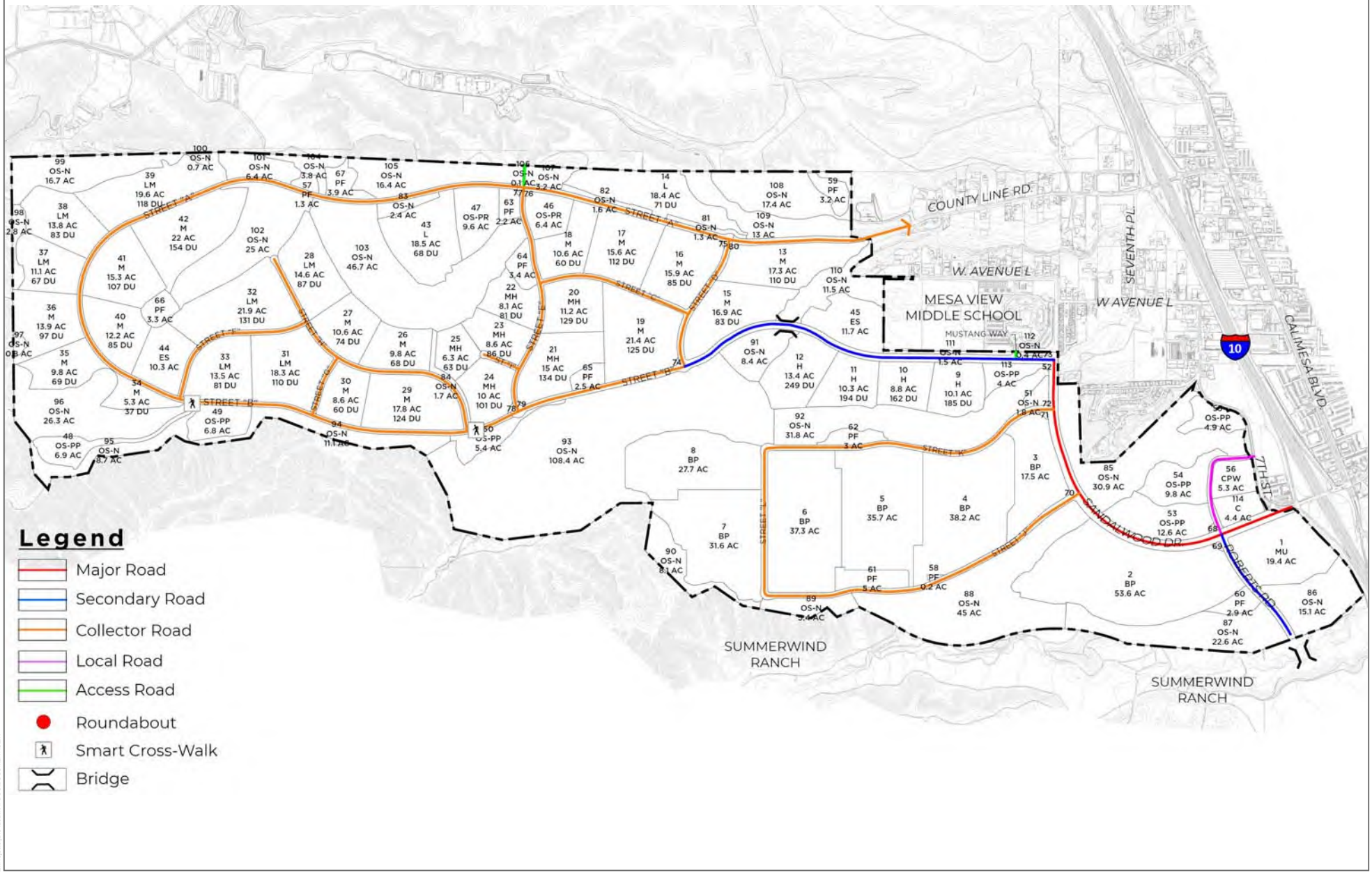

SOURCE: FORMA, April 2025

FIGURE 3-5

Circulation Master Plan

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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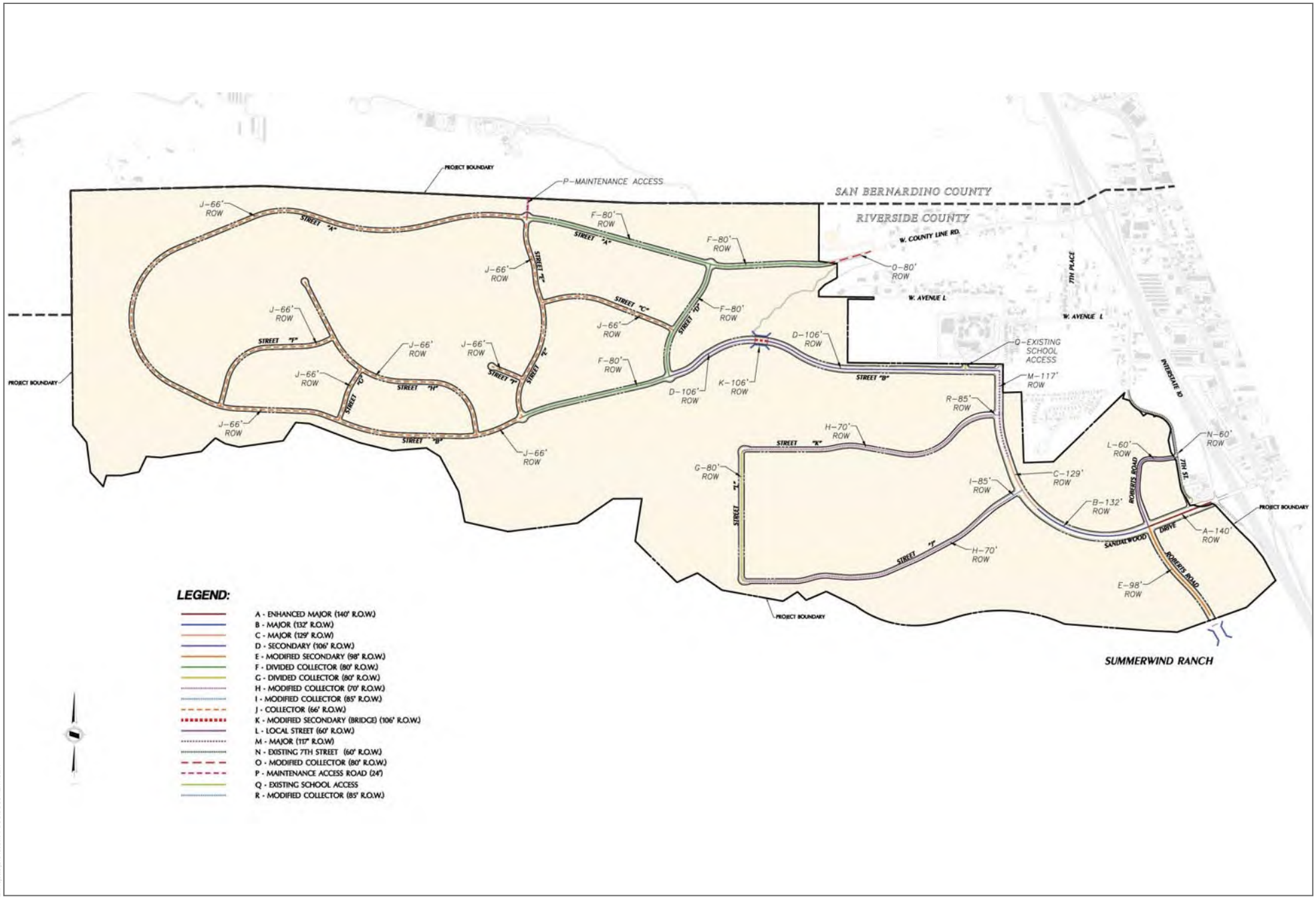

SOURCE: FORMA, April 2025

FIGURE 3-6A

Roadway Cross-Sections Key Map

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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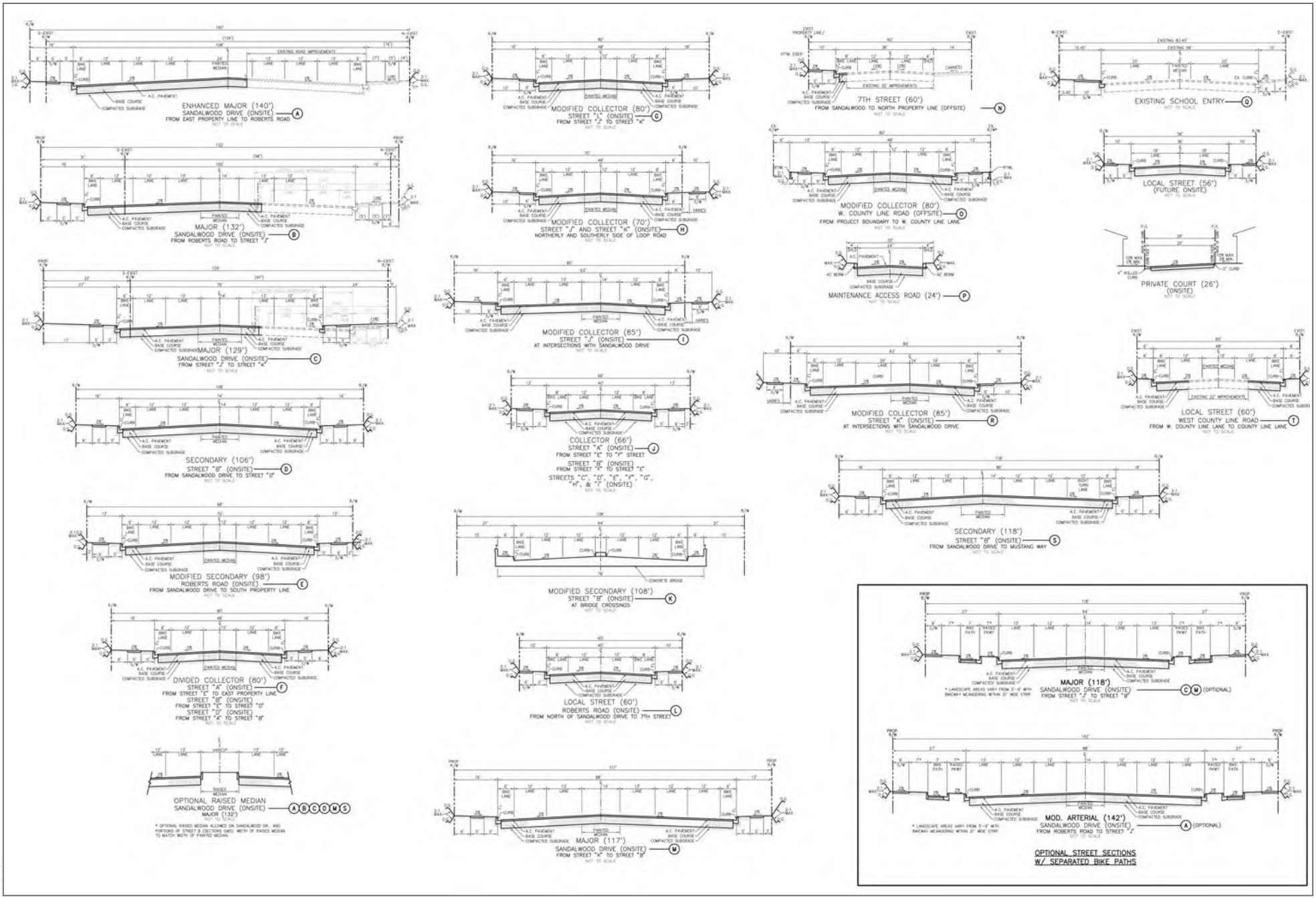

SOURCE: FORMA, April 2025

FIGURE 3-6B

Roadway Cross-Sections

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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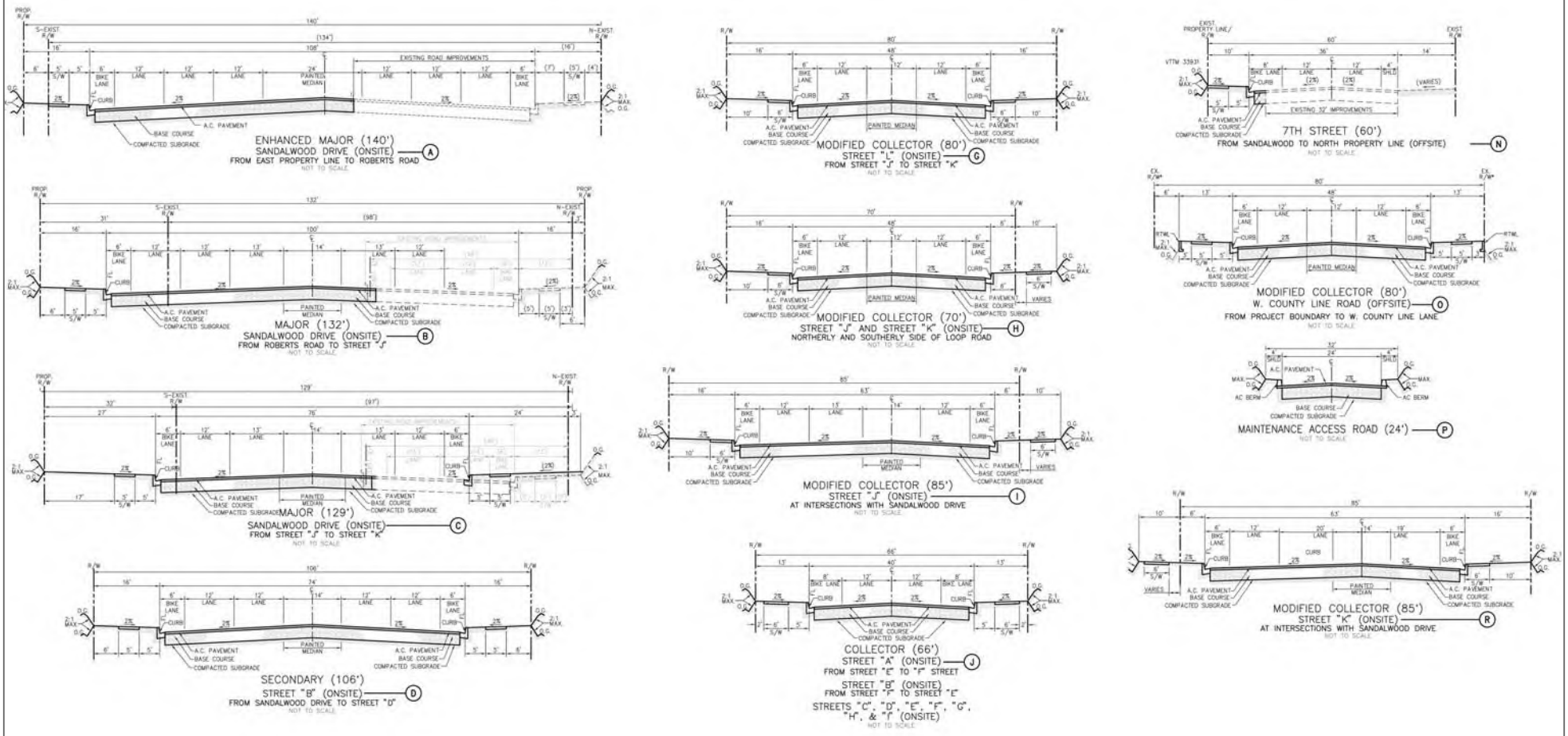

SOURCE: FORMA, April 2025

FIGURE 3-6C

Roadway Cross-Sections

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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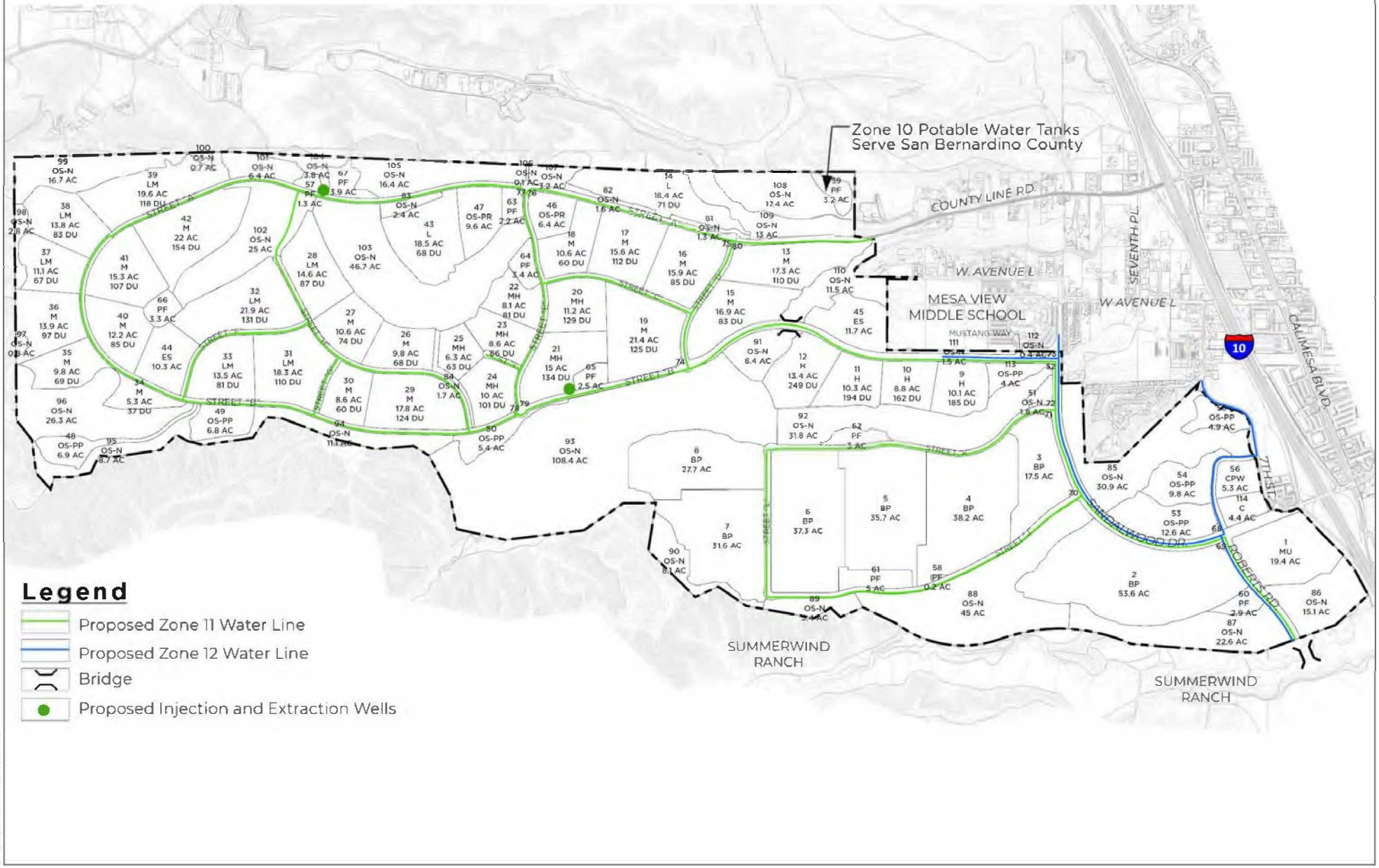

SOURCE: FORMA, April 2025

FIGURE 3-7

Conceptual Potable Water Plan

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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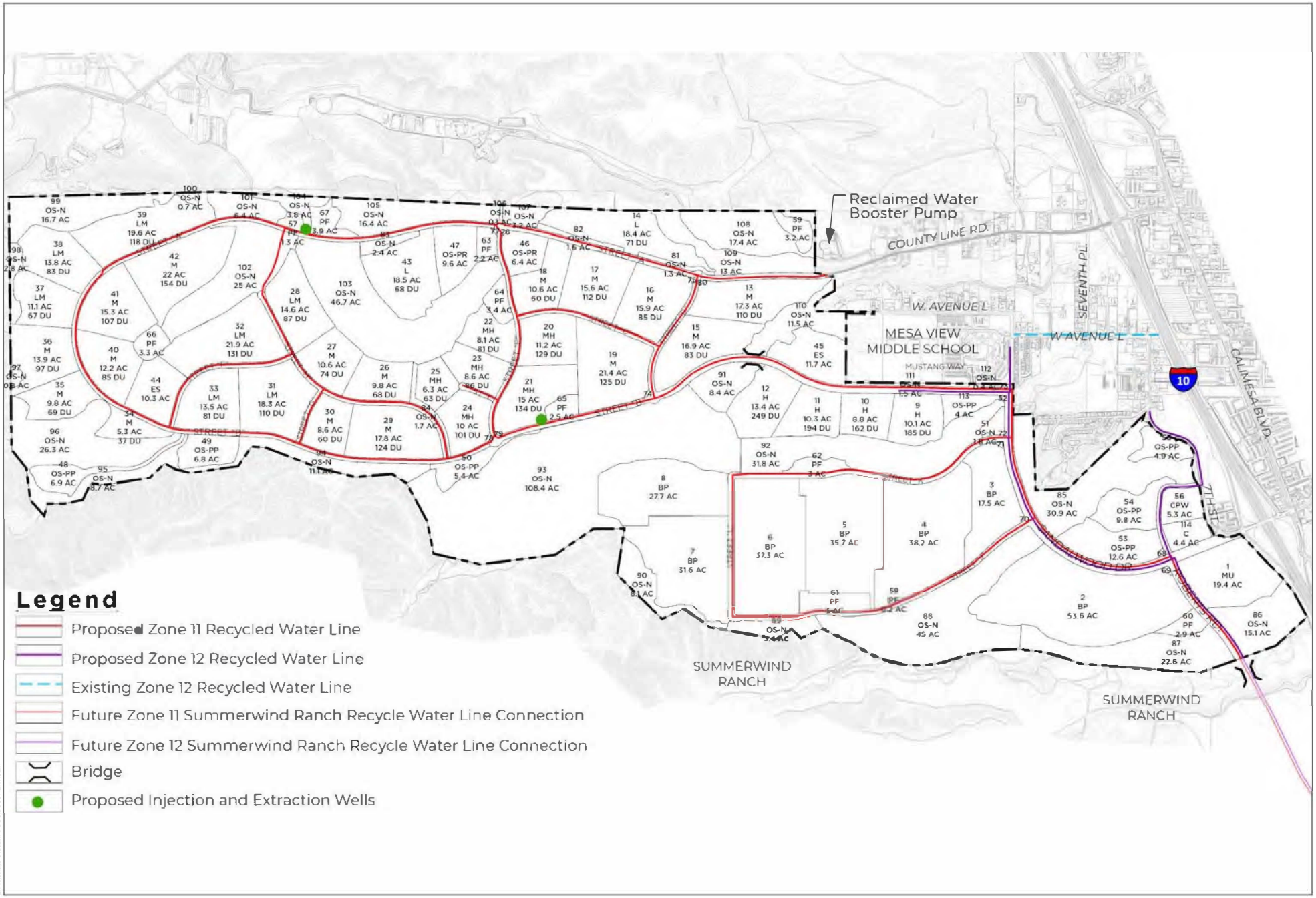

SOURCE: FORMA, April 2025

FIGURE 3-8

Conceptual Recycled Water Plan

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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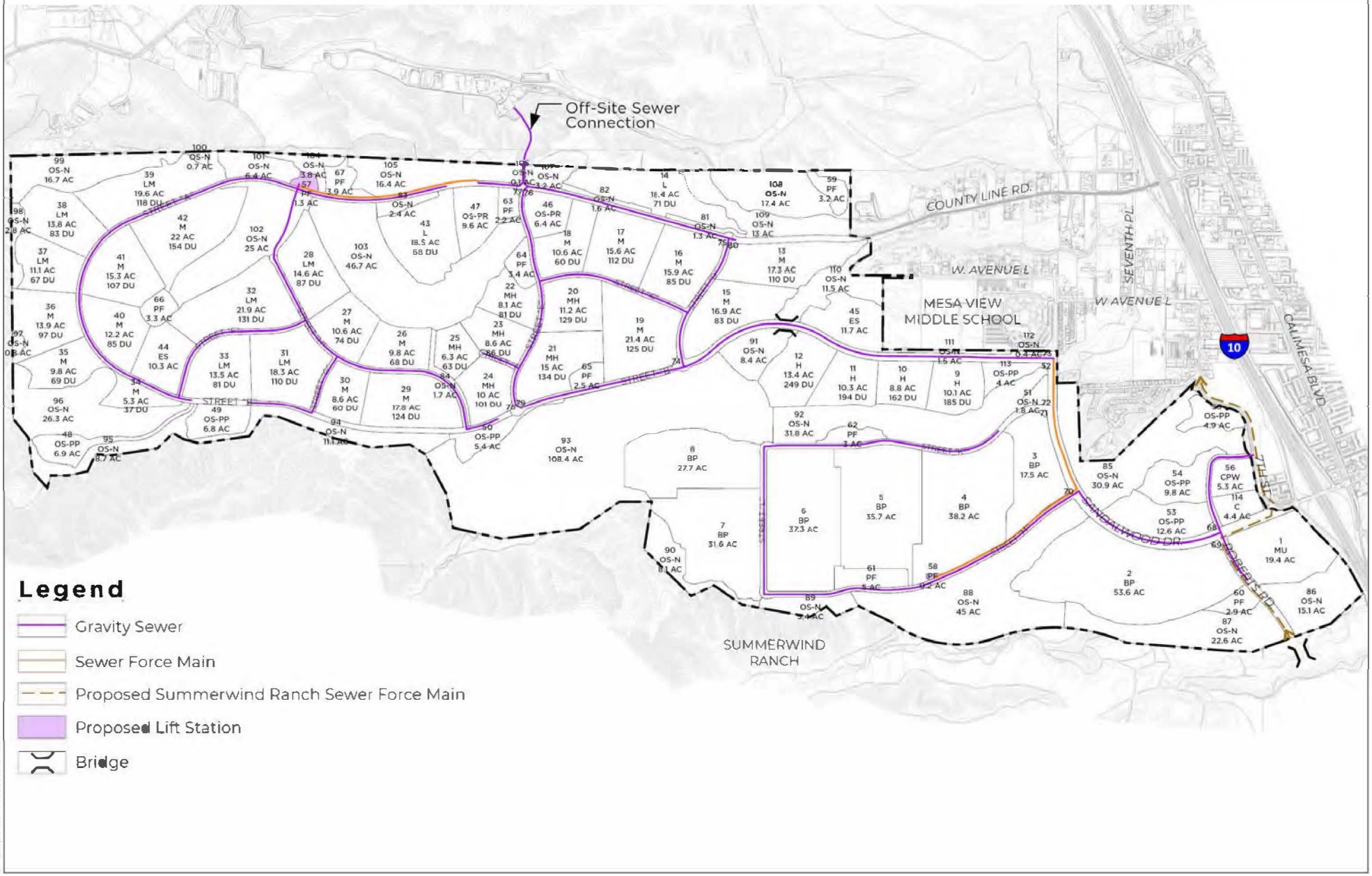

SOURCE: FORMA, April 2025

FIGURE 3-9

Conceptual Wastewater System

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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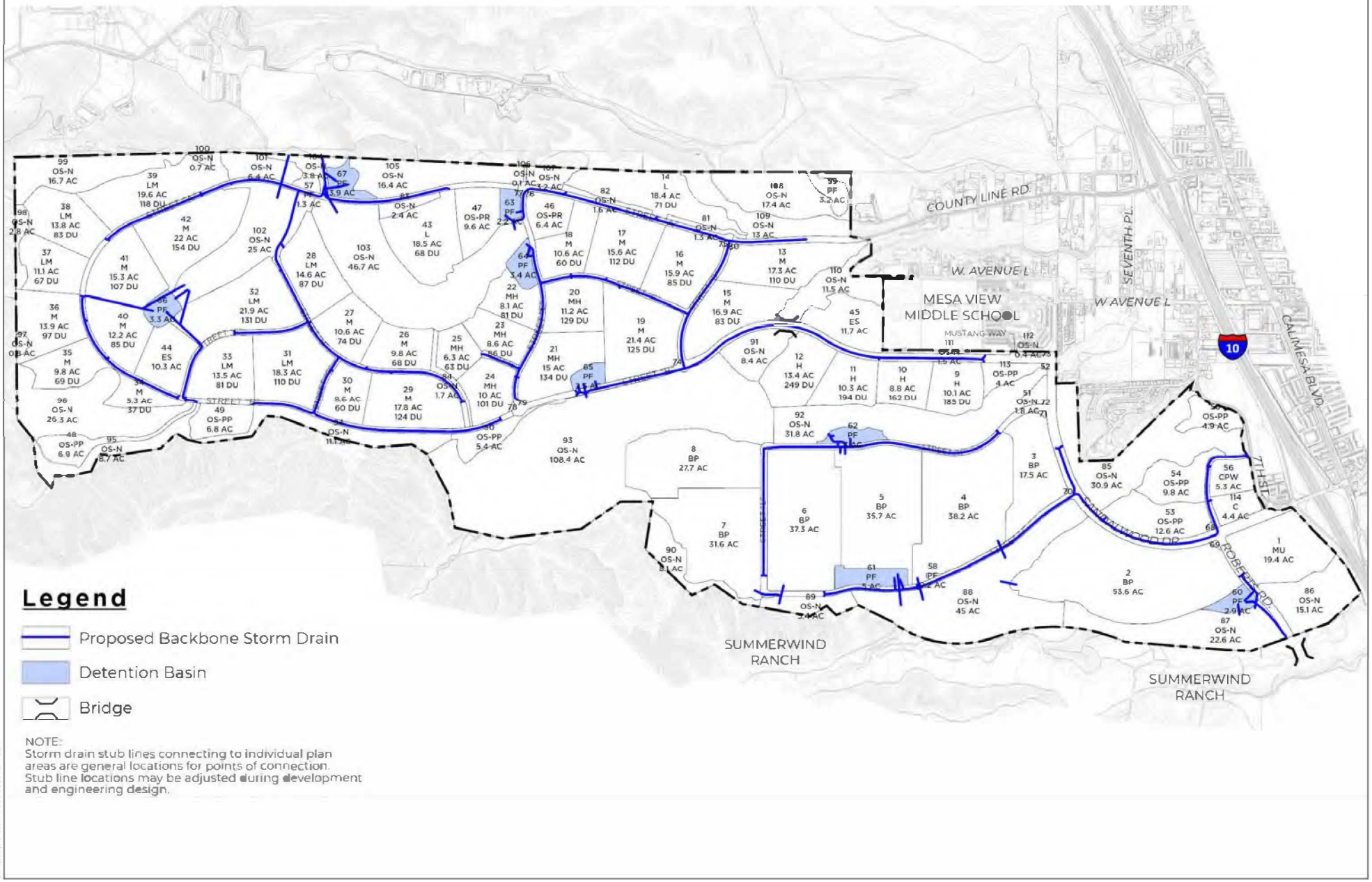

SOURCE: FORMA, April 2025

FIGURE 3-10

Storm Drains and Basin Plan

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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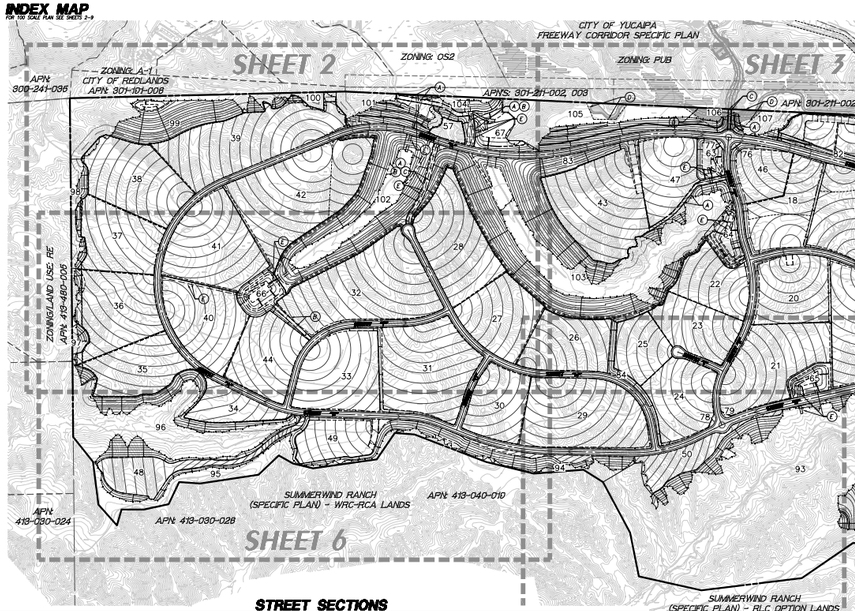
TENTATIVE TRACT MAP NO. 33931 - REVISION 2

CITY OF CALIMESA

INDEX MAP



SHEET INDEX

TTM-1 TITLE SHEET/INDEX MAP
TTM-2 100 SCALE TENTATIVE TRACT MAP
TTM-3 100 SCALE TENTATIVE TRACT MAP
TTM-4 100 SCALE TENTATIVE TRACT MAP
TTM-5 100 SCALE TENTATIVE TRACT MAP
TTM-6 100 SCALE TENTATIVE TRACT MAP
TTM-7 100 SCALE TENTATIVE TRACT MAP
TTM-8 100 SCALE TENTATIVE TRACT MAP
TTM-9 100 SCALE TENTATIVE TRACT MAP

PROPOSED EASEMENTS

- (A) PROPOSED EASEMENT FOR INGRESS AND EGRESS PURPOSES FOR EMERGENCY VEHICLES, COUNTY AND REGIONAL AGENCIES
- (B) PROPOSED EASEMENT FOR STORM DRAIN ACCESS AND MAINTENANCE PURPOSES
- (C) PROPOSED EASEMENT FOR SEWER AND WATER ACCESS AND MAINTENANCE PURPOSES
- (D) PROPOSED EASEMENT FOR ACCESS AND GRADING IN FAVOR OF YUCAIPA VALLEY WATER DISTRICT.
- (E) PROPOSED EASEMENT FOR STORM DRAIN ACCESS AND MAINTENANCE IN FAVOR OF RIVERSIDE COUNTY FLOOD CONTROL.

NOTE: PROPOSED EASEMENTS SHOWN ARE PRELIMINARY AND ARE SUBJECT TO CHANGE DURING FINAL DESIGN.

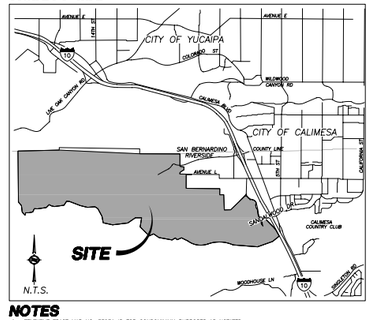
FUEL MODIFICATION ZONES

ZONE A – NON COMBUSTIBLE CONSTRUCTION:
0'-5' SETBACK ZONE FOR NON-COMBUSTIBLE CONSTRUCTION ONLY. ZONE A SHALL BE MAINTAINED BY THE PROPERTY OWNER OR HOMEOWNERS ASSOCIATION.

ZONE B – WET ZONE (100% REMOVAL UNDESIRABLE SHRUBS):
5'-50' FROM THE FUEL MODIFICATION ZONE A. ZONE B SHALL BE PERMANENTLY IRRIGATED, FULLY LANDSCAPED WITH APPROVED DROUGHT TOLERANT, DEEP ROOTED, MOISTURE RETENTIVE MATERIAL. IF ANY NEW PLANT MATERIAL IS ADDED THIS ZONE SHALL BE PLANTED WITH CONTAINER SHRUB MATERIAL. ZONE B AREA SHALL BE MAINTAINED BY THE PRIVATE OWNER OR HOMEOWNERS ASSOCIATION.

ZONE C – THINNING ZONE (50% THINNING NATIVE SHRUBS):
MAXIMUM 100' OUT FROM ZONE B. ZONE C SHALL BE NON-IRRIGATED AND REQUIRES REMOVAL AND VERTICAL SPACING OF PLANT GROUPS AND REMOVAL OF ALL DEAD AND DYING VEGETATION AND UNDESIRABLE SPECIES AS LISTED PER SEPARATE FUEL MODIFICATION PLAN. MINIMUM THINNING PERCENTAGE OF NATIVE PLANT REMOVAL IS 50%. ZONE C CAN BE PLANTED AND IRRIGATED, AND IF SO, SHALL MEET ALL ZONE B REQUIREMENTS. ZONE C AREA SHALL BE MAINTAINED BY THE PRIVATE OWNER OR HOMEOWNERS ASSOCIATION.

VICINITY MAP



NOTES

1. TENTATIVE TRACT MAP NO. 33931 IS FOR CONDOMINIUM PURPOSES AS NOTATED.
2. TTM 33931 PROVIDES FOR:
   a. MULTIPLE FINAL MAPS – FILING OF MULTIPLE FINAL MAPS WITHIN THE BOUNDARY OF THIS TENTATIVE TRACT MAP.
   b. PHASING – FINAL MAPS MAY BE FILED IN DEVELOPMENT PHASES, AND MAY BE FILED IN NON-SEQUENTIAL PHASE ORDER.
   c. CONDOMINIUM PURPOSE – ALLOWS CONDOMINIUM PROCESS PER SUBDIVISION MAP ACT AS IDENTIFIED IN LAND USE SUMMARY (LOTS 9 THROUGH 43, 74, 75, & 78 THROUGH 80).
   d. CONDOMINIUM PLANS – AS ALLOWED PER STATE OF CALIFORNIA DEPARTMENT OF REAL ESTATE AS IDENTIFIED IN LAND USE SUMMARY.
   e. MINIMUM EXCLUSIVE USE AREA – AREA OF PROPERTY BETWEEN FENCE LINES AND RIGHT-OF-WAY.
3. CONDOMINIUM PROCESS RELIES ON CITY OF CALIMESA SUBDIVISION MAP ORDINANCE AS AMENDED, IF NOT MENTIONED THEN DEFERS TO CALIFORNIA SUBDIVISION MAP ACT AS AMENDED AND DEPARTMENT OF REAL ESTATE PROCESS FOR CONDOMINIUMS.
4. REFER TO MESA VERDE SPECIFIC PLAN AREA 2 – AMENDMENT 2 FOR DESIGN AND DEVELOPMENT STANDARDS FOR CONDOMINIUM LOTS (PLAN AREAS).
5. EXISTING LAND USE: VACANT
6. PROPOSED LAND USE: RESIDENTIAL, MIXED USE/COMMERCIAL, BUSINESS PARK, OPEN SPACE, SCHOOL, COMMUNITY FACILITY, PUBLIC WORKS, PARKS, AND PRIVATE RECREATION.
7. EXISTING ZONING: MESA VERDE SPECIFIC PLAN – AMENDMENT 1
8. PROPOSED ZONING: MESA VERDE SPECIFIC PLAN AREA 2 – AMENDMENT 2
9. PROPOSED PLANNING AREAS INCLUDED IN MAPS: 114 (LOTS 1–114)
10. PROPOSED UTILITIES (TO BE UNDERGROUND):
    GAS: SOUTHERN CALIFORNIA GAS CO.
    P.O. BOX 3003 REDLANDS, CA. 92373
    (909) 427-2250
    SEWER: YUCAIPA VALLEY WATER DISTRICT
    12770 SECOND STREET YUCAIPA, CA. 92399
    (909) 797-5117
    WATER: YUCAIPA VALLEY WATER DISTRICT
    12770 SECOND STREET YUCAIPA, CA. 92399
    (909) 797-5117
    ELECTRICITY: SOUTHERN CALIFORNIA EDISON CO.
    387 TENNESSEE STREET REDLANDS, CA. 92372
    (800) 442-4950
    TELEPHONE: VERIZON CALIFORNIA
    1980 ORANGE TREE
    LANE, REDLANDS, CA. 92374
    (800) 483-4000
11. ALL SLOPES SHALL BE CONSTRUCTED AT A MAXIMUM RATIO OF 2:1 UNLESS OTHERWISE INDICATED OR AS APPLIED PER MESA VERDE SPECIFIC PLAN AREA 2–AMENDMENT 2, 2024. ALTERNATIVE DEVELOPMENT STANDARDS SUBJECT TO MINOR ADJUSTMENT APPROVAL BY COMMUNITY DEVELOPMENT DIRECTOR AND CITY ENGINEER OR AS SUBSTANTIAL CONFORMANCE AS ADMINISTRATION IS ALLOWED IN CHAPTER 7 IMPLEMENTATION OF THE SPECIFIC PLAN.
12. MINOR ADJUSTMENT APPROVAL BY COMMUNITY DEVELOPMENT DIRECTOR AND CITY ENGINEER, OR AS SUBSTANTIAL CONFORMANCE AND AS ADMINISTRATION IS ALLOWED IN CHAPTER 7 IMPLEMENTATION OF THE SPECIFIC PLAN.
13. THE SUBDIVIDER RESERVES THE RIGHT TO FILE MULTIPLE FINAL MAPS AS PHASES OF THE MASTER TENTATIVE TRACT MAP. PHASED DEVELOPMENT SUBJECT TO MESA VERDE SPECIFIC PLAN PLAN AREA 2–AMENDMENT 2 POLICIES AND GUIDELINES WITHIN CHAPTER 7 IMPLEMENTATION OF THE SPECIFIC PLAN.
14. PROPOSED DEVELOPMENT IS WITHIN THE YUCAIPA-CALIMESA JOINT UNIFIED SCHOOL DISTRICT.
15. PROPOSED AND EXISTING PUBLIC UTILITY EASEMENTS OVER LANDSCAPE AREAS SHALL BE GRANTED AS SHOWN HEREON.
16. REFER TO MESA VERDE SPECIFIC PLAN AREA 2–AMENDMENT 2, LANDSCAPE CHAPTERS, AND ADMINISTRATION CHAPTERS, AND COMM'S FOR OPEN SPACE LOT MAINTENANCE RESPONSIBILITIES.
17. PROJECT GROSS AREA = 1,463.1 ACRES, PROJECT NET AREA = 779.5 ACRES.
18. TOTAL LOTS = 114
    1 MIXED USE, 7 BUSINESS PARK, 35 RESIDENTIAL, 2 SCHOOLS, 3 PRIVATE RECREATION, 6 PUBLIC PARKS, 1 CALIMESA PUBLIC WORKS, 2 PUBLIC UTILITIES, 1 WATER TANK SITE, 8 BASINS, 12 ENTRY MONUMENTS, 35 OPEN SPACE LOTS & 1 COMMERCIAL.
19. TENTATIVE MAP INCLUDES A PORTION OF THE ENTIRE CONTIGUOUS OWNERSHIP OF LAND DIVIDER.
20. SPECIAL HAZARD AREAS, (SUBSIDENCE, AND LIQUEFACTION) DO NOT EXIST ON SUBJECT PROPERTY (REFER TO GEOTHECHNICAL/SOILS REPORT).
21. SOURCE OF TOPOGRAPHY: INLAND AERIAL SURVEYS INC. MARCH 11, 2022
22. BASINS SHOWN HEREON ARE CONCEPTUAL. FINAL SIZE AND LOCATION TO BE DETERMINED BY FUTURE SITE PLAN DURING IMPROVEMENT PLAN PROCESS.
23. TOTAL NUMBER OF DWELLING UNITS – 3,650.
24. THE SUBJECT PROPERTY LIES WITHIN THE FOLLOWING ZONES:
    a. ZONE A PORTION COUNTY LINE ROAD PER FIRM MAP 06065C0114G, EFFECTIVE DATE AUGUST 28, 2008.
    b. ZONE A (AE) FLOOD STUDY EAST OF I-10 FREEWAY PORTION OF GARDEN AIR WASH PER FIRM MAP 06065C0785G, EFFECTIVE DATE AUGUST 28, 2008.
    c. ZONE "D" PER FIRM MAP 06074C0078D0 (NOT PRINTED), EFFECTIVE DATE AUGUST 28, 2008.
25. MSHCP CELLS: MESA VERDE SPECIFIC PLAN AREA 2–AMENDMENT 2 AND TTM 33931 ARE WITHIN THE FOLLOWING MSHCP CELLS: 311, PARTIAL AREAS OF: 323, 326, 396, 411, 412, & 417.
26. PROPOSED FUEL MOD ZONE, SUBJECT TO ADJUSTMENT CAUSED BY STRUCTURE LOCATIONS FROM FUTURE BUILDERS. HOA OR BUSINESS ASSOCIATION TO MAINTAIN FUEL MODIFICATION AREAS.
27. EARTHWORK MAY BE STOCKPILED AND DISTRIBUTED THROUGHOUT THE PROJECT SITE TO BALANCE ROUGH GRADE PADS WITH ISSUANCE OF A TEMPORARY STOCKPILE PERMIT BY THE PUBLIC WORKS DEPARTMENT.
28. BASINS ARE TO BE MAINTAINED BY MESA VERDE HOA'S OR BUSINESS ASSOCIATION, OR PRIVATE PROPERTY OWNER AS APPROPRIATE.
29. AN APPROVED ENERGY DISSIPATER WILL BE REQUIRED IN ALL AREAS WHERE CONCENTRATED FLOW DISCHARGES INTO A NATURAL CHANNEL TO CONTROL EROSION.
30. SANITARY SEWER, DOMESTIC WATER AND RECYCLED WATER ARE PUBLIC AND TO BE MAINTAINED BY YUCAIPA VALLEY WATER DISTRICT.
31. STORM DRAIN PIPES UNDER 36 INCHES WILL BE MAINTAINED BY THE CITY OF CALIMESA AND PIPES 42 INCHES AND OVER WILL BE MAINTAINED BY RIVERSIDE COUNTY FLOOD CONTROL.

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF CALIMESA, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 9 OF PARCEL MAP NO. 31922, IN THE CITY OF CALIMESA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA AS PER MAP RECORDED IN BOOK 209, PAGES 31 THROUGH 38, INCLUSIVE AND AS AMENDED BY AMENDED MAP OF PARCEL MAP NO. 31922, RECORDED IN BOOK 221, PAGES 56 THROUGH 64, INCLUSIVE, BOTH OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM THAT PORTION OF SAID PARCEL 9 DESCRIBED IN THE IRREVOCABLE OFFER OF DEDICATION OF FEE INTEREST RECORDED NOVEMBER 19, 2007 AS INSTRUMENT NO. 2007-0703605 OF OFFICIAL RECORDS AND ACCEPTED BY RESOLUTION NO. 2009-35 RECORDED DECEMBER 23, 2009 AS INSTRUMENT NO. 2010-0539130 OF OFFICIAL RECORDS

APN: 411-210-010, 411-210-026, 413-030-025, 413-040-013, 413-040-017, 413-040-018, 13-040-020, 413-040-023, 413-160-011, 413-200-003, 413-200-040, 413-200-044 and 413-200-048.

EARTHWORK QUANTITIES

PROPOSED GRADING OF: 1,122.8 ACRES

CUT: 33,500,000* CYS
FILL: 33,500,000* CYS
* PLEASE NOTE EARTHWORK QUANTITIES SHOWN ARE APPROXIMATE.

STATEMENT OF OWNERSHIP

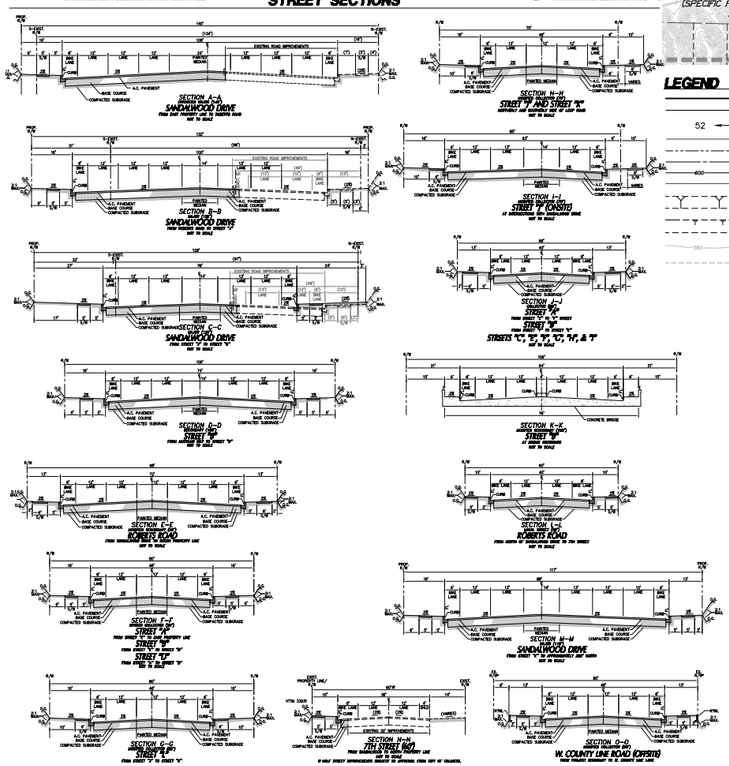
I HEREBY STATE THAT THIS MAP WAS PREPARED UNDER MY SUPERVISION AND THAT THE OWNER OF RECORD HAS KNOWLEDGE OF AND CONSENTS TO THE FILING OF THIS MAP.

DATE 4/8/25

OWNER/SUBDIVIDER:

MESA VERDE OWNER, LLC
18565 JAMBOREE ROAD
SUITE 200
IRVINE, CA 92612

STREET SECTIONS



LEGEND

- PROJECT BOUNDARY
- 52 PROPOSED LOT NUMBER
- PROPOSED CURB
- PROPOSED RIGHT OF WAY
- PROPOSED CENTERLINE
- 600 PROPOSED MAJOR CONTOUR LINE
- PROPOSED MINOR CONTOUR LINE
- PROPOSED TOP OF SLOPE
- PROPOSED TOE OF SLOPE
- PROPOSED DAYLIGHT LINE
- PROPOSED EASEMENT
- EXISTING CONTOUR
- EXISTING PARCEL LINE

LAND USE SUMMARY

LOT NO.	LAND USE	ACREAGE
	MIXED USE	19.4
7-8, 69-73	BUSINESS PARK	261.9
9 - 43, 74, 75, 78-80	RESIDENTIAL ●	424.5
44 - 45	SCHOOL SITES	32.0
46 - 47, 76	PRIVATE RECREATION LOTS	16.3
48 - 50, 53-55, 113	PUBLIC PARKS	50.3
56	CALIMESA PUBLIC WORKS	5.3
57 - 58	PUBLIC FACILITIES	3.5
59	WATER TANK	3.2
60-67, 77	BASINS	26.3
51-52, 68, 72, 73, 81-112	OPEN SPACE	497.2
114	COMMERCIAL	4.4
TOTAL DEVELOPMENT AREA		1,362.0
PUBLIC STREETS		101.1
TOTAL PROJECT AREA		**1,463.1**

Note: Lots 68-80 to be used as manchester lots + 1.2 acres
● Allowed for condominiums.

STATISTICAL SUMMARY

Lot No.	Lot Area (Acres)	Lot Area (Square Feet)	Land Use	Lot No.	Lot Area (Acres)	Lot Area (Square Feet)	Land Use
1	19.4	845,734	Mixed Use	58	0.2	9,811	Public Facilities
2	50.5	2,185,539	Business Park	59	3.2	137,447	Water Tank
3	17.5	759,455	Business Park	60	2.9	125,992	Basin
4	38.2	1,665,386	Business Park	61	5.0	215,000	Basin
5	35.7	1,553,898	Business Park	62	3.0	128,504	Basin
6	37.3	1,626,217	Business Park	63	2.2	97,626	Basin
7	31.5	1,374,706	Business Park	64	3.4	146,648	Basin
8	27.7	1,204,597	Business Park	65	2.5	109,200	Basin
9	10.1	438,307	Residential	66	3.3	144,540	Basin
10	8.8	381,376	Residential	67	3.9	168,190	Basin
11	13.3	449,740	Residential	68	0.2	7,066	Entry Monument
12	13.4	582,886	Residential	69	0.2	9,423	Entry Monument
13	17.3	752,795	Residential	70	0.0	1,127	Entry Monument
14	13.4	799,126	Residential	71	0.1	6,018	Entry Monument
15	16.9	737,408	Residential	72	0.0	1,799	Entry Monument
16	15.9	691,739	Residential	73	0.0	1,588	Entry Monument
17	15.6	679,148	Residential	74	0.1	3,075	Entry Monument
18	12.5	543,294	Residential	75	0.1	2,822	Entry Monument
19	21.4	933,332	Residential	76	0.1	2,976	Entry Monument
20	12.9	560,066	Residential	77	0.1	3,634	Entry Monument
21	13.3	579,665	Residential	78	0.1	4,312	Entry Monument
22	8.1	352,254	Residential	79	0.1	2,630	Entry Monument
23	8.6	374,263	Residential	80	0.1	3,035	Entry Monument
24	10.0	434,003	Residential	81	1.3	57,342	Open Space
25	6.3	272,721	Residential	82	1.0	69,368	Open Space
26	9.8	425,603	Residential	83	2.4	102,915	Open Space
27	10.6	460,601	Residential	84	1.7	74,313	Open Space
28	14.6	632,842	Residential	85	30.9	1,347,343	Open Space
29	17.8	774,422	Residential	86	15.1	657,562	Open Space
30	8.6	374,588	Residential	87	22.6	983,458	Open Space
31	18.3	797,678	Residential	88	45.0	1,961,345	Open Space
32	21.9	952,708	Residential	89	5.4	234,232	Open Space
33	13.5	587,730	Residential	90	8.1	354,436	Open Space
34	5.3	232,425	Residential	91	9.4	364,814	Open Space
35	9.8	428,525	Residential	92	51.8	1,987,575	Open Space
36	15.9	695,372	Residential	93	328.4	4,720,284	Open Space
37	15.1	662,713	Residential	94	11.1	485,127	Open Space
38	13.8	601,876	Residential	95	8.7	377,127	Open Space
39	19.6	853,458	Residential	96	25.3	1,145,286	Open Space
40	12.2	529,296	Residential	97	0.8	36,869	Open Space
41	15.3	668,432	Residential	98	2.8	122,136	Open Space
42	21.0	917,776	Residential	99	16.7	727,307	Open Space
43	18.1	804,235	Residential	100	0.7	32,413	Open Space
44	13.3	446,700	School Site	101	6.4	277,672	Open Space
45	11.7	510,720	School Site	102	25.0	1,087,868	Open Space
46	6.4	279,723	Private Rec	103	60.7	2,652,284	Open Space
47	9.6	417,451	Private Rec	104	3.8	165,247	Open Space
48	6.9	298,622	Public Park	105	16.4	714,020	Open Space
49	8.8	290,185	Public Park	106	0.1	5,333	Open Space
50	5.4	234,756	Public Park	107	3.2	140,467	Open Space
51	1.8	76,964	Open Space	108	17.4	757,906	Open Space
52	0.1	3,378	Open Space	109	33.0	565,305	Open Space
53	12.5	546,553	Public Park	110	31.5	439,881	Open Space
54	9.8	426,183	Public Park	111	3.5	65,260	Open Space
55	6.9	311,377	Public Park	112	0.4	16,139	Open Space
56	5.3	230,841	Calimesa Public Works	113	4.0	173,078	Private Park
57	1.3	57,161	Public Facilities	114	4.4	189,545	Commercial

EXISTING EASEMENTS

THE ITEMS REFERRED TO IN SAID REPORT ORDER NO. NHSC-6861955 (MWHF), HAVING A COMMITMENT DATED OF JUNE 14, 2022 ARE AS FOLLOWS:

(#) INDICATES ITEM PLOTTED HEREON.

1. GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2022–2023, A LIEN NOT YET DUE OR PAYABLE.
2. ASSESSMENT LIENS, IF APPLICABLE, COLLECTED WITH THE GENERAL AND SPECIAL TAXES, INCLUDING BUT NOT LIMITED TO THOSE DISCLOSED BY THE REFLECTION OF THE FOLLOWING ON THE TAX ROLL:
   1915 BOND FOR YUCAIPA VALLEY WATER DIST AD 14–01.
   AFFECTS: APN: 413–040–013, 413–040–017, 413–040–020 AND 413–160–011
3. THE LIEN OF SUPPLEMENTAL TAXES, IF ANY, ASSESSED PURSUANT TO CHAPTER 3.5 COMMENCING WITH SECTION 75 OF THE CALIFORNIA REVENUE AND TAXATION CODE.
4. ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM FREEWAY HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED JUNE 22, 1949 AS BOOK 1086, PAGE 189 OF OFFICIAL RECORDS.
   NOTE: THE ABOVE REFERENCED DOCUMENT AFFECTS THE EASTERLY SIDE OF INTERSTATE – 10 AS SHOWN ON RW MAPS 204–258 & 204–262 RIV. CO. AND DOES NOT AFFECT THE SUBJECT PROPERTY.
5. (A) AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 21, 1954 AS BOOK 1644, PAGE 170 OF OFFICIAL RECORDS. IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY AFFECTS: AS DESCRIBED THEREIN
6. (A) AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 28, 1960 AS INSTRUMENT NO. 27448 OF OFFICIAL RECORDS. IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY AFFECTS: AS DESCRIBED THEREIN
7. (B) ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM FREEWAY HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED JUNE 10, 1963 AS INSTRUMENT NO. 59895 OF OFFICIAL RECORDS.
   A WAIVER IN FAVOR OF THE STATE OF CALIFORNIA OF ANY CLAIMS FOR DAMAGES TO SAID LAND BY REASON OF THE LOCATION, CONSTRUCTION, LANDSCAPING AND/OR MAINTENANCE OF A HIGHWAY CONTIGUOUS THERETO AS CONTAINED IN THE DEED ABOVE MENTIONED.
8. (A) A WAIVER OF ANY CLAIMS FOR DAMAGES BY REASON OF THE LOCATION, CONSTRUCTION, LANDSCAPING OR MAINTENANCE OF A CONTIGUOUS FREEWAY, HIGHWAY OR ROADWAY, AS CONTAINED IN THE DOCUMENT RECORDED DECEMBER 5, 1963 AS INSTRUMENT NO. 128151 OF OFFICIAL RECORDS.
   THE FACT THAT THE OWNERSHIP OF SAID LAND DOES NOT INCLUDE ANY RIGHTS OF INGRESS OR EGRESS TO OR FROM THE FREEWAY ADJOINING SAID LAND, PROVIDED HOWEVER, THAT SAID LANDS SHALL ABUT UPON AND HAVE ACCESS TO THE FRONTAGE ROAD WHICH CONNECTED TO THE FREEWAY AT SUCH POINTS AS MAY BE ESTABLISHED BY PUBLIC AUTHORITY, SAID RIGHTS HAVING BEEN RELINQUISHED IN THE DEED ABOVE MENTIONED.
9. (A) AN EASEMENT FOR A WATER LINE AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 10, 1965 AS INSTRUMENT NO. 103750 OF OFFICIAL RECORDS.
   IN FAVOR OF: F.M.M. MC COWN
   AFFECTS: AS DESCRIBED THEREIN
10. (A) AN EASEMENT FOR WATER LINE AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 10, 1965 AS INSTRUMENT NO. 103750 OF OFFICIAL RECORDS.
    IN FAVOR OF: VIRGINIA CITY LAND AND WATER CO. AFFECTS: AS DESCRIBED THEREIN
11. (A) AN EASEMENT FOR ROAD PURPOSES, UTILITIES, SEWER AND WATER LINES AND INCIDENTAL PURPOSES, RECORDED MAY 16, 1983 AS INSTRUMENT NO. 94467 OF OFFICIAL RECORDS.
    IN FAVOR OF: YUCAIPA VOLLEY COUNTY WATER DISTRICT AFFECTS: AS DESCRIBED THEREIN
12. (A) AN EASEMENT FOR EITHER OF BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 14, 1985 AS INSTRUMENT NO. 30831 OF OFFICIAL RECORDS. IN FAVOR OF: GENERAL TELEPHONE COMPANY OF CALIFORNIA AFFECTS: AS DESCRIBED THEREIN
13. THE EFFECT OF A RESOLUTION, APPROVING THE ESTABLISHMENT OF THE SAN GORGONIO PASS MEMORIAL HOSPITAL DISTRICT. BY DOCUMENT RECORDED MAY 23, 1995 AS INSTRUMENT NO. 165576 OF OFFICIAL RECORDS RIVERSIDE COUNTY. CALIFORNIA. ASSESSMENTS, IF ANY, AT THIS TIME, ARE COLLECTED THROUGH THEIR PROPERTY TAXES.
14. THE FOLLOWING MATTERS SHOWN OF DISCLOSED BY THE FILED OR RECORDED MAP REFERRED TO IN THE LEGAL DESCRIPTION: WE HEREBY RETAIN THE RIGHTS OF RECIPROCAL INGRESS AND EGRESS FROM AND THROUGH PARCEL 9 FOR THE SOLE BENEFIT OF OURSELVES, OUR SUCCESSORS, ASSIGNEES AND LOT OWNERS WITHIN THIS PARCEL MAP UNTIL SUCH TIME AS THIS PARCEL MAP IS SUPERCEDED BY LATER SUBDIVISION WITH A DEFINED SYSTEM OF PUBLIC STREETS.
    NOTE: THE RECIPROCAL INGRESS & EGRESS IS BLANKET IN NATURE OVER PARCELS 1, 2, 9 & 10.
15. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED DEVELOPMENT AGREEMENT RECORDED DECEMBER 21, 2017 AS INSTRUMENT NO. 2017–0535401 OF OFFICIAL RECORDS.
    THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "ASSIGNMENT OF DEVELOPMENT AGREEMENT" RECORDED NOVEMBER 24, 2021 AS INSTRUMENT NO. 2.021–0701232 OF OFFICIAL RECORDS. MESA VERDE RE VENTURES LLC, A CALIFORNIA LIMITED LIABILITY COMPANY AND MESA VERDE OWNER, LLC, A DELAWARE LIMITED LIABILITY COMPANY.
16. RIGHTS OF THE PUBLIC IN AND TO THAT PORTION OF THE LAND LYING WITHIN ANY ROAD, STREET, ALLEY OR HIGHWAY.
17. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.
18. RIGHTS OF PARTIES IN POSSESSION.

SOURCE: Hunsaker 2025

FIGURE 3-11A

Tentative Tract Map No. 33931

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

DUDEK

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ZONING: A-1
CITY OF REDLANDS
SAN BERNARDINO COUNTY

APN: 300-241-036

APN: 301-101-008

2,699'±

ZONING: OS2
FREEWAY CORRIDOR SPECIFIC PLAN
CITY OF YUCAIPA
SAN BERNARDINO COUNTY

APN: 301-201-003

ZONING/LAND USE: RE
(UNDEVELOPED)
APN: 413-480-006

CITY OF CALIMESA

3,320'±

ZONING/LAND USE: RE
(UNDEVELOPED)
APN: 413-480-005

ZONING/LAND USE: RE
(UNDEVELOPED)
APN: 413-030-023

STREET "A"

STREET "B"

STREET "C"

STREET "D"

STREET "E"

STREET "F"

PROPOSED SEWER LIFT STATION
PI=2110

DETENTION BASIN (PRIVATE)
BOTTOM=2070
TOP=2080

DETENTION BASIN (PRIVATE)
BOTTOM=2185
TOP=2195

PROPOSED TRAIL

PROPOSED MAINTENANCE ACCESS

ZONE A
ZONE B
ZONE C

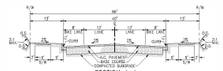
SEE SHEET 6

SEE SHEET 3

LEGEND

- PROJECT BOUNDARY
- PROPOSED LOT LINE
- PROPOSED LOT NUMBER
- PROPOSED CURB
- PROPOSED RIGHT OF WAY
- PROPOSED CENTERLINE
- PROPOSED CONTOUR LINE
- PROPOSED MINOR CONTOUR LINE
- PROPOSED TOP OF SLOPE
- PROPOSED TOE OF SLOPE
- PROPOSED RETAINING WALL
- PROPOSED DAYLIGHT LINE
- PROPOSED EASEMENT
- PROPOSED DOMESTIC WATER LINE
- PROPOSED RECLAIMED WATER LINE
- PROPOSED SEWER LINE
- PROPOSED FORCE MAIN SEWER LINE
- PROPOSED STORM DRAIN
- EXISTING CONTOUR
- EXISTING PARCEL LINE

STREET SECTIONS



SECTION "A"
STREET "A"
FROM DWG NO. "B" TO DWG NO. "C"
STREET "B"
FROM DWG NO. "B" TO DWG NO. "C"
STREETS "C", "D", "E", "F", & "I"
NOT TO SCALE

FUEL MODIFICATION ZONES

ZONE A – NON COMBUSTIBLE CONSTRUCTION:
0'–5' SETBACK ZONE FOR NON-COMBUSTIBLE CONSTRUCTION ONLY. ZONE A SHALL BE MAINTAINED BY THE PROPERTY OWNER OR HOMEOWNERS ASSOCIATION.

ZONE B – WET ZONE (100% REMOVAL UNDESIRABLE SHRUBS):
5'–50' FROM THE FUEL MODIFICATION ZONE A. ZONE B SHALL BE PERMANENTLY IRRIGATED, FULLY LANDSCAPED WITH APPROVED DROUGHT TOLERANT, DEEP ROOTED, MOISTURE RETENTIVE MATERIAL. IF ANY NEW PLANT MATERIAL IS ADDED THIS ZONE SHALL BE PLANTED WITH CONTAINER SHRUB MATERIAL. ZONE B AREA SHALL BE MAINTAINED BY THE PRIVATE OWNER OR HOMEOWNERS ASSOCIATION.

ZONE C – THINNING ZONE (50% THINNING NATIVE SHRUBS):
MAXIMUM 100' OUT FROM ZONE B. ZONE C SHALL BE NON-IRRIGATED AND REQUIRES HORIZONTAL AND VERTICAL SPACING OF PLANT GROUPS AND REMOVAL OF ALL DEAD AND DYING VEGETATION AND UNDESIRABLE SPECIES AS LISTED PER SEPARATE FUEL MODIFICATION PLAN. MINIMUM THINNING PERCENTAGE OF NATIVE PLANT REMOVAL IS 50%. ZONE C CAN BE PLANTED AND IRRIGATED, AND IF SO, SHALL MEET ALL ZONE B REQUIREMENTS. ZONE C AREA SHALL BE MAINTAINED BY THE PRIVATE OWNER OR HOMEOWNERS ASSOCIATION.

SOURCE: Hunsaker 2025

FIGURE 3-11B

Tentative Tract Map No. 33931

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

DUDEK

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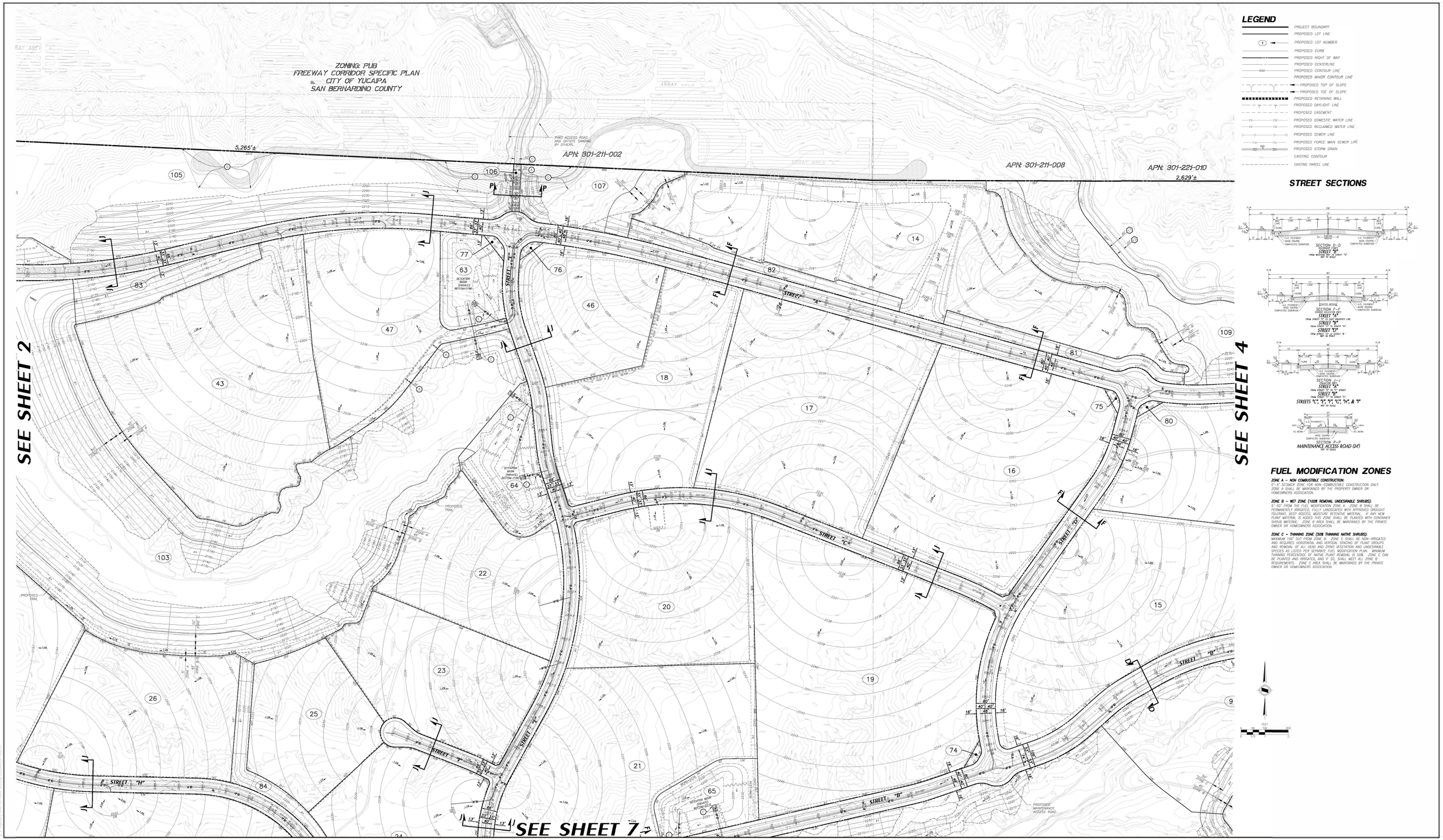

LEGEND

- PROJECT BOUNDARY
- PROPOSED LOT LINE
- (1) PROPOSED LOT NUMBER
- PROPOSED CURB
- PROPOSED RIGHT OF WAY
- PROPOSED CENTERLINE
- 630 PROPOSED CONTOUR LINE
- PROPOSED MINOR CONTOUR LINE
- PROPOSED TOP OF SLOPE
- PROPOSED TOE OF SLOPE
- PROPOSED RETAINING WALL
- PROPOSED DAYLIGHT LINE
- PROPOSED EASEMENT
- DW PROPOSED DOMESTIC WATER LINE
- RW PROPOSED RECLAIMED WATER LINE
- S PROPOSED SEWER LINE
- FM PROPOSED FORCE MAIN SEWER LINE
- SD PROPOSED STORM DRAIN
- EXISTING CONTOUR
- EXISTING PARCEL LINE

STREET SECTIONS

FUEL MODIFICATION ZONES

ZONE A – NON COMBUSTIBLE CONSTRUCTION:
0'–5' SETBACK ZONE FOR NON–COMBUSTIBLE CONSTRUCTION ONLY. ZONE A SHALL BE MAINTAINED BY THE PROPERTY OWNER OR HOMEOWNERS ASSOCIATION.

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SOURCE: Hunsaker 2025

FIGURE 3-11C

Tentative Tract Map No. 33931

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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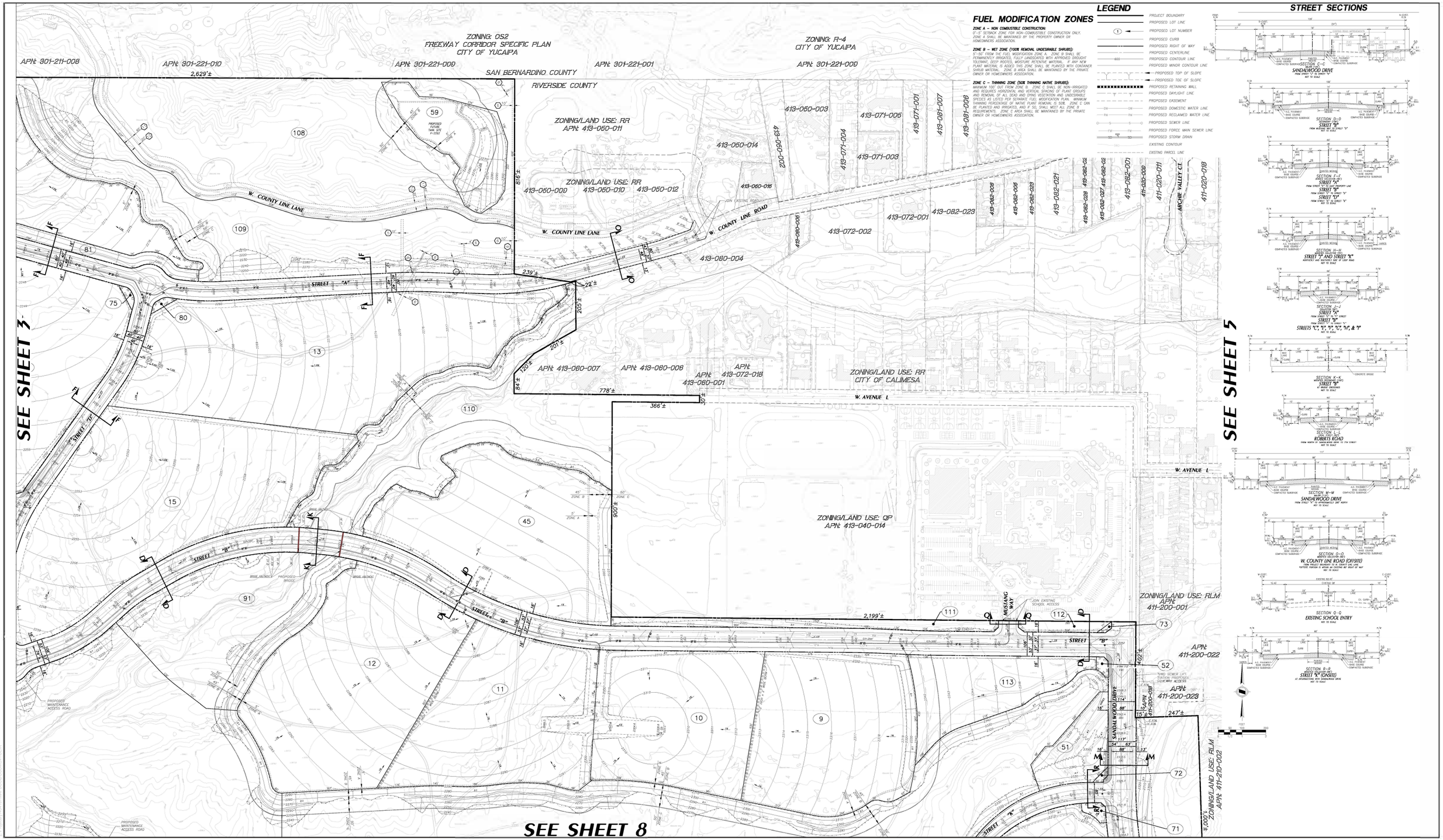

SOURCE: Hunsaker 2025

FIGURE 3-11D

Tentative Tract Map No. 33931

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

DUDEK

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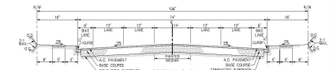
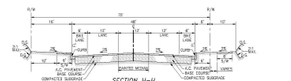
LEGEND

- PROJECT BOUNDARY
- PROPOSED LOT LINE
- (1) PROPOSED LOT NUMBER
- PROPOSED CURB
- PROPOSED RIGHT OF WAY
- PROPOSED CENTERLINE
- 650 PROPOSED CONTOUR LINE
- PROPOSED MINOR CONTOUR LINE
- PROPOSED TOP OF SLOPE
- PROPOSED TOE OF SLOPE
- PROPOSED RETAINING WALL
- PROPOSED DAYLIGHT LINE
- PROPOSED EASEMENT
- PROPOSED DOMESTIC WATER LINE
- PROPOSED RECLAIMED WATER LINE
- PROPOSED SEWER LINE
- PROPOSED FORCE MAIN SEWER LINE
- PROPOSED STORM DRAIN
- EXISTING CONTOUR
- EXISTING PARCEL LINE

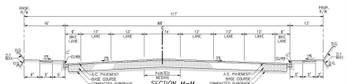
STREET SECTIONS



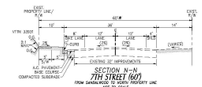
SECTION O-O
SUNRISE WAY
STREET "A"
FROM WEST BOUNDARY TO STREET "A"
NOT TO SCALE



SECTION H-H
STREET "A" AND STREET "A"
BETWEEN WEST BOUNDARY OF LOOP ROAD
NOT TO SCALE



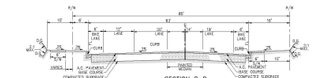
SECTION W-W
SANDALWOOD DRIVE
FROM STREET "A" TO APPROXIMATELY 200' NORTH
NOT TO SCALE



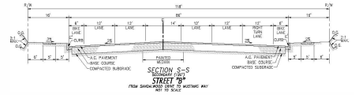
SECTION N-N
7TH STREET (60')
FROM CHERRYWOOD TO SOUTH PROPERTY LINE
NOT TO SCALE
* ONLY STREET IMPROVEMENTS SUBJECT TO APPROVAL FROM CITY OF CALIMESA.



SECTION O-O
EXISTING SCHOOL ENTRY
NOT TO SCALE



SECTION R-R
STREET "A" (ONSITE)
AT INTERSECTIONS WITH SANDALWOOD DRIVE
NOT TO SCALE



SECTION S-S
SUNRISE WAY
STREET "B"
FROM SANDALWOOD DRIVE TO MUSTANG WAY

SOURCE: Hunsaker 2025

FIGURE 3-11E

Tentative Tract Map No. 33931

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

DUDEK

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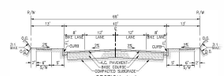
SEE SHEET 2

SEE SHEET 7

LEGEND

- PROJECT BOUNDARY
- PROPOSED LOT LINE
- (1) PROPOSED LOT NUMBER
- PROPOSED CURB
- PROPOSED RIGHT OF WAY
- PROPOSED CENTERLINE
- 600 PROPOSED CONTOUR LINE
- PROPOSED MINOR CONTOUR LINE
- PROPOSED TOP OF SLOPE
- PROPOSED TOE OF SLOPE
- PROPOSED RETAINING WALL
- PROPOSED DAYLIGHT LINE
- PROPOSED EASEMENT
- PROPOSED DOMESTIC WATER LINE
- PROPOSED RECLAIMED WATER LINE
- PROPOSED SEWER LINE
- PROPOSED FORCE MAIN SEWER LINE
- PROPOSED STORM DRAIN
- EXISTING CONTOUR
- EXISTING PARCEL LINE

STREET SECTIONS



SECTION J-J
STREET "A"
STREET "B"
STREET "C", "D", "E", "F", "G", & "I"
NOT to SCALE

FUEL MODIFICATION ZONES

ZONE A – NON COMBUSTIBLE CONSTRUCTION:
0'–5' SETBACK ZONE FOR NON-COMBUSTIBLE CONSTRUCTION ONLY. ZONE A SHALL BE MAINTAINED BY THE PROPERTY OWNER OR HOMEOWNERS ASSOCIATION.

ZONE B – WET ZONE (100% REMOVAL UNDESIRABLE SHRUBS):
5'–50' FROM THE FUEL MODIFICATION ZONE A. ZONE B SHALL BE PERMANENTLY IRRIGATED, FULLY LANDSCAPED WITH APPROVED DROUGHT TOLERANT, DEEP ROOTED, MOISTURE RETENTIVE MATERIAL. IF ANY NEW PLANT MATERIAL IS ADDED THIS ZONE SHALL BE PLANTED WITH CONTAINER SHRUB MATERIAL. ZONE B AREA SHALL BE MAINTAINED BY THE PRIVATE OWNER OR HOMEOWNERS ASSOCIATION.

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ZONING/LAND USE: RE
(UNDEVELOPED)
APN: 413-480-005

ZONING/LAND USE: RE
(UNDEVELOPED)
APN: 413-030-023

CITY OF CALIMESA

APN: 413-030-028

ZONING/LAND USE: RE
(UNDEVELOPED)
APN: 413-030-024

APN: 413-030-028

SUMMERWIND RANCH
(SPECIFIC PLAN) – WRC-RCA LANDS

APN: 413-040-010

SOURCE: Hunsaker 2025

FIGURE 3-11F

Tentative Tract Map No. 33931

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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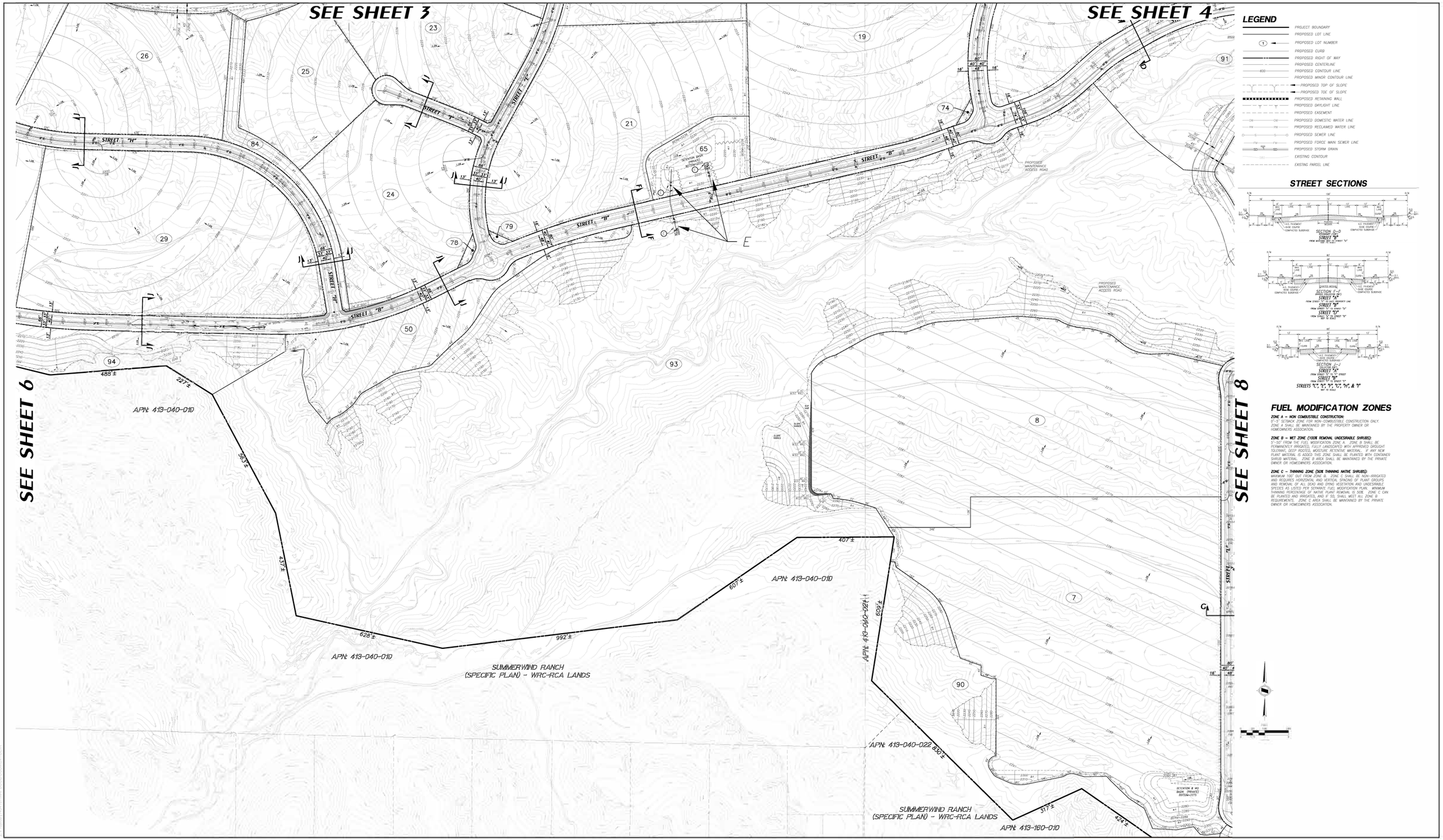

SOURCE: Hunsaker 2025

FIGURE 3-11G

Tentative Tract Map No. 33931

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

DUDEK

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SEE SHEET 4

SEE SHEET 7

SEE SHEET 9

LEGEND

- PROJECT BOUNDARY
- PROPOSED LOT LINE
- (1) PROPOSED LOT NUMBER
- PROPOSED CURB
- PROPOSED RIGHT OF WAY
- PROPOSED CENTERLINE
- 600 PROPOSED CONTOUR LINE
- PROPOSED MINOR CONTOUR LINE
- PROPOSED TOP OF SLOPE
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- PROPOSED RETAINING WALL
- PROPOSED DAYLIGHT LINE
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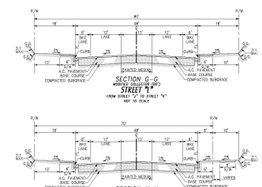
- RW PROPOSED RECLAIMED WATER LINE
- PROPOSED SEWER LINE
- FM PROPOSED FORCE MAIN SEWER LINE
- SD PROPOSED STORM DRAIN
- EXISTING CONTOUR
- EXISTING PARCEL LINE

STREET SECTIONS



FUEL MODIFICATION ZONES

ZONE A – NON COMBUSTIBLE CONSTRUCTION:
0'–5' SETBACK ZONE FOR NON–COMBUSTIBLE CONSTRUCTION ONLY. ZONE A SHALL BE MAINTAINED BY THE PROPERTY OWNER OR HOMEOWNERS ASSOCIATION.

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SOURCE: Hunsaker 2025

FIGURE 3-11H

Tentative Tract Map No. 33931

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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SEE SHEET 5

SEE SHEET 8

ZONING: RLM
APN: 411-210-002

ZONING/LAND USE: RLM
APN: 411-210-002

ZONING/LAND USE:
CC (VACANT)
APN: 411-210-024

APN: 411-210-024

APN: 411-210-026
411-210-028
411-210-027
EXISTING COMMERCIAL

EXIST. 7TH STREET IMPROVEMENTS SUBJECT TO TIA

JOIN EXISTING ROAD (INTERIM CONDITION)

FUTURE INTERCHANGE IMPROVEMENTS SUBJECT TO CITY OF CALIMESA'S COORDINATION WITH CALTRANS.

EXISTING SHADY BROOK DRIVE TO BE ABANDONED AND VACATED.

APN: 413-160-013

SUMMERWIND RANCH
(SPECIFIC PLAN) – WRC-RCA LANDS

APN: 413-200-041

APN: 413-200-053

APN: 413-200-056

APN: 413-200-050

APN: 413-200-043

APN: 413-200-040

SUMMERWIND RANCH
(SPECIFIC PLAN) – GARDEN AIR WASH

PROPOSED SUMMERWIND RANCH ROBERTS ROAD BRIDGE (APPROXIMATE LOCATION)

FUEL MODIFICATION ZONES

ZONE A – NON COMBUSTIBLE CONSTRUCTION:
0'–5' SETBACK ZONE FOR NON–COMBUSTIBLE CONSTRUCTION ONLY. ZONE A SHALL BE MAINTAINED BY THE PROPERTY OWNER OR HOMEOWNERS ASSOCIATION.

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LEGEND

- PROJECT BOUNDARY
- PROPOSED LOT LINE
- PROPOSED LOT NUMBER
- PROPOSED CURB
- PROPOSED RIGHT OF WAY
- PROPOSED CENTERLINE
- PROPOSED CONTOUR LINE
- PROPOSED MINOR CONTOUR LINE
- PROPOSED TOP OF SLOPE
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- PROPOSED RETAINING WALL
- PROPOSED DAYLIGHT LINE
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- PROPOSED DOMESTIC WATER LINE
- PROPOSED RECLAIMED WATER LINE
- PROPOSED SEWER LINE
- PROPOSED FORCE MAIN SEWER LINE
- PROPOSED STORM DRAIN
- EXISTING CONTOUR
- EXISTING PARCEL LINE

0 50 100 200 FEET
INCHES

STREET SECTIONS

SECTION A–A
SANDALWOOD DRIVE
FROM EAST PROPERTY LINE TO ROBERTS ROAD
NOT TO SCALE

SECTION B–B
SANDALWOOD DRIVE
FROM ROBERTS ROAD TO STREET "J"
NOT TO SCALE

SECTION C–C
SANDALWOOD DRIVE
FROM STREET "J" TO STREET "K"
NOT TO SCALE

SECTION E–E
ROBERTS ROAD
FROM SANDALWOOD DRIVE TO PROPERTY LINE
NOT TO SCALE

SECTION H–H
STREET "J"
NORTHERLY AND WESTERLY LEG OF LOOP ROAD
NOT TO SCALE

STREET "J" AND STREET "K"
NORTHERLY AND WESTERLY LEG OF LOOP ROAD
NOT TO SCALE

SECTION I–I
STREET "J" (ONSITE)
AT INTERSECTION WITH SANDALWOOD DRIVE
NOT TO SCALE

SECTION L–L
ROBERTS ROAD
FROM NORTH OF SANDALWOOD DRIVE TO 7TH STREET
NOT TO SCALE

SECTION M–M
SANDALWOOD DRIVE
FROM STREET "K" TO APPROXIMATELY 285' WEST
NOT TO SCALE

SECTION N–N
7TH STREET (90')
FROM ROBERTS TO PROPERTY LINE
NOT TO SCALE
* HALF STREET IMPROVEMENTS SUBJECT TO APPROVAL FROM CITY OF CALIMESA

SECTION R–R
STREET "K" (ONSITE)
AT INTERSECTION WITH SANDALWOOD DRIVE
NOT TO SCALE

SOURCE: Hunsaker 2025

FIGURE 3-11I

Tentative Tract Map No. 33931

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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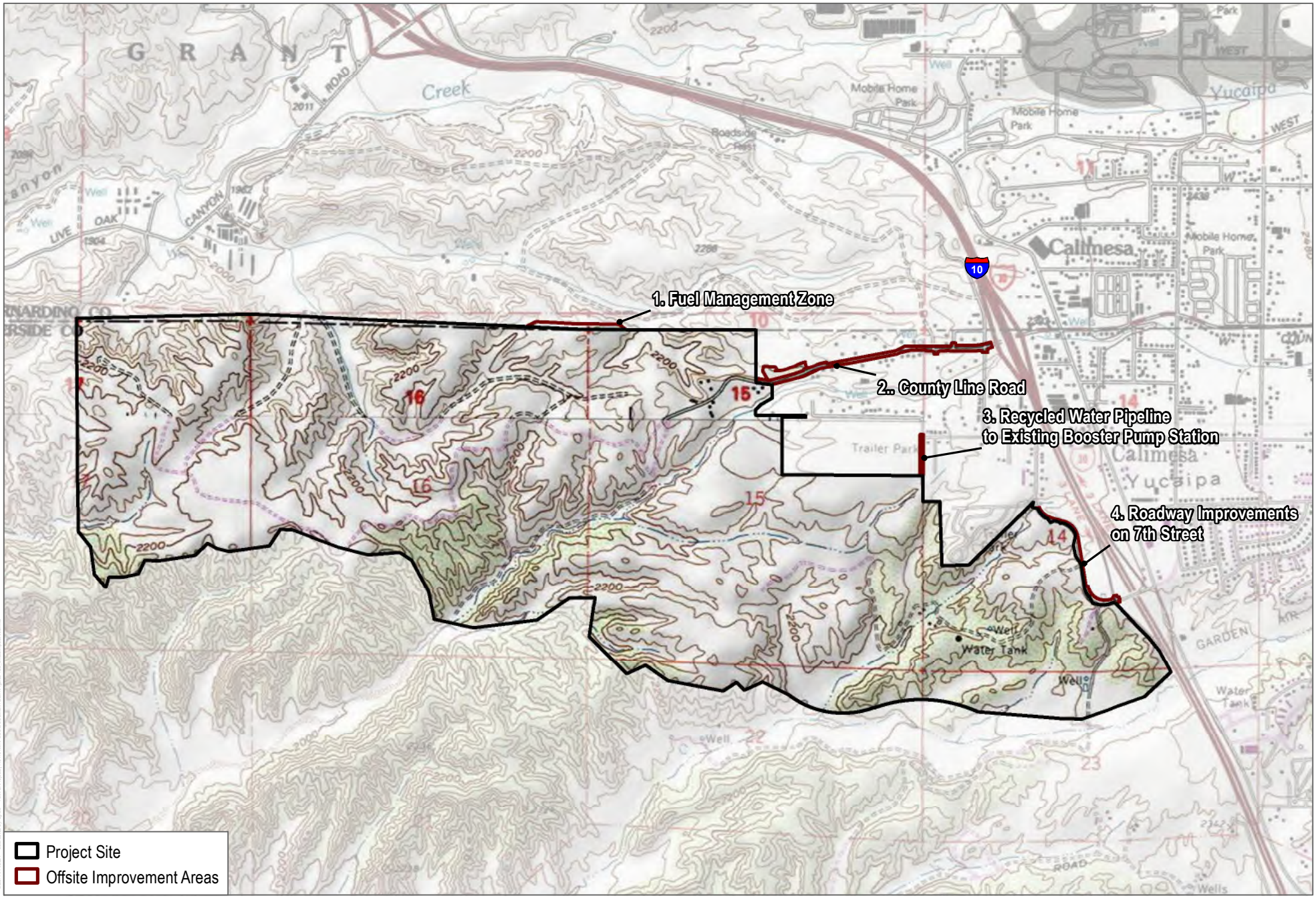

SOURCE: USGS 7.5-Minute Series El Casco and Yucaipa Quadrangles;
Township 2S / Range 2W / Sections 08, 09, 14, 15, 16, 17, 22, 23

DUDEK

0 1,000 2,000 Feet
0 250 500 Meters

FIGURE 3-12a

Off-Site Impact Area

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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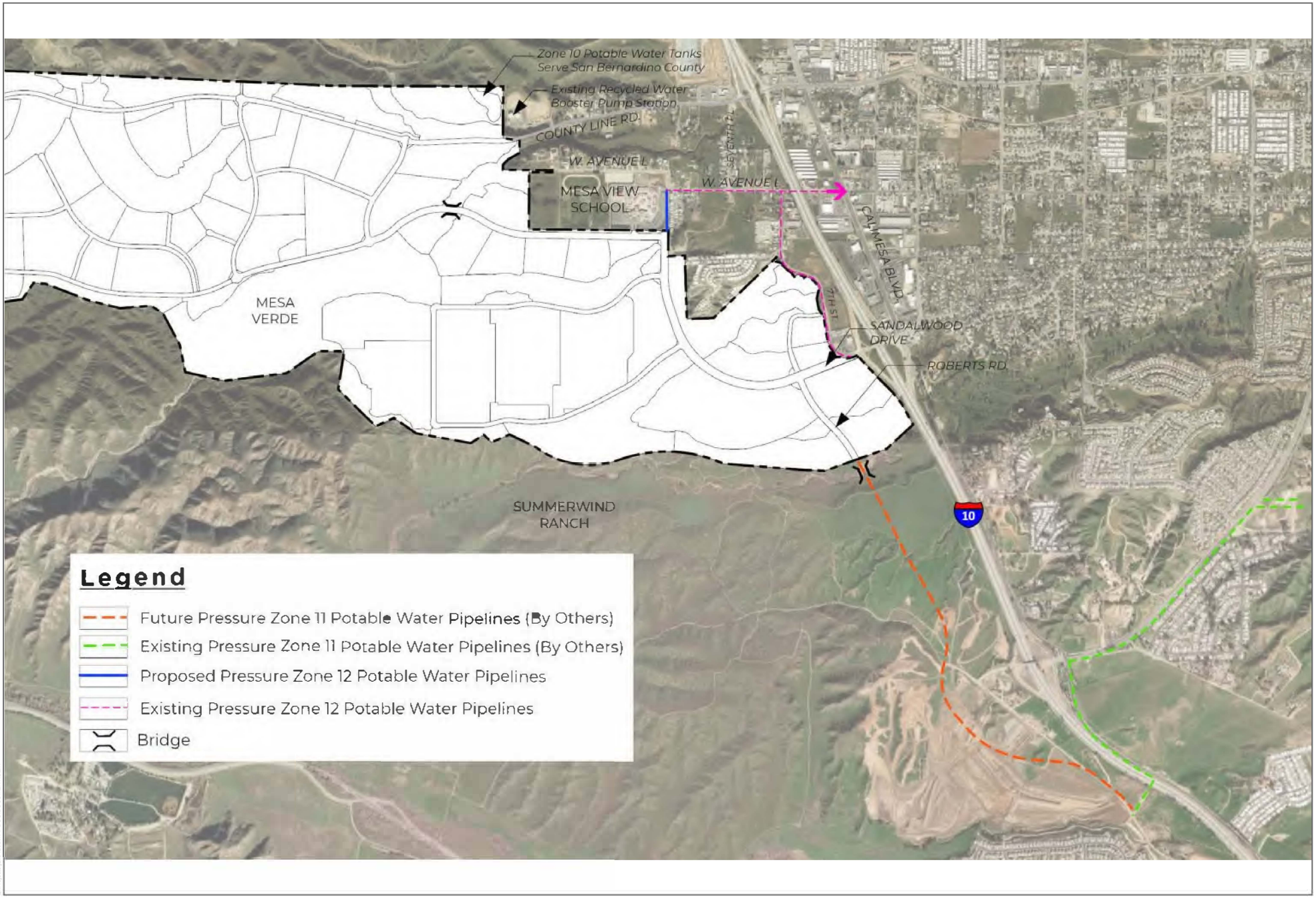

SOURCE: FORMA, April 2025

FIGURE 3-12b

Off-site Potable Water Facilities

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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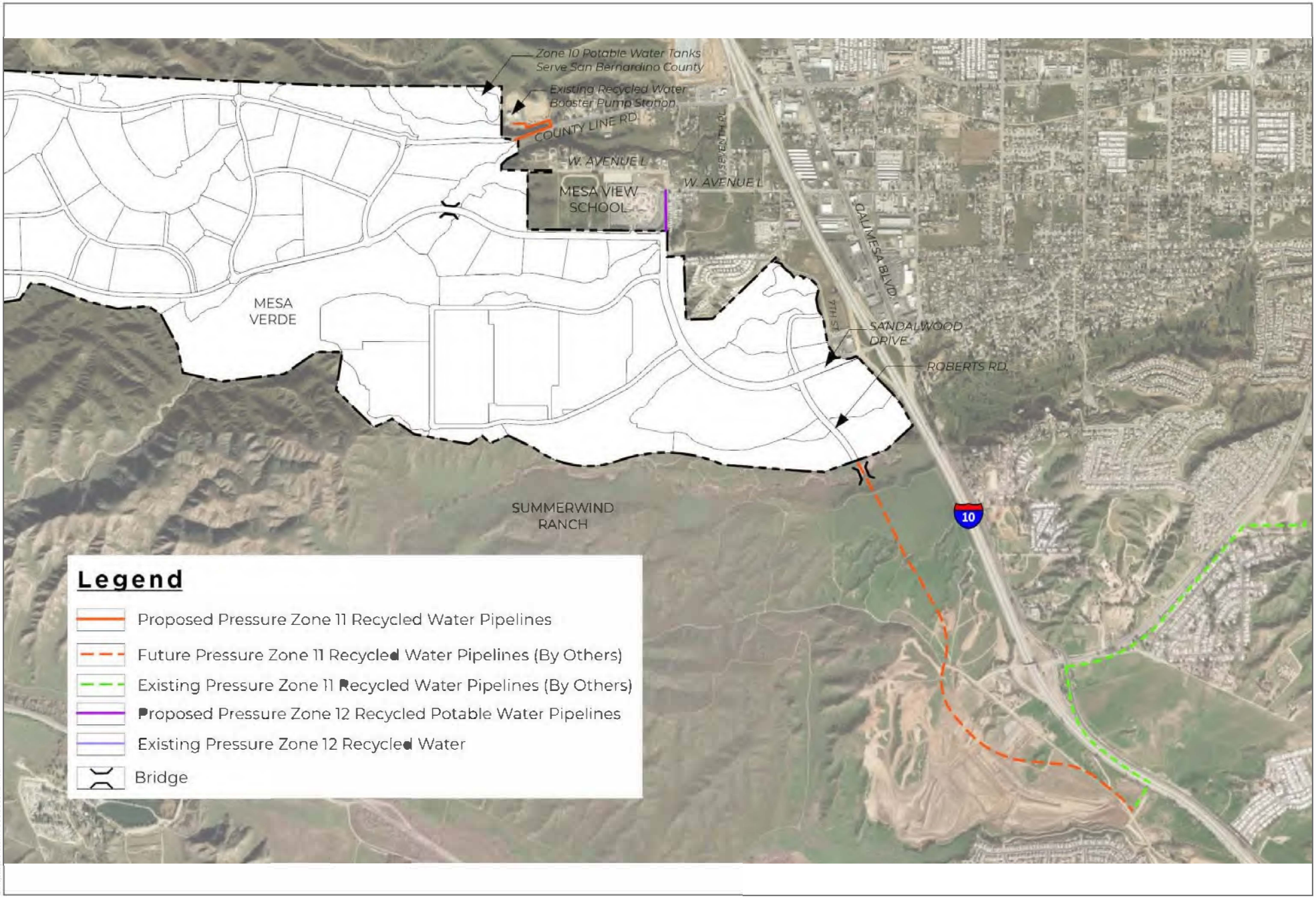

SOURCE: FORMA, April 2025

FIGURE 3-12c

Off-site Recycled Water Facilities

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

DUDEK

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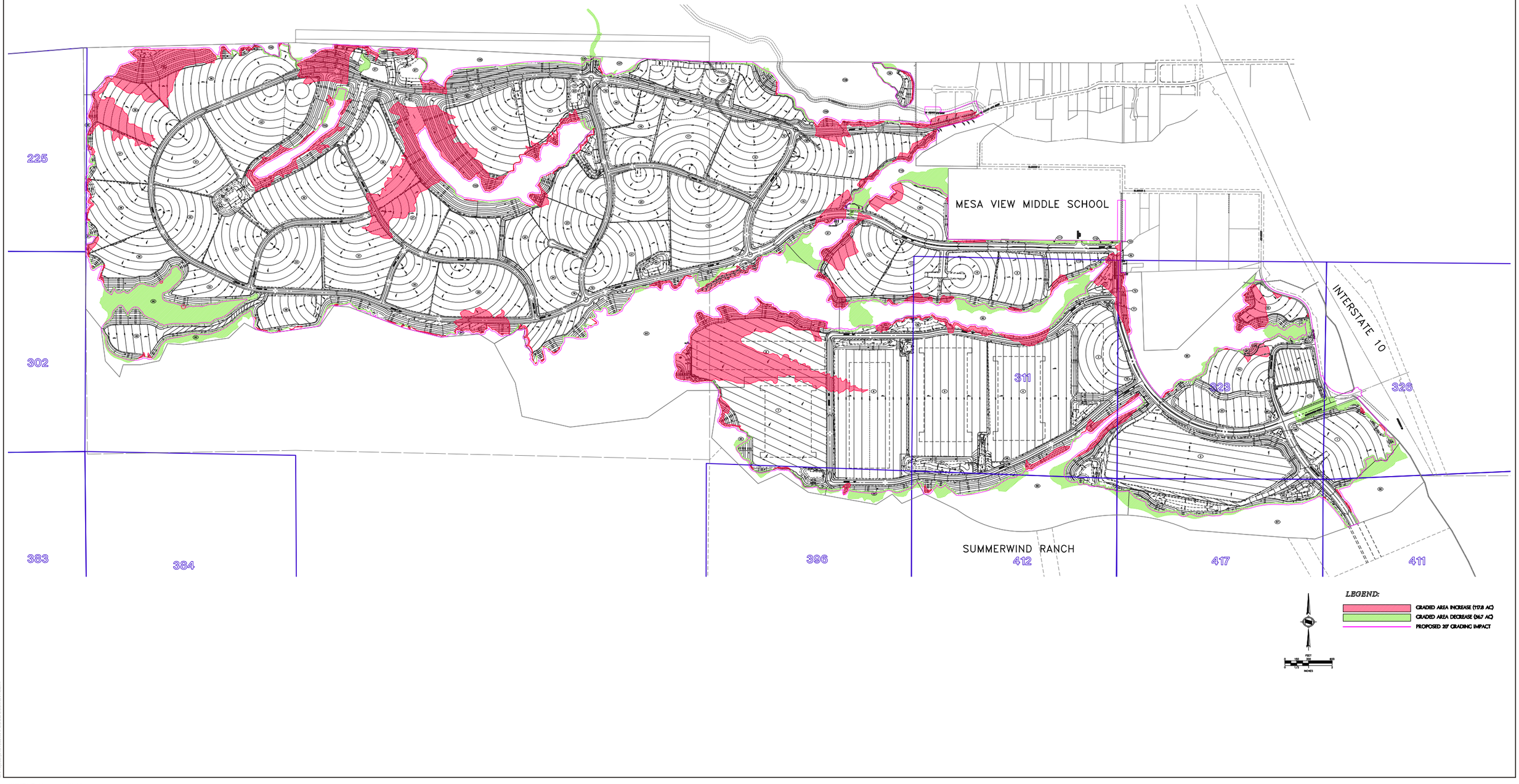

SOURCE: Hunsaker 2024

FIGURE 3-13

Grading Plan Comparison

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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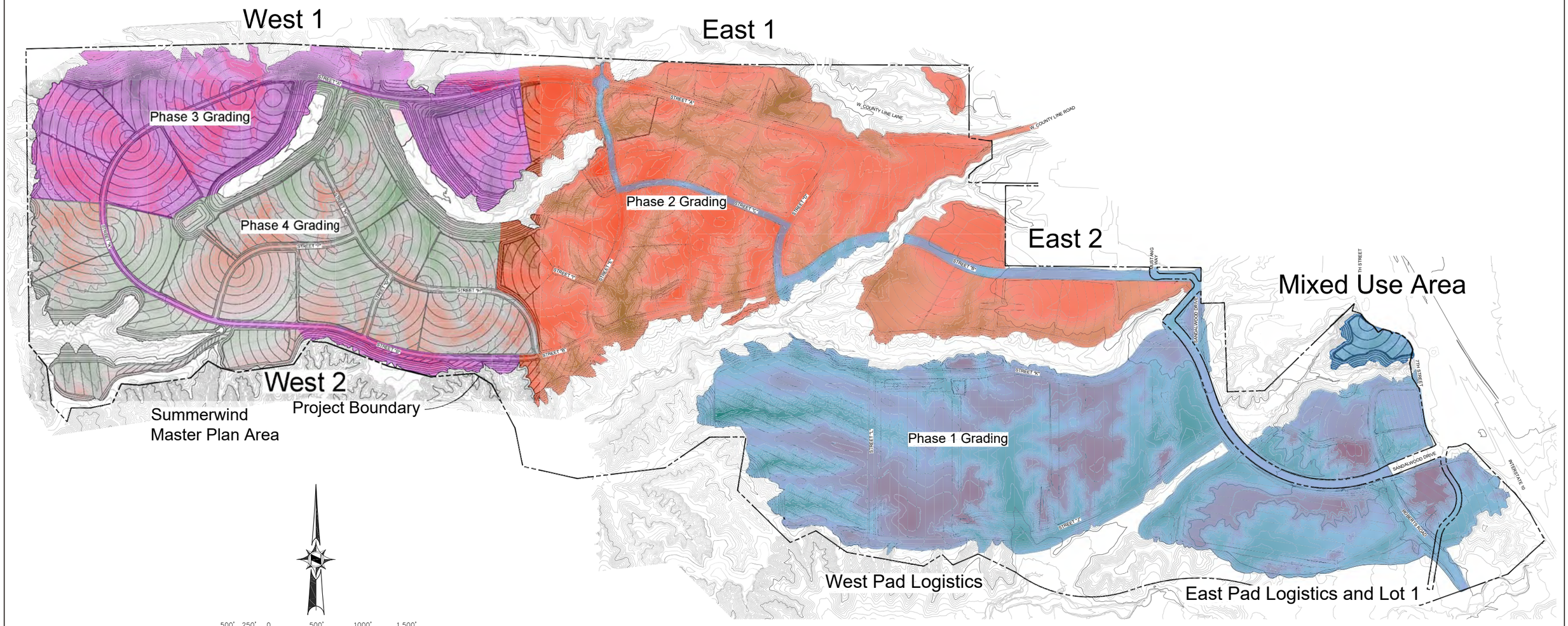

Volume Summary

AREA 1,122 ac.

	Balance Cut/Fill
Phase 1	11,600,000 CYS
Phase 2	8,400,000 CYS
Phase 3	6,250,000 CYS
Phase 4	7,250,000 CYS
Total	33,500,000 CYS

SOURCE: Hunsaker 2024

FIGURE 3-14

Proposed Grading Phasing Plan

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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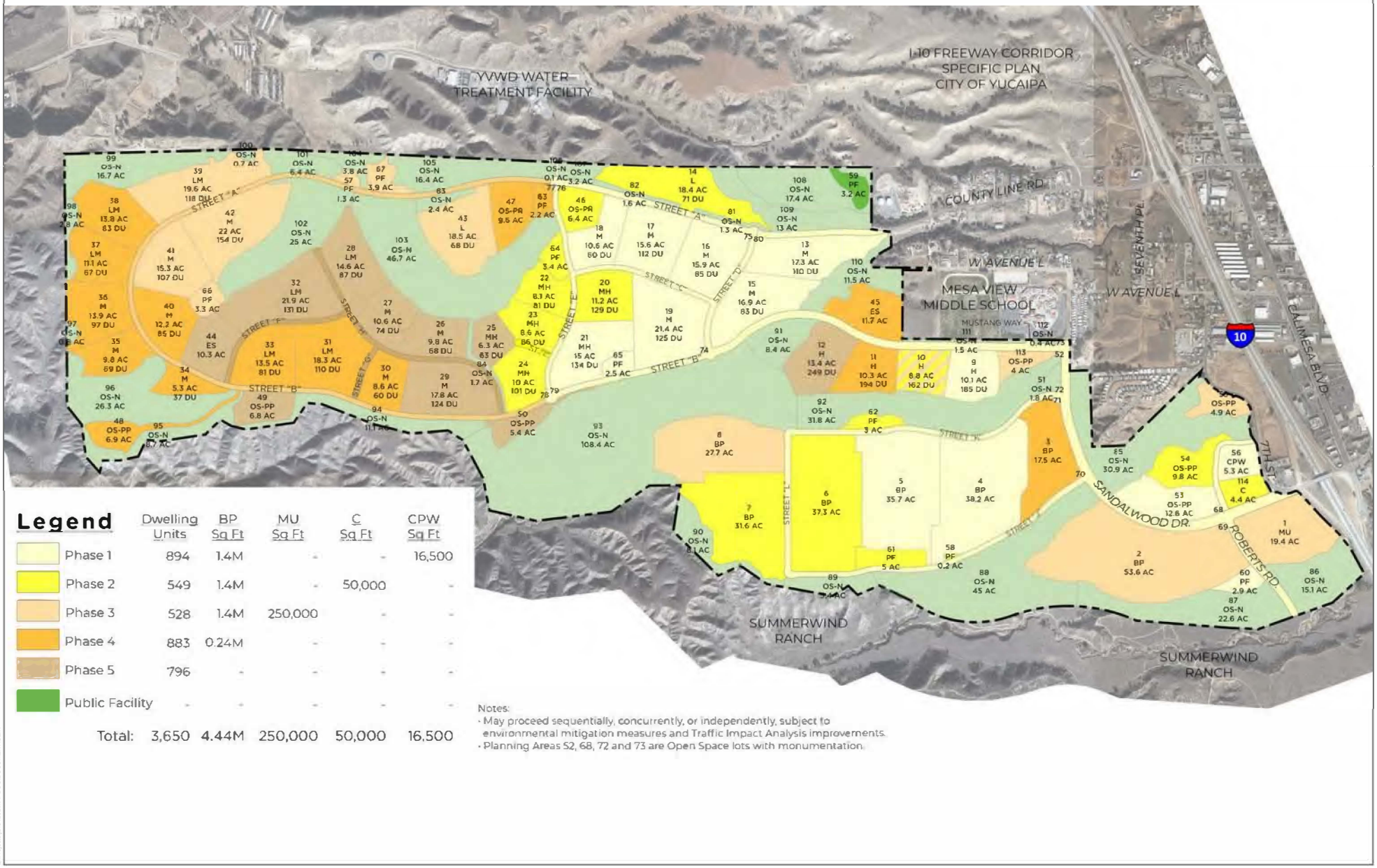

SOURCE: FORMA, April 2025

FIGURE 3-15

Occupancy Phasing Plan

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

DUDEK

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4 Environmental Impact Analysis

Chapter 4, Environmental Impact Analysis, includes the following sections, which contain an analysis, by issue area, of the environmental effects due to implementation of the Mesa Verde Specific Plan Area 2 Amendment 2 Project (Project or Specific Plan Amendment) compared to the previously approved Mesa Verde Estates Specific Plan, as amended by the 2017 Mesa Verde Specific Plan Area 2 Amendment 1 (2017 Specific Plan or previously approved project) and identifies feasible mitigation measures to address potentially significant environmental impacts. The environmental issue areas analyzed in this chapter are as follows:

- Aesthetics (Section 4.1)
- Air Quality (Section 4.2)
- Biological Resources (Section 4.3)
- Cultural Resources (Section 4.4)
- Energy (Section 4.5)
- Geology and Soils (Section 4.6)
- Greenhouse Gas Emissions (Section 4.7)
- Hazards and Hazardous Materials (Section 4.8)
- Hydrology and Water Quality (Section 4.9)
- Land Use and Planning (Section 4.10)
- Noise (Section 4.11)
- Population and Housing (Section 4.12)
- Public Services (Section 4.13)
- Recreation (Section 4.14)
- Transportation (Section 4.15)
- Tribal Cultural Resources (Section 4.16)
- Utilities and Service Systems (Section 4.17)
- Wildfire (Section 4.18)

The discussions of each environmental issue area include the following subsections:

- Existing Conditions
- Regulatory Requirements
- Thresholds of Significance
- Impacts Analysis
- Cumulative Impact Analysis
- Mitigation Measures
- Level of Significance Conclusion
- References

As stated in the Notice of Preparation, Comment Letters, and Summaries (see Appendix A), it was determined that the Project would have either no impact or a less-than-significant impact relative to the following environmental issue areas. As such, these issue areas are not included as stand-alone sections in this Draft EIR, but are discussed

further in Chapter 5, Other California Environmental Quality Act (CEQA) Considerations, under Section 5.5, Effects Found Not to be Significant.

- Agriculture and Forestry Resources
- Mineral Resources

Where an existing law, regulation, or permit requires mandatory and prescriptive actions that provide environmental protections, with little or no discretion required for their implementation and with the effect of avoiding an impact or maintaining an impact at a less-than-significant level, the environmental protections afforded by the regulations are considered prior to determining impact significance and are not identified as mitigation. When existing laws or regulations specify a mandatory permit process for future projects, performance standards without prescriptive actions to accomplish them, or otherwise lack specifics and afford substantial discretion with regard to their implementation, the specific methods proscribed for compliance with the regulatory requirements may then be included as mitigation measures.

As described in Section 1.1, CEQA Overview and Purpose of this SEIR, of Chapter 1, Introduction, a Subsequent Environmental Impact Report (SEIR) is being prepared because the Project meets the justifications included in CEQA Guidelines Section 15162. The difference between the proposed Project and the previously approved project are generally summarized in Section 3.6, Comparison to 2017 Mesa Verde Specific Plan Area 2 Amendment 1, in Chapter 3, Project Description of this SEIR. Due to the proposed land use changes, the Project may result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Additionally, due to the passage of time, there may be changes in circumstances that could lead to new or more substantial environmental effects than were previously analyzed. As such, an SEIR is the appropriate document to wholly address the project changes and potential project effects. In addition, because the CEQA review process has in effect been re-opened, there have also been updates to the CEQA requirements and other regulations since the time of the original EIR and Addendum were processed that now apply to the proposed Project and are addressed in the SEIR.

Therefore, this SEIR includes an analysis of environmental impacts that are evaluated in terms of changes due to the Project when compared to existing conditions and assessed in the context of the previously approved CEQA documentation to identify and assess the differences. For each environmental issue area, the conditions anticipated as the result of Project implementation are compared to baseline conditions (as of May 2024 when the Notice of Preparation was released or thereabouts), to characterize the anticipated change. It should be noted that existing conditions do not constitute a significant impact for the purposes of CEQA. "[T]he purpose of an EIR is to identify the significant effects of a project on the environment, not the significant effects of the environment on the project" (*Ballona Wetlands Land Trust v. City of Los Angeles (2011) 201 Cal.App.4th 455, 473* and *California Building Industry Association v. Bay area Air Quality Management District (2015) Cal.App4th).*

The CEQA Guidelines Section 15130 requires that a project's cumulative impacts be discussed when the incremental effect is cumulatively considerable. According to CEQA Guidelines Section 15065(a)(3), the term cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." Specifically, CEQA Guidelines Section 15355 defines cumulative impacts as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Additional details regarding the approach to the cumulative analysis are provided in Section 2.6, Cumulative Projects in Chapter 2, Environmental Setting of this Draft SEIR.

4.1 Aesthetics

This section describes the existing visual and community character of the Mesa Verde Specific Plan Area 2 Amendment 2 Project (Project or Specific Plan Amendment) site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed Project compared to the previously approved Mesa Verde Estates Specific Plan, as amended by the 2017 Mesa Verde Specific Plan Area 2 Amendment 1 (2017 Specific Plan or previously approved project).

The discussion and analysis provided in this section are based on review the City of Calimesa 2014 General Plan, California Department of Transportation California State Scenic Highway System data, Google Earth, technical appendices to this Draft SEIR, on-site investigations, photographs of existing conditions, a geographic information system visibility analysis, and photo simulations depicting proposed Project components. Other sources consulted are listed in Section 4.1.8, References Cited.

4.1.1 Existing Conditions

4.1.1.1 Visual and Community Character

"Visual and community character" is the combination of physical design and visual aspects of a landscape or built environment that define its overall appearance and how it is perceived by the observer. This could include aspects such as the form, mass, scale, color, and texture of buildings and structures, the layout and organization of the space, the types and patterns of vegetation, and other natural and man-made elements.

The City of Calimesa (City) features a visual landscape that blends rural and suburban aesthetics. The City contains a range of architectural styles within its predominantly residential built environment and a network of winding roads that diverge from typical urban layouts. Many residents maintain an equestrian lifestyle and keep other small animals, that, according to the City's 2014 General Plan (General Plan) Land Use Element, is an aspect of the community that is integral to its identity. The presence of open spaces and the San Bernardino and San Jacinto mountain ranges (located to the northeast and southeast of the Project site, respectively), provides an important visual element to the City's peripheral geography. According to the General Plan, the pattern of ridges in and around the City divides the area into distinctive visual units and serves as a backdrop to many City views, providing panoramic vistas of the local mountain ranges as well as the more distant San Gabriel mountain range to the northwest (City of Calimesa 2014).

Five important viewshed areas help create the visual character of the City: San Timoteo Canyon; Central Valleys; Northern Plain; Northern Plateaus and Ravines; and Northern Valley (City of Calimesa 2014). Located at the northwestern City boundary, the Project site is located in the Northern Plateaus and Ravines viewshed area, which comprises higher plateaus and scattered scrub-covered ravines that slope west in a pastoral setting (City of Calimesa 2014). Higher elevations from within this viewshed allow for panoramic views of the Yucaipa and San Jacinto valleys, the San Bernardino and San Jacinto mountains, and the surrounding communities.

The City is committed to establishing a community with an identity that preserves a rural atmosphere. According to the General Plan:

> *The City… is dedicated to remaining a community that honors its beautiful natural setting through open space preservation, wildlife corridors, and extensive trail systems, as well as enriching the*

quality of life for Calimesa through sensitive planning that creates increased business activity, local jobs, new parks, and schools (City of Calimesa 2014).

As discussed in further detail in Section 4.1.2, Regulatory Requirements, the General Plan includes goals, policies, and actions that require or encourage future development in the City to maintain the desired balance between built and natural environments.

Geography and Vegetation

The City is located east of the San Gorgonio Pass and to the south of the Yucaipa Valley. Major natural landscape features in the San Gorgonio Pass include the San Gabriel Mountains to the northwest, the San Bernardino mountain range to the north and northeast, the San Jacinto and the San Timoteo State Park and San Jacinto Valley to the southwest. Visible to the east and southeast of the Project site on either site of the San Gorgonio Pass, Mount San Gorgonio and Mount San Jacinto are the tallest landscape features in this portion of the inland valley. The City is generally characterized by foothills to the east and by a mesa that extends throughout the central and western portions of the City, gradually sloping southward towards San Timoteo Creek. Local topographical features include rolling hills, sloping plateaus, and flat valleys. Although the City has a variety of topography, most of the urban development has occurred on land with slopes of less than 15% (City of Calimesa 2014).

The Project site is largely vacant, with the exception of a portion of Sandalwood Drive and Mustang Way, and is made up of mostly undeveloped terrain with natural watercourses, vegetation, mesas, valleys, canyons, and hillside areas. The Project site does not contain any prominent ridgelines. Undeveloped hillsides and open space areas are located to the north, south, and west of the Project site. The Project site contains 2,235 trees, including 1,683 protected and heritage oak trees (*Quercus spp*.) and 20 qualifying non-oak trees (e.g., eucalyptus [*Eucalyptus sp*.], blue elderberry [*Sambucus Mexicana*], olive [*Olea europaea*], etc.) that are subject to regulation under the Municipal Code (refer to Appendix H, Arborist Report of the Biological Resources Technical Report, provided as Appendix C of this Draft SEIR). Primary vegetation communities on the Project site include non-native grasslands and chamise chaparral, with smaller areas of sand-aster and perennial buckwheat fields, bush mallow scrub, California buckwheat scrub, brittle bush scrub, and coast live oak woodland (Appendix C). The Project site also includes areas that are disturbed or have ornamental plantings (Appendix C). Elevations within the Project site range from approximately 2,030 feet to approximately 2,400 feet above mean sea level.

Built Environment

As discussed above, the Project site is currently vacant; however, varied development is located to the north and east of the Project site. For example, the Yucaipa Valley Water District wastewater treatment facility, rural and single-family residential development along County Line Road and Live Oak Canyon Road, and Mesa View Middle School are located to the north, and single family residential land uses, Interstate (I) 10 Freeway, and urban land uses (including industrial and commercial uses) within the City are located to the east.

4.1.1.2 Scenic Vistas and Visual Resources

A scenic vista is a public view from a particular location or composite views along a roadway or trail.[1] Scenic vistas often refer to views of natural lands but may also be compositions of natural and developed areas, or even entirely of developed and unnatural areas, such as a scenic vista of a rural town and surrounding agricultural lands. As used herein, a "scenic vista" is defined as a publicly accessible view of a broad, expansive landscape or other unique or unusual features (i.e., scenic resources) that have been deemed significant or valuable by the community. The scenic resource must comprise an important or dominant portion of the viewshed.

Scenic vistas are often associated with designated scenic overlooks or other elevated vista points. Chapter 7, Open Space, Parks, and Recreation of the City's General Plan identifies several scenic overlooks on or adjacent to the Project site associated with a proposed multi-use trail system; however, the proposed trail system has not yet been constructed and the overlook areas are not currently accessible to the public. While the General Plan includes Action Item OSPR-3.1 that directs the City to "Designate city scenic corridors and viewsheds and develop guidelines for developments along or adjacent to these corridors," the City has not yet designated any specific corridors/viewsheds or developed specific guidelines for their protection.

The General Plan states that goals, policies, and actions included in Chapter 6, Resource Management, are intended to "Ensure that scenic resources such as hillsides and canyon vistas are protected" (City of Calimesa 2014). The goals and policies applicable to aesthetics are included below in Section 4.1.2, Regulatory Requirements. As discussed above, the General Plan also identifies distinct viewshed areas and mountain ranges that contribute to community character. As such, scenic resources in the vicinity or viewshed of the Project site include distant peaks and mountain ranges, as well as locally prominent hillsides and canyons within the Northern Plateaus and Ravines viewshed area. While there are no designated scenic vistas in the City, this analysis considers composite views along I-10 Freeway and Sandalwood Drive that include local hillsides, canyons, and distant mountains presenting particularly high topographical relief to constitute a scenic vista.

4.1.1.3 State Scenic Highways

State Scenic Highways are recognized under the California Streets and Highways Code. The California Department of Transportation administers the California Scenic Highway Program, intended to protect and enhance California's natural scenic beauty, as well as safeguard the social and economic values provided by the state's highways (Caltrans 2023a). The nearest eligible State Scenic Highway to the Project site is Route 38 where it traverses the City of Yucaipa, approximately 4.5 miles north of the Project site (Caltrans 2023b). The nearest designated State Scenic Highway is Route 243 just south of the City of Banning, approximately 12 miles southeast of the Project site.

[1] Impacts on views or vistas from private land uses are typically not considered significant under the California Environmental Quality Act (CEQA) (*Mira Mar Mobile Community v. City of Oceanside [2004] 119 Cal.App.4th 477, 493–494*). As stated by the court in *Banker's Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego (2006) 139 Cal.App.4th 249*, "obstruction of a few private views in a project's immediate vicinity is not generally regarded as a significant environmental impact," because under CEQA, "the question is whether a project will affect the environment of persons in general, not whether a project will affect particular persons" (*Banker's Hill v. City of San Diego, supra, 139 Cal.App.4th at 279*). Therefore, the existing conditions discussion provided herein related to local views and scenic vistas focuses on public vantage points or views available from publicly accessible areas (e.g., public roadways, sidewalks, parks, trails, and public schools) and not from private development or other private land uses (e.g., residences, businesses, or private yards/open space areas). In addition, views are not considered from vantage points in public open space areas that are not clearly or readily accessible (e.g., steep slopes or natural areas without clear, dedicated public trail access).

Due to intervening distance, topography, and development, the Project site is not visible from either of these highways or from any other eligible or designated State Scenic Highways in the region.

4.1.1.4 Light and Glare

"Light" refers to artificial light sources associated with the built environment, including streetlights, building lights, parking lot lights, security lights, or other sources. These light sources can contribute to "light pollution," which can impair views of the night sky and create other environmental impacts. Poorly shielded or otherwise misdirected light sources can also result in "light spill," which refers to the unwanted transmission of light onto adjacent areas that may affect sensitive receptors, such as residential properties or wildlife habitat.

"Glare" is specifically associated with lights that are particularly bright or poorly shielded, as well as surfaces that reflect sunlight or artificial light, creating glare. Sources of glare may include reflective building materials (e.g., metal, mirrored glass, or polished surfaces), windshields or bodies of cars, trucks, or other vehicles, and any light source that is not properly shielded.

The Project site is currently vacant, with the exception of a portion of Sandalwood Drive and Mustang Way, and does not contain any existing sources of light or glare. However, existing sources of light and/or glare are located to the north and east of the Project site and include streetlights, residential outdoor lighting (e.g., porch lights, landscape lighting, security lights), exterior lighting at commercial buildings and other structures, vehicle headlights, and lighting associated with the Mesa View Middle School and recreation field.

4.1.1.5 Key Observation Points

Key Observation Points (KOPs) are representative public vantage points from which the proposed Project components would be readily visible and/or that are most sensitive to visual changes due to their existing visual qualities or high level of viewer exposure. Site visits were conducted in August 2023 and May 2024 to identify and collect photographs from appropriate public vantage points from which to assess the potential visual impacts associated with the Project. Figure 4.1-1, Key Observation Point Location Map, illustrates the locations and directional views of the seven selected KOPs. The existing visual conditions of the seven KOPs are discussed in further detail below.

KOP-1: I-10 North (Looking Northwest)

KOP-1 is located along I-10 north approximately 0.4-mile south of Sandalwood Drive and provides a northwesterly view towards the Project site. As illustrated in Figure 4.1-2, KOP-1: I-10 North (Looking Northwest), KOP-1 is representative of views towards the Project site available to motorists traveling along I-10 north. The selected view at KOP-1 does not offer views of the locally prominent San Bernardino or San Jacinto Mountain ranges due to its westerly orientation. The existing conditions shown in KOP-1 include the immediate landscape (locally prominent ridgelines, scattered trees, and grasslands/chaparral) as well as more distant mesas and ridgelines to the west. Views of the Project site are partially obscured by an adjacent hillside area in the southeastern corner of the Project site.

KOP-2: Sandalwood Drive (Looking West)

KOP-2 is located on the Project site along Sandalwood Drive approximately 300 feet west of the intersection with 7th Avenue and provides a westerly view of Project site. As illustrated in Figure 4.1-3, KOP-2: Sandalwood Drive

(Looking West), KOP-2 is representative of views towards the Project site available to pedestrians, cyclists, and motorists traveling west on Sandalwood Drive. The existing conditions shown in KOP-2 include fencing, sidewalk, and roadway infrastructure and the undeveloped local landscape (a locally prominent chaparral-covered hillside to the north, grassland to the south, and distant ridgelines to the west).

KOP-3: I-10 South (Looking Southwest)

KOP-3 is located along I-10 south approximately 0.3-mile north of Sandalwood Drive and provides a southwesterly view towards the Project site. As illustrated in Figure 4.1-4, KOP-3: I-10 South (Looking Southwest), KOP-3 is representative of views towards the Project site available to motorists traveling along I-10 south. The existing conditions shown in KOP-3 include fencing along I-10, a field with ruderal vegetation separating I-10 and 7th Street, utility lines along 7th Street, commercial development to the south, mesas, and distant ridgelines to the southwest.

KOP-4: Sandalwood Drive (Looking West)

KOP-4 is located on Sandalwood Drive to the southwest of the Las Palomas Estates residential neighborhood. As illustrated in Figure 4.1-5a and Figure 4.1-5b, KOP 4: Sandalwood Drive (Looking Southwest), KOP-4 is representative of views available to pedestrians, cyclists, and motorists traveling along Sandalwood Drive on the segment to the west of 7th Street and east/south of Mesa View Middle School. The existing foreground conditions shown in KOP-4 includes dry grasses in the immediate foreground, a small hill and a series of vegetated slopes and relatively flat mesa landforms with scattered mature trees. A low mountain ridge is visible in the distance to the west but is partially obscured by local atmospheric conditions and intervening mesa and hill terrain.

KOP-5: Mesa View Middle School (Looking South)

KOP-5 is located along the southern boundary of Mesa View Middle School. As illustrated in Figure 4.1-6, KOP-5: Mesa View Middle School (Looking South), KOP-5 is representative of views available to students, employees, and visitors on the southern edge of the school's recreation field. The existing conditions shown in KOP-5 include a disturbed field with ruderal vegetation and the slim profile of distant ridgelines to the south.

KOP-6: County Line Road (Looking Southwest)

KOP-6 is located along County Line Road at the eastern Project-site boundary and provides a southwesterly view towards the Project site. As illustrated in Figure 4.1-7, KOP-6: County Line Road (Looking Southwest), KOP-6 is representative of views towards the Project site available to pedestrians, cyclists, and motorists traveling west along County Line Road. The existing conditions shown in KOP-6 include ruderal vegetation, wire fencing, mature trees, utility poles, and a paved roadway leading onto the Project site. As shown on Figure 4.1-7, the roadway is in a state of disrepair, with weedy vegetation growing up from cracks in the pavement. Views of the Project site and distant hillsides to the southwest are largely obscured by foreground trees.

KOP-7: County Line Road (Looking West)

KOP-7 is located on County Line Road approximately 300 feet west of Archie Valley Court and provides a westerly view of the existing conditions along County Line Road. See Figure 4.1-8, KOP-7: County Line Road (Looking West). KOP-7 is representative of views available to pedestrians, cyclists, and motorists traveling west along County Line Road. As shown on Figure 4.1-8, the existing conditions sin the KOP-7 view includes ornamental landscaping (including mature trees), utility poles/lines, and single family residential development along the north and south of

the roadway. Beyond County Line Road that is identified as an access road to the Project, the Project site (i.e., lands within the delineated Project boundary as depicted on Figure 4.1-1) is not visible from this location.

4.1.2 Regulatory Requirements

4.1.2.1 Federal

There are no aesthetic or visual impact federal regulations applicable to the Project.

4.1.2.2 State

California Scenic Highway Program

State Scenic Highways are recognized under Division 1, Article 2.5 of the California Streets and Highways Code. The California Department of Transportation administers the California Scenic Highway Program, intended to protect and enhance California's natural scenic beauty, as well as safeguard the social and economic values provided by the state's highways (Caltrans 2023a). Designating a State Scenic Highway involves several steps managed by the California Department of Transportation. Initially, a highway must be found eligible and nominated by a local governing body. The local government then creates a Scenic Corridor Protection Program, outlining measures to preserve the highway's scenic quality. If approved, the highway receives official State Scenic Highway designation. Notably, a highway's protection as a State Scenic Highway is only assured with an approved protection program, regardless of eligibility or nomination.

As discussed above in Section 4.1.1, Existing Conditions, due to intervening distance, topography, and development, the Project site is not visible any eligible or designated State Scenic Highways in the region.

Title 24 – California Building Standards Code

Title 24, California Building Standards Code, consists of regulations to control building standards. The following components of Title 24 include code standards related to lighting:

Title 24, Part 1 – California Building Code / Title 24, Part 3 – California Electrical Code

The California Building Code (Title 24, Part 1) and the California Electrical Code (Title 24, Part 3) stipulate minimum light intensities for pedestrian pathways, circulation ways, parking lots, and paths of egress.

Title 24, Part 6 – California Energy Code

The California Energy Code Section 130.2 sets forth requirements for outdoor lighting controls and luminaire cutoff requirements. All outdoor luminaires rated above 150 watts shall comply with the backlight, up light, and glare ratings in accordance with IES TM-15-11, Addendum A, and shall be provided with a minimum of 40% dimming capability activated to full on by motion sensor or other automatic control. This requirement does not apply to streetlights for the public rights of way, signs, or building facade lighting.

Section 140.7 establishes outdoor lighting power density allowances in terms of watts per area for lighting sources other than signage. The lighting allowances are provided by the Lighting Zone, as defined in Section 10-114 of the California Energy Code. Under Section 10-114, all urban areas within California are designated as Lighting Zone 3.

Additional allowances are provided for Building Entrances or Exits, Outdoor Sales Frontage, Hardscape Ornamental Lighting, Building Facade Lighting, Canopies, Outdoor Dining, and Special Security Lighting for Retail Parking and Pedestrian Hardscape.

Section 130.3 stipulates sign lighting controls with any outdoor sign that is on during both day and nighttime hours must include a minimum 65% dimming at night. Section 140.8 of the California Energy Code sets forth lighting power density restrictions for signs.

4.1.2.3 Local

City of Calimesa 2014 General Plan

The General Plan is the official policy framework guiding physical, social, and economic development in the City, as well as the City's own operations and decisions. With respect to aesthetics, the following General Plan goals, policies, and actions are applicable to the Project.

Goal LU-1: Preserve and enhance the small-town atmosphere of Calimesa.

Goal LU-2: A logical and efficient pattern of development that reduces infrastructure costs and maintains the character of Calimesa.

Goal LU-3: An arrangement of land uses that achieves maximum compatibility between land uses and especially with existing neighborhoods.

Policy LU-12: Preserve the desired small-town characteristics of Calimesa through the selection and placement of land uses.

Policy LU-13: Preserve the natural character and visual quality of Calimesa's hillsides through sensitive site design and grading.

Policy LU-15: Commercial and industrial developments shall be designed to reflect the small-town atmosphere of Calimesa, using building materials such as exposed heavy timbers, weathered wood, and new and used bricks and stone, while maintaining good planning and design principles.

Action Item LU-15.1: Commercial or industrial developments on lots greater than 5 acres in size shall be required to prepare plans that include, but are not limited to, the location of buildings, landscaping, parking, driveways, signage, architectural character, and development phasing.

Policy LU-16: Discourage land use conflicts and incompatibilities by providing buffers to include, but not be limited to, landscaping, setbacks, walls/fencing, site design, architectural features, density/intensity/operation reduction, or shielding of lighting between incompatible land uses and new development.

Goal H-3: The City will provide opportunities for the development of new housing units to meet the housing needs of all economic segments of the population while preserving the natural environment and unique existing character and physical attributes of the community.

Goal RM-1: Conserve and protect significant landforms and hillside areas.

Policy RM-2: Ensure hillside areas are preserved and protected by controlling development in areas having a slope of 16% or greater.

Policy RM-3: Encourage varied slope ratios on design slopes to reduce the visual impact of grading. Fill slopes should not have a grade steeper than 3:1. In no case shall cut or fill slopes be steeper than 2:1.

Policy RM-7: On a property or contiguous properties that are proposed for development having a slope of 25% or greater, minimum lot sizes may be reduced below those required by a Residential Plan Development or other method to:

- Preserve steep slope areas;
- Avoid known faults and landslides;
- Preserve significant biological and drainage areas;
- Add open space to existing contiguous open space lands.

Policy RM-8: Protect the city's scenic and visual resources by limiting ridgeline development and building heights.

Policy OSPR-1: The City shall seek the dedication, acquisition, creation, and maintenance of contiguous open space lands and trails within development projects connecting to those open space lands to provide a network of multi-use trails throughout the city.

Calimesa Municipal Code

The Calimesa Municipal Code (CMC) consists of all ordinances adopted by the City that are of a general and permanent nature. With respect to aesthetics, the following CMC chapters or sections are applicable to the Project.

Section 18.15.190, Specific Plan

This section of the CMC details the City requirements with respect to the specific plan process, which provides a planning framework to implement the General Plan in a more specific and targeted way. A specific plan serves as a regulatory document that, in case of conflict, takes precedence over more general provisions. Specific plan zoning can be applied to any area in the City, with the City Council serving as the review authority. Applications, reviews, and public hearings for specific plans follow guidelines outlined in the CMC. A specific plan or its amendment can only be approved if it aligns with the General Plan's goals and doesn't harm public interest, health, safety, and convenience. The Mesa Verde Estates Specific Plan was approved in 2007 and amended in 2017. If approved, the Project would revise and replace the Mesa Verde Estates Specific Plan, as amended.

Chapter 18.65, Fence, Wall, and Screening Standards

This chapter details zoning regulations for the construction and maintenance of fences, walls, and screening structures in various districts. It emphasizes that these structures need pre-approval from the City and potentially a building permit before construction, including within specific plan areas.

Chapter 18.70, Landscape Requirements

All new and rehabilitated landscaping for public agency projects and private development projects (including specific plan projects) in the City are required to adhere to Chapter 18.70 of the CMC, which contains provisions intended to enhance the aesthetic appearance of development in all areas of the City by providing standards relating to quality, quantity, and functional aspects of landscaping. Chapter 18.70 is intended to increase compatibility between residential and abutting commercial and industrial land uses, reduce the glare generated by development, and protect the public health, safety, and welfare by minimizing the impact of all forms of physical and visual pollution, controlling soil erosion, screening incompatible land uses, and enhancing pedestrian and vehicular traffic and safety (CMC Section 18.70.010.A). In accordance with CMC Section 18.75.030, landscape plans for the Project must be submitted to the City for review and approval, including all the elements listed in CMC Section 18.75.100 (e.g., landscape design plan, irrigation plan, grading design plan, etc.).

Section 18.75.080, Compliance with landscape documentation package

The Project would be subject to Section 18.75.080 of the CMC, which requires preparation and submittal of a landscape documentation package. The landscape package must include the following: 1. Maximum applied water allowance; 2. Estimated total water use; 3. Soil management report; 4. Landscape design plan; 5. Irrigation design plan; and 6. Grading design plan.

Section 18.90.040, Major development plan review

The purpose of this section is to provide a process for the review of development projects within the community. The provisions are intended to promote the orderly and harmonious growth of the City; to encourage development in keeping with the desired character of the City; to ensure physical, visual, and functional compatibility between uses; and to help ensure proper attention is given to site and architectural design.

Chapter 18.120, Outdoor Lighting

This chapter of the CMC establishes regulations and standards to reduce light pollution generated by residential, commercial, and industrial lighting fixtures and devices, minimize light pollution that has a detrimental effect on the environment and the enjoyment of the night sky, reduce and minimize lighting and lighting practices that cause unnecessary illumination of adjacent properties, correct problems of glare and light trespass, reduce energy use, comply with the regulations set forth in the California Building Efficiency Standards (Title 24, Parts 1 and 6 of the California Code of Regulations), and implement the General Plan.

Prohibited lighting in accordance with CMC Section 18.120.040 includes ariel lasers and lighting fixtures mounted in such a way as to illuminate a roof, or aimed only towards a property line, or which cause disabling glare or light trespass, as determined by the City's Community Development Director.

The Project would be subject to CMC Section 18.120.060, which requires preparation and submittal of a lighting plan as part of a development application or land use permit/clearance. All lighting plans must be prepared and

certified by a qualified lighting engineer for compliance with the requirements of CMC Chapter 18.120 prior to City submittal. Lighting plans must contain the information as specified by the lighting plan submittal requirements provided by the Community Development Department.

As set forth in the Specific Plan Amendment, the Project would also be subject to performance standards applicable in all lighting zones, as set forth in CMC Section 18.120.070. In accordance with CMC Section 18.120.070(B), all lights must be directed, oriented, and shielded to prevent light trespass or glare onto adjacent properties, onto public rights-of-way, and/or driveway areas. Furthermore, lighting must not be directed towards or seen from I-10 in such a manner that would result in disabling glare for drivers, or otherwise result in light trespass (CMC Section 18.120.070(D). Furthermore, exterior lighting must be turned off during daylight hours (i.e., the hours between sunrise [dawn] and sunset) (CMC Section 18.120.070[F]).

Chapter 18.120 of the CMC also includes additional standards specific to residential zones (Section 18.120.080), commercial and industrial zones (Section 18.120.090), open space zones (Section 18.120.100), and park/trail/wildlife corridors (Section 18.120.120), which would be applicable to the Project. These sections include requirements related to allowable candlepower, heights of lighting fixtures/poles, and lighting design.

4.1.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to aesthetics are based on Appendix G of the State CEQA Guidelines. According to Appendix G of the State CEQA Guidelines, a significant impact related to aesthetics would occur if the project would:

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 publicly accessible vantage point). If the project is in an urbanized area, 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.

4.1.4 Impacts Analysis

4.1.4.1 Summary of Previous Impact Analysis

Mesa Verde Estates Specific Plan EIR (2007)

It was determined that visual disturbances caused by the 2007 approved project would include impacts from the construction and operation of new streets. Development built pursuant to the 2007 approved project would also create aesthetic impacts by altering views from local streets and I-10 and creating new sources of light and glare.

With mitigation, including landscaping and vegetation requirements and measures to reduce ambient lighting, impacts to aesthetics were determined to be less than significant.

Addendum to the Mesa Verde Specific Plan EIR (2017)

Impacts to aesthetics were determined to be consistent with 2007 Final EIR.

4.1.4.2 Project Impact Analysis

Threshold 4.1a Would the project have a substantial adverse effect on a scenic vista?

Views of the Northern Plateau and Ravines viewshed area (which includes local hillsides and canyons) as well as views of the more distant San Gabriel and San Jacinto mountains (and mountains to the west of the Project site) are available along the stretch of I-10 in the vicinity of the Project site. As such, this analysis considers composite views of these resources along I-10 to constitute a scenic vista. In addition to the hillsides and mesas in the Northern Plateau and Ravines viewshed, distant yet high topographical relief terrain (i.e., mountains) are also visible from Sandalwood Drive (represented in KOP-2). At KOP-4, the distant mountain terrain to the west is primarily obstructed from view by more proximate hills and the visible terrain presents limited overall contrast in terms of scale/elevation. As such, the view at KOP-4 is not considered a scenic vista for purposes of this analysis.

Substantial adverse impacts to a scenic vista result primarily from prolonged/permanent view obstructions. As viewed from I-10, the San Gabriel and San Jacinto mountains are located to the east, while the Project site is located to the west. As such, views of the San Gabriel and San Jacinto Mountain ranges would not be impacted by Project construction or operation, which would only affect areas west of I-10. However, as discussed above in Section 4.1.1, Existing Conditions, the Project site is located in the Northen Plateau and Ravine viewshed area, which includes scenic resources such as locally prominent hillsides and canyons. As previously discussed, local hillside and canyon terrain (and more distant mountainous terrain) are visible to the north, west, and south of the Project site. Therefore, a significant impact relative to scenic vistas would occur if, as compared to the previously approved project, construction and/or operation of the Project would result in a prolonged/permanent view obstruction of the scenic hillside, canyon, and mountain terrain visible from I-10 to the west (represented in KOP-1 and KOP-3) or Sandalwood Drive to the west (represented in KOP-2).

For these reasons, the discussion provided below focuses on potential impacts associated with the planning areas visible within KOPs 1 through 3, which include Planning Areas 1 through 5, 53, 55, 56, 60, 85 through 87, and 114. The proposed uses, zoning, acreage, and maximum building heights for these planning areas are provided below in Table 4.1-1, Project Planning Areas within a Scenic Vista.

Table 4.1-1. Project Planning Areas within a Scenic Vista

Planning Area	Land Use	Zoning Designation	Acreage	Maximum Building Height
1	Mixed-Use	Mixed-Use (MU)	19.4	50 feet or three stories
2	Industrial/Business Park	Business Park (BP)	53.6	60 feet
3	Industrial/Business Park	Business Park (BP)	17.5	60 feet
4	Industrial/Business Park	Business Park (BP)	38.2	60 feet
5	Industrial/Business Park	Business Park (BP)	35.7	60 feet

Table 4.1-1. Project Planning Areas within a Scenic Vista

Planning Area	Land Use	Zoning Designation	Acreage	Maximum Building Height
53	Public Park	Open Space – Public Park (OS-PP)	12.6	N/A
55	Public Park	Open Space – Public Park (OS-PP)	4.9	N/A
56	Public Works Yard, Fire Station	Calimesa Public Works (CPW)	5.3	Determined on a case-by-case basis
60	Detention and Water Quality Basin	Public Facility (PF)	2.9	Determined on a case-by-case basis
85	Natural Open Space	Open Space – Natural (OS-N)	30.9	N/A*
86	Natural Open Space	Open Space – Natural (OS-N)	15.1	N/A*
87	Natural Open Space	Open Space – Natural (OS-N)	22.6	N/A*
114	Commercial	Commercial (C)	4.4	50 feet or three stories

Note: N/A = not applicable; Allowable uses in each zone provided in this table are discussed in further detail in Chapter 3, Project Description, of this Draft PEIR.

* There are no buildings permitted in the OS-N zone. The OS-N zone may include wildlife preserves and corridors, multi- use public trails, limited passive uses, natural drainage courses, manmade drainage facilities, fuel modification areas, emergency access roads, manufactured slopes, preserved oak woodlands, and other preserved vegetation. As shown in Figure 3-4, Conceptual Mass Grading Plan in Chapter 3 of this Draft SEIR, although some grading would occur in the OS-N zone peripheral to adjacent proposed development areas, most of the OS-N area would not be subject to grading impacts.

For comparison, the eastern areas of the proposed Project land use plan identified for Mixed Use (Planning Area 1), Commercial (Planning Area 114), and Public Works Yard/Fire Station (Planning Area 56) were generally identified for Mixed Use development in the land use plan for the previously approved project. Additionally, the Industrial/Business Park uses in the proposed Project land use plan (Planning Areas 2 through 8) were generally identified for Single-Family Residential development (4,000 to 5,000 SF lots) in the land use plan for the previously approved project. Similar to the proposed Project land use plan, the previously approved project land use plan includes natural open space and park and private recreational uses in the eastern most area of the Project site.

Short-Term Construction Impacts.

Less-than-Significant Impact with Mitigation. As discussed in Section 4.1.1, the Project site is comprised of undeveloped terrain with natural watercourses, mesas, valleys, canyons, and hillside areas. The Project site does not contain prominent ridgelines; however, prominent ridgelines are visible to the west and south of the Project site. As under the previous approval, Project-site construction would require the use of large construction equipment and vehicles, such as trucks, cranes, and bulldozers, that would be visible from identified scenic vista vantage points (i.e., KOP-1, KOP-2, and KOP-3). However, as with the previously approved project, the presence of construction equipment would be temporary in available views and would be distributed throughout the Project site. While tall equipment, such as cranes and drill rigs, would present a vertical profile that would rise above the Project site, the height of construction equipment would not permanently obstruct views (or result in prolonged view obstruction) of the local hillside and canyon terrain (and distant mountains) visible in westerly views from I-10 near the Project site. Furthermore, the types of construction equipment would be similar to the equipment used under

the previously approved project, and no new or substantially different impacts related to construction equipment or materials would occur. However, as the disorderly appearance of construction equipment and materials could potentially degrade a scenic vista and draw away from the scenic resources within the view, Mitigation Measure (MM) AES-1 is required. As set forth in Section 4.1.6.2, MM-AES-1 would require that a Visual Shielding Plan be prepared to require shielding or obscuring of construction staging areas from public view and more generally, to maintain an orderly construction site.

As set forth in the Specific Plan Amendment, the Conceptual On-Site Mass Grading Plan (refer to Figure 3-4, Conceptual Mass Grading Plan in Chapter 3 of this Draft SEIR) is designed to minimize the aesthetic impacts of graded slope areas adjacent to roads and highly visible locations. Contour grading with variable gradients with a maximum of a 2:1 ratio would blend the graded landforms to simulate existing natural topography, thereby avoiding uniform or particularly contrasting slopes relative to existing terrain. Furthermore, all grading on the Project site would be required to comply with the standards and requirements of the proposed Hillside Development Regulations and Grading Standards in the Specific Plan Amendment, which include requirements to preserve sloped areas (i.e., hillsides).

The Specific Plan's proposed Hillside Development Regulations aim to minimize potential impacts of development in existing hillside areas, with an emphasis on environmentally sensitive development to protect public health, safety, and welfare. The regulations are geared towards preserving the natural landscape, minimizing alterations to the natural viewshed in the General Plan resource management areas (e.g., landforms and hillsides, biological resources). The goal of the Specific Plan's hillside regulations is to align with the overall intent and purpose of the City's Hillside Development Ordinance. However, if approved, the proposed Hillside Development Regulations in Section 6.2.2 of the Specific Plan Amendment would supersede the provisions of CMC Chapter 18.55, Hillside Development Regulations, which codifies the Hillside Development Ordinance.

Per the Hillside Development Regulations, the Project would provide 497.2 acres of open space areas, zoned as Open Space – Natural (OS-N), including over 300 acres of hillside areas (with slopes of 16 percent of greater). In accordance with the Specific Plan Amendment, adequate landscaping must be provided "to deter erosion along all slopes and create an aesthetically pleasing environment." In addition, slope restoration techniques would be used on slopes adjacent to natural open space areas. Once revegetated, slopes adjacent to natural open space areas would be restored back to a more natural condition, similar to their original form. Further, the Applicant would comply with CMC Section 18.75.080, which requires that, before construction begins, the Project applicant must prepare and submit landscape plans to the City.

As illustrated in Figure 3-13, Grading Plan Comparison in Chapter 3, Project Description of this SEIR, the proposed Project grading plan generally aligns with the grading footprint under the previous Mesa Verde Estates Specific Plan approval. Figure 3-13 compares the grading footprint of the previously approved project to the proposed Project. Areas of increased grading are depicted in red and areas of decreased grading are depicted in blue. As shown, the proposed Project's grading footprint would result in approximately 117.8 acres of increased grading in certain areas of the Project site, and in 56.7 acres of reduced grading in other areas of the Project site, resulting in a net change of 61.1 acres of increased grading. The previously approved Project would have resulted in approximately 1,060 acres of graded land within a development footprint, compared to the proposed Project's 1,121.1 acres of grading.

Although mesas and hillsides within a scenic vista would be altered due to site preparation and grading, the grading footprint of the proposed Project would not substantially differ from that of the previously approved project. Thus, through compliance with applicable grading requirements (including the Hillside Development Regulations and Grading Standards), preservation of proposed natural open space and hillside areas, site preparation and grading

activities associated with the proposed Project would not substantially degrade views of the local hillside and canyon (and more distance mountain) terrain from I-10 or Sandalwood Drive when compared to the previously approved Project.

The 2017 Addendum to the Mesa Verde Specific Plan EIR included mitigation measures to reduce potential impacts to scenic vistas, including Measure A-1 requiring compliance with the landscaping plan requirements of the CMC and the Design Guidelines of the Specific Plan. However, because compliance with the CMC is a regulatory requirement and is not mitigation under CEQA, and adherence to the Design Guidelines of the Specific Plan is a requirement of Project approval, Measure A-1 has not been carried forward in this document. Measure A-2 required landscaping and revegetation of graded slopes to occur as soon as feasible after grading to minimize potential erosion as well as to reduce the potential for visual and aesthetic impacts. The topic of erosion is addressed in Section 4.2, Air Quality (i.e. dust control from wind) and in Section 4.9, Hydrology and Water Quality (i.e. erosion control from runoff) of this Draft SEIR. Regarding aesthetic impacts, Measure A-2 has been revised as MM AES-2 to focus on aesthetics of the Project as visible from public vantage points. As set forth in Section 4.1.6.2, MM-AES-2 requires preparation an Interim Revegetation Plan for portions of Planning Areas adjacent to Sandalwood Drive and/or Mustang Way (graded in Phase 1) and Street B adjacent to Mesa View Middle School (graded in Phase 2), if it is determined that there would be graded pads that would not be subject to construction activities for more than one year. Areas that would be required for ongoing equipment staging, maintenance, or construction access would not be subject to the Plan, but would be subject to MM-AES-1. This Interim Revegetation Plan would improve the appearance of graded areas from public vantage points in the interim period, prior to implementation of permanent landscaping and/or development.

Therefore, with implementation of MM-AES-1 and MM-AES-2, Project construction would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant with mitigation incorporated, which is consistent with the impact determination of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Long-Term Operational Impacts.

Less-than-Significant Impact. As previously discussed, the operational analysis provided herein focuses on the Project planning areas visible from the scenic vista KOPs, specifically, KOP-1, KOP-2, and KOP-3, which primarily include Planning Areas 1, 2, 3, 4, 5, 53, 55, 56, 60, 85, 86, and 87, and 114. To illustrate anticipated changes from public viewpoints of the Project site considered to be scenic vistas for purposes of this analysis, visual simulations were prepared for KOP-1, KOP-2, and KOP-3. The locations of these KOPs are illustrated on Figure 4.1-1. KOP-1 and KOP-3 are representative of views towards the Project site from I-10 that are available to traveling motorists and residents. The portion of I-10 that aligns with the Project site gradually slopes upwards to the northwest ranging from a height of approximately 2,368 feet above mean sea level at KOP-1 to 2,400 feet at KOP-3. The segment of I-10 in between KOP-1 and KOP-3 includes lower elevation areas where views of the Project site are obstructed by adjacent slopes to the west. In addition, existing commercial development at the intersection of 7th Street and Sandalwood Drive partially obstructs views onto the Project site from I-10 in the vicinity of Sandalwood Drive. KOP-1 and KOP-3 provide relatively clear views onto the Project site from I-10. KOP-2 is representative of westerly views towards the Project site available to pedestrians, cyclists, and motorists traveling along Sandalwood Drive, an existing public roadway. The existing and proposed conditions experienced from these KOPs are evaluated herein to determine the potential for the Project to have a substantial adverse effect on a scenic vista.

KOP1: I-10 North (Looking Northwest). KOP-1 is located along I-10 north approximately 0.4-mile south of Sandalwood Drive and provides a northwesterly view towards the Project site. As illustrated in Figure 4.1-2, KOP-1 includes views of the hillsides, mesas, and canyons on the Project site. As with the previously approved development

plan, a portion of these scenic resources, which are included in the Northern Plateau and Ravines viewshed area identified in the General Plan, would be graded, landscaped, and/or developed as a result of Project implementation. Other hillside and canyon areas within this viewshed would be preserved within the natural open space areas, including the hillside area in the southeast corner of the Project site adjacent to I-10 (i.e., Planning Area 86), which partially blocks views onto the Project site. See Figure 4.1-2.

From KOP-1, the Project's proposed industrial/warehouse uses that may be developed under the Business Park zone are visible in the midground within Planning Area 2. As illustrated in the visual simulations, these uses would have a maximum building height of 60 feet. Planning Area 2 was previously approved as Open Space – Public Park and Medium Residential. Also visible are proposed tree and scrub landscaped areas as well as the natural open space areas within Planning Areas 86 and 87. See Figure 4.1-2. Planning Area 60, which includes a water quality and detention basin, is visible adjacent to the buildings within Planning Area 2.

As with the previously approved land use plan, Planning Area 1 would support commercial/mixed-use development, while Planning Area 86 would be preserved as open space. The top portion of a three-story building associated with the Project's mixed use zone (Planning Area 1) is shown peeking above the hillside to the northwest; however, most of the development within the proposed mixed-use development zone would be blocked from view by the Project site's hillside area adjacent to I-10, which would be preserved in the proposed OS-N zone (Planning Area 86).

Overall, as evident from the photo simulation in KOP-1, the Project site would partially develop and/or landscape certain hillside and canyon resources, which would affect the vistas experienced by traveling motorists along I-10; however, these resources would have also been developed/landscaped under the previously approved development plan. As with the previously approved project, hillside and canyon resources would be preserved on the Project site within the OS-N zones, while landscaped areas would provide for a visual transition between natural open space areas and developed areas. As illustrated in Figure 4.1-2, hillside and canyon vistas would also remain available to the south and east, including views of more distant ridgelines. Furthermore, Project site development within the mixed-use zone would be largely screened from view by the hillside areas adjacent to I-10. Because the Project-site development footprint would remain largely unchanged when compared to the previously approved project, and because the development would not obstruct or degrade the majority of hillside and canyon resources available to viewers along I-10, the Project would not have a substantial adverse effect on a scenic vista from KOP-1.

KOP-2: Sandalwood Drive (Looking West). KOP-2 is located on the Project site along Sandalwood Drive slightly west of the intersection with 7th Street and provides a westerly view of Project site. As illustrated in Figure 4.1-3, KOP-2 is representative of views towards the Project site available to pedestrians, cyclists, and motorists traveling west along Sandalwood Drive. From KOP-2, the photo simulation of proposed conditions depicts the Roberts Road intersection with Sandalwood Drive, industrial/warehouse development within Planning Area 2 to the west, commercial uses within Planning Area 114 to the north, and commercial/mixed use development within Planning Area 1 to the south. Sandalwood Drive would be widened and improved to include bike lanes and landscaping on both sides of the roadway. The existing chain-link fencing to the north would be removed and the existing sidewalk would be removed/replaced.

The expansion of Sandalwood Drive and the construction of Roberts Road to the south are a part of the previously approved land use plan. Additionally, the planning areas to the north and south of KOP-2 were previously approved for commercial/mixed use development. Under the proposed Project, the roadways and commercial/mixed use development to the north and south would be visually comparable with the previously approved land use plan in terms of height, massing, and scale. While Planning Area 2 was previously approved as a park and Medium-High residential use with a maximum allowable height of 40 feet, industrial/warehouse development within Project's

Planning Area 2 would have a maximum allowable building height of 60 feet. As shown in Figure 4.2-3, the proposed industrial/warehouse development would occupy the existing mesa landforms to the west and future, buildings would partially block views of local hillsides (the distant mountains would not be blocked). t. While the massing, scale, and increased height of the industrial/warehouse development allowed under the Business Park zone would transform the existing landscape and obstruct views to local hillsides, previously approved residential and parks development (and more proximate Mixed Use development in the foreground of KOP-2) would also have required grading of scenic hillside and mesa areas and would have resulted in view obstruction from Sandalwood Drive. In addition, when viewed at KOP-2, the scale of industrial/warehouse development to the west is obscured by distance and by the lower elevation location (relative to KOP-2) upon which the industrial/warehouse development would occur. And similar to the previously approved project, required setbacks and landscaping within visible planning areas would soften the changes to the view by partially screening development, retaining views of vegetation, and adding elements of visual interest. Similar to the previously approved project, proposed development of the Project would result in noticeable view blockage as experienced from Sandalwood Drive. As such, the Project would not result in a new or substantially greater adverse effect on a scenic vista when compared to previously approved project.

KOP-3: I-10 South (Looking Southwest). KOP-3 is located along I-10 south, approximately 0.3-mile north of Sandalwood Drive and provides a southwesterly view towards the Project site. Under proposed conditions, the mesa area closest to 7th Street would be graded and developed with park uses permitted under the Open Space – Public Park zone and public facilities uses permitted under the Calimesa Public Works zone; however, as shown in Figure 4.1-4, these areas are at least 300 feet west of I-10, where the vacant field between I-10 and 7th Street buffers views onto the Project site. Conceptual uses shown in Figure 4.1-4 include a sports field with lighting and back-stop fencing (Planning Area 55), a grey, rectangular fire station building (Planning Area 56), various neutrally-toned commercial uses in the lower-lying areas adjacent to 7th Street and Sandalwood Drive (Planning Area 114), and landscaped areas along the perimeter of the Project site. Grey, rectangular warehouse buildings associated with Planning Area 2 are also visible in between the recreation field and preserved hillside areas. These areas were previously approved for mixed use development and roadways.

Overall, as evident from the view simulation in KOP-3, the Project site would develop and/or landscape the visible mesa area, which would vistas alter the existing view experienced by traveling motorists along I-10; however, these areas were previously approved for mixed use development, which would have included buildings with a maximum height of 50 feet. Furthermore, most of the hillside areas visible to the south would be preserved within the proposed OS-N zone. While the proposed trees and landscaping along the Project-site perimeter would partially screen views of proposed development and partially block more distant mountain terrain), implementation of the previously approved project and more specifically, buildings with a maximum height of 50 feet and associated sit landscaping, would similarly result in alteration/partially blockage of the existing available view at KOP-3. Therefore, when compared to the previously approved land use plan, the Project would not have a substantial adverse effect on a scenic vista from KOP-3.

Conclusion: For the reasons discussed above and compared the previously approved project, the long-term operational impact of the Project would not result in a substantial adverse effect on a scenic vista or an increased impact on a scenic vista. As such, impacts would be less than significant, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.1b Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The nearest eligible State Scenic Highway to the Project site is Route 38 where it traverses through the City of Yucaipa, approximately 4.5 miles north of the Project site (Caltrans 2023b). The nearest designated State Scenic Highway is Route 243 just south of the City of Banning, approximately 12 miles southeast of the Project site. Due to intervening distance, topography, and development, the Project site is not visible from either of these highways or from any other eligible or designated State Scenic Highways in the region. As such, the Project would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway, and no impact would occur. This determination is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.1c Would the project, 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 publicly accessible vantage point). If the project is in an urbanized area, would it conflict with applicable zoning and other regulations governing scenic quality?

The Project site is located within a non-urbanized area, as defined in Public Resources Code Section 21701 and CEQA Guidelines Section 15387. Therefore, the analysis provided herein focuses on the potential for the Project to substantially degrade the existing visual character or quality of public views of the site and its surroundings.

Short-Term Construction Impacts.

Less-than-Significant Impact with Mitigation. The Project would be implemented in phases over approximately 20 years, with each phase focusing on specific planning areas within the Project site. Extensive grading, excavation, or filling that substantially alters the natural or established contours of the land could disrupt the visual unity and texture of the landscape. Although there are no significant ridgelines on the Project site, the Project would involve grading of slopes and hillside resources within the Northern Plateaus and Ravines viewshed area. As set forth in the Specific Plan Amendment, the Conceptual On-Site Mass Grading Plan is designed to minimize the aesthetic impacts of graded slope areas adjacent to roads and highly visible locations. This includes compliance with the proposed Hillside Development Regulations and Grading Standards. Per the Hillside Development Regulations, the Project would provide 497.2 acres of open space areas, zoned as OS-N, including over 300 acres of hillside areas (with slopes of 16 percent of greater). Further, as described in Section 4.3, Biological Resources of the SEIR, the Project would include 303.8 acres of open space that would be fully avoided and left in its natural state except for the on-site riparian/riverine mitigation area and temporary impacts, which would be subjected to restoration activities.

As previously discussed under Threshold 4.1a, the Project grading plan largely aligns with the grading footprint under the previous Mesa Verde Estates Specific Plan approval. As development within the Specific Plan is subject to market conditions, there is a potential for graded areas to remain undeveloped for months or years, which could substantially disrupt the visual unity and texture of a landscape. As shown on Figure 3-14, Proposed Grading Phasing Plan and Figure 3-15, Occupancy Phasing Plan in Chapter 3 of this Draft SEIR, the grading required for Phases 1 through 4 do not precisely match the anticipated buildout of the land uses, which would be developed across five phases. For example, as shown on Figure 3-14, Phase 1 would involve site preparation and grading for the proposed Business Park uses, three public parks, public facilities (e.g., City Public Works components, water quality infrastructure), Commercial, and Mixed-Use areas on the southern and eastern portion of the Project site, as well as the primary extension of Sandalwood Drive and Roberts Road to the south. However, as shown on Figure

3-15, the Business Park planning areas would be developed in Phase 1, the Mixed-Use zone (Planning Area 1) and two of the public parks (Planning Areas 56 and 113) would not be developed until Phase 3, and the Commercial zone (Planning Area 114) and public park (Planning Area 54) would not be developed with land uses until Phase 2. As such, some graded areas would remain undeveloped for extended periods of time prior to construction of buildings/structures.

On such parcels, graded areas (including graded slopes) would be visible from Sandalwood Drive and Mustang Way (graded during Phase 1), as well as sidewalks adjacent to the Mesa View Middle School (graded during Phase 1). Any graded pads and slopes that would be adjacent to heavily traveled roadways and/or sensitive land uses and would remain undeveloped for long periods of time would constitute substantial degradation of the visual character of the existing hillside and canyon areas. In order to reduce impacts to hillside and slope areas visible to the public during the grading and site preparation phase of the Project, MM-AES-1 is required. As set forth in Section 4.1.6.2, MM-AES-1 would require that a Visual Shielding Plan be prepared to require shielding of construction staging areas from view. Furthermore, MM-AES-2 requires preparation an Interim Revegetation Plan for portions of Planning Areas adjacent to Sandalwood Drive and/or Mustang Way (graded in Phase 1) and Street B adjacent to Mesa View Middle School (graded in Phase 2), if it is determined that there would be graded pads that would not be subject to construction activities for more than one year. The revegetation plan must be prepared by a landscape architect and must identify the appropriate plant species, planting density, temporary irrigation system type, and irrigation schedule to visually screen the graded pads from Sandalwood Drive/Mustang Way and from Street B adjacent to the Mesa View Middle School. Revegetation must involve the application of non-invasive and drought tolerant plant species to the edge of the graded pads to effectively buffer views of graded areas.

With implementation of MM-AES-1 and MM-AES-2 to help maintain the overall aesthetic quality of the graded slope and hillside areas visible to the public, the Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings during construction. The 2017 Addendum to the Mesa Verde Specific Plan EIR included mitigation measures to reduce potential impacts, including Measure A-1 requiring compliance with the landscaping plan requirements of the CMC and the Design Guidelines of the Specific Plan. However, because compliance with the CMC is a regulatory requirement and is not mitigation under CEQA, and adherence to the Design Guidelines of the Specific Plan is a requirement of Project approval, Measure A-1 has not been carried through this document. Measure A-2 required landscaping and revegetation of graded slopes to occur as soon as feasible after grading to minimize potential erosion as well as potential for visual impacts. Measure A-2 has been revised as MM AES-2. In summary, short-term construction impacts related to the existing visual character or quality of public views would be less than significant with mitigation, which is consistent with the conclusion of 2017 Addendum for the Mesa Verde Estates Specific Plan EIR.

Long-Term Operational Impacts.

Less-than-Significant Impact. As discussed in Chapter 3 of this Draft SEIR, the Project would permit a maximum of 3,650 residential units, including a mix of single-family detached, single-family attached, and multi-family units. The Project also includes up to 4.44 million square feet of Business Park use, up to 300,000 square feet of Commercial/Mixed Use, 2 elementary school sites, open space and public/private parks, public facility uses, utility infrastructure, and roadways. The distribution of these land uses is illustrated in Figure 3-1, Proposed Land Use Plan, in Chapter 3 of this SEIR. Given that the Project site is currently undeveloped (except for a portion of Sandalwood Drive and Mustang Way), the Project would increase the developed quality of the area. However, the Project site was previously approved for up to 3,650 dwelling units, as well as 250,000 square feet of commercial, 2 elementary schools, open space, recreation, public facility uses, utility infrastructure, and roadways.

The proposed Project would amend certain development features of the previously approved project, such as the mix of land use types, and the overall graded footprint of the Project would be increased by approximately 61.4 acres when compared to the previously approved Specific Plan, as shown on Figure 3-13. As shown on Table 3-7 in Chapter 3, Project Description, the Project proposes to make the following changes in land uses when compared to the 2017 Specific Plan: retain 3,650 residential units on a decrease of 260.7 acres; reduce mixed-use by 25.8 acres; decreased school acreage by 3.4 acres; increase roads by 13.5 acres; introduce 242.9 acres of new business park/industrial land use; introduce 4.4 acres of new commercial land use; and introduce 5.3 acres of new public works facilities/fire station land use, increase the water tank site by 0.3-acre, and introduce two lift station lots totaling 1.5 acres. Additionally, the Project would increase open space acreage by 6.2 acres, increase public parks by 2.4 acres and increase private recreation by 7.9 acres. The proposed Project would eliminate the previously contemplated creation of a Roberts Road extension to the north of the Project site. In addition, the Project would not implement the previous off-site alignment of Street F, which was previously proposed to connect to the northern Roberts Road extension.

For this purposes of this analysis, the most conservative land uses allowed under the Business Park zone are assumed, which includes development of industrial/warehouse uses, up to the maximum allowable 4.44 million square feet within up to seven buildings, assumed to be 700,000 square feet each. As experienced from publicly accessible vantage points, the industrial/warehouse uses that may be developed under the Business Park zone would be a discernible change from previously approved development. All other uses proposed on the Project site (residential, open space, mixed-use, commercial) would be of similar character and quality as the previously approved land use plan.

Building design standards for the Project site, including height, massing, setbacks, and colors/materials would be regulated under the Specific Plan Amendment. As set forth in Chapter 2 of the Specific Plan Amendment, the residential planning areas would have a maximum allowable building height of three stories or 50 feet and would include housing with a wide variety of architectural styles, including, American Traditional, California Ranch, Craftsman, California Modern, Desert Prairie, Bungalow, Napa Valley, Santa Barbara, Spanish and Western Farmhouse. Exterior building colors would be dependent upon the architectural style but would generally include light to dark value earth tones with accents such as wood and stucco trim, stone, glass windows, or steel materials. Within the Mixed Use and Commercial planning areas, the maximum allowable height would be three stories or 50 feet. In accordance with Chapter 2 of the Specific Plan Amendment, colors, materials and finishes in the Mixed Use and Commercial planning areas must be coordinated on all exterior elevations of all buildings to achieve continuity of design. Color schemes would be limited to earth tones and/or white colors with bright or other intense colors avoided. Per Chapter 3 of the Specific Plan Amendment, industrial/warehouse development is “encouraged to be designed to reflect the rural and country atmosphere” of the City. In addition, all Business Park building elevations visible from the public rights-of-way must be architecturally treated.[2] The building materials used on all building exteriors throughout the site would be similar to building materials incorporated into existing development in the City.

As proposed, the industrial/warehouse building type, the number of industrial buildings (up to 4.44 million square feet), and the associated bulk, scale, massing, and height of the buildings (up to 60 feet), would contrast with the established character of the existing Project area landscaped located west of I-10. The scale and density of single-family residential land uses, and associated landscaping, proposed by the previously approved project would also

[2] Architectural treatment may include one or more of the following elements: parapet vertical height variation, horizontal wall offsets, color variation, reveal lines, window treatment, variation in materials, columns, screen lines, or other architectural treatment that provides an architectural value to the building (Specific Plan Amendment Section 3.1.6.3[b]).

have resulted in noticeable contrast with the mostly undeveloped character of the landscape to the west of I-10. Depending on layout, the development of a warehouse buildings along a segment of Sandalwood Drive could result in an impression of a generally continuous building façade which would be a noticeably different experience compared to views of single-family residential development on 4,000 to 5,000 square foot lots as previously approved. The proposed Business Park zone covers Planning Areas 2 through 8, which were previously approved to allow park and residential uses with a maximum allowable height of 40 feet.

To further illustrate the change in visual character with implementation of the Project, photo simulations were prepared. These are illustrated in KOPs 1 through 7 provided in Figures 4.1-2 through 4.1-8. The locations of the KOPs are illustrated in Figure 4.1-1. Simulations for the KOPs from I-10 (i.e., KOP-1 and KOP-3) and Sandalwood Drive (i.e., KOP-2) are discussed in further detail above under Threshold 4.1a, while KOPs 4, 5, 6, and 7 are discussed below.

KOP-1: I-10 North (Looking Northwest). Overall, as evident from the photo simulation from KOP-1, the Project site would partially develop and/or landscape certain hillside and canyon resources, which would alter the existing character and quality of public views experienced by traveling motorists along I-10; however, these resources would have also been developed/landscaped under the previously approved development plan. As with the previously approved project, hillside and canyon resources would be preserved on the Project site within the OS-N zones, while landscaped areas would provide for a visual transition between natural open space areas and developed areas. As illustrated in Figure 4.1-2, hillside and canyon views would also remain available to the south and east, and views of more distant ridgelines would be mostly unaltered. Furthermore, Project site development within the mixed-use zone would be largely screened from view by the hillside areas adjacent to I-10. Although the Business Park zone would allow for increased massing, height, and scale of development relative to the previously approved project, the intervening distance and open space areas between KOP-1 and the Project site would provide a visual buffer and lessen the overall visual impacts of the Project. Thus, when compared to the previously approved Mesa Verde Estates Specific Plan, the proposed Project would not result in more severe or substantially greater impacts to the visual character of the site and surroundings as viewed from KOP-1.

KOP-2: Sandalwood Drive (Looking West). KOP-2 is located on the Project site along Sandalwood Drive approximately 300 feet west of the intersection with 7th Avenue and provides a westerly view of Project site. From KOP-2, the photo simulation of proposed conditions depicts the Roberts Road intersection with Sandalwood Drive, industrial/warehouse development within Planning Area 2 to the southwest, and a public parking lot associated with park uses (Open Space – Public Park) in Planning Area 53 to the north. Sandalwood Drive would be widened and improved to include a landscaped median. See Figure 4.1-3.

Although the roadways and parking lot associated with the Open Space – Public Park zone would be in accordance with the previously approved land use plan, Planning Area 2 was previously approved as a park and Medium-High residential use with a maximum allowable height of 40 feet. As shown in Figure 4.1-3, the proposed industrial/warehouse development would be a maximum of 60 feet spanning across the majority of the viewshed, which would block views of on-site hillsides available under existing conditions. The distant ridgelines would remain mostly visible above the roofline of industrial buildings to the west. Similar to the previously approved project that identified Mixed Use development to the south of KOP-2, Mixed Use development to the south of KOP-2 in Planning Area 1 would block a portion of the distant mountains to the west from view. As previously stated, the required setbacks and landscaping in nearby Planning Areas would soften the changes in the view by partially screening development and retaining views of vegetation. While the massing and scale of the industrial/warehouse development allowed under the Business Park zone would be greater than that associated with single-family residential development in similar areas under the previously approved project, residential development up to 40

feet high and landscaping would also have resulted in noticeable contrast within the existing, primarily undeveloped landscape and would also have result in some blockage of local hillsides in views . While new landscaping would not be tall enough to fully block the industrial buildings from view at KOP-2, it would serve to reduce the impact of the building massing for viewers at the ground level. Thus, when compared to the previously approved Mesa Verde Estates Specific Plan, the proposed Project would not result in more severe or substantially greater impacts to the visual character of the site and surroundings as viewed from KOP-2.

KOP-3: I-10 South (Looking Southwest). As viewed from KOP-3, the Project would develop and/or landscape the visible mesa area beyond 7th Street and would alter the existing character and quality of views experienced by traveling motorists along I-10; however, these areas were previously approved for mixed use development, which would have included buildings with a maximum height of 50 feet (and would have similarly resulted in noticeable alteration of existing views and landscape character). The proposed trees and landscaping along the Project-site perimeter would partially screen views of proposed development while still preserving views of distant ridgelines to the south/southeast. As demonstrated in KOP-3, Project development would not obstruct or degrade the majority ridgeline resources available to viewers along I-10. Compared to the previously approved land use plan, the Project would not substantially degrade the character of quality of existing public views (or result in particularly more severe impacts on visual character and quality) from KOP-3.

KOP-4: Sandalwood Drive (Looking West). As shown in the KOP-4 simulations (Figure 4.1-5a and 4.1-5b; note that the simulations present medical office building development and commercial retail development approaches, both of which could conceivably be developed on Planning Area 3), the existing mesas to the west of Sandalwood Drive would be developed with proposed Business Park uses . Although buffered by landscaping and a ribbon of natural open space, Business Park development in Planning Area 3 would permit buildings up to 60 feet high and result in a future visual landscape that is dominated by the massing and scale of business park uses and associated parking and landscaping. See Figures 4.1-5a and 4.1-5b. Due to the allowable building scale in Planning Area 3, future development within in Planning Areas 4 through 8 (located west of Planning Area 3) would not be visible at KOP-4. Despite the greater building scale, massing, and development intensity allowed on Planning Area 3 under the Project, the previously approved project provided for Medium-High Residential uses with average lot sizes ranging from 4,000 square feet, respectively, and a maximum allowable building height of 40 feet in the same area. As shown in the photo simulations, implementation of business park uses on Planning Area 3 would incorporate setbacks and landscaping that would soften the introduction of allowable uses to the landscape and also result in a reduction in apparent scale (i.e., the 60 foot height of buildings would not be altogether clear or perceptible to passing motorists on Sandalwood Drive as they travel at prevailing speeds). It should also be noted that under the previously approved project, the development of residential structures up to 40 feet in height and with associated residential area landscaping would also result in an entirely transformed landscape that would dominate views and fully alter and block the existing mesa terrain and more distant mountain terrain from view. Thus, when compared to the previously approved Mesa Verde Estates Specific Plan, the proposed Project would not result in more severe or substantially greater impacts to the visual character of the site and surroundings as viewed from KOP-4.

KOP-5: Mesa View Middle School (Looking South). KOP-5 is located along the southern boundary of Mesa View Middle School. As illustrated in Figure 4.1-6, KOP-5 is representative of views available to students, employees, and visitors on the southern edge of the school's recreation field. From KOP-5, the proposed conditions show Street B and High Residential multifamily development within Planning Area 9, which would have a maximum allowable building height of 50 feet and density of 24 dwelling units per aces. Proposed landscaping and trees would partially screen the residential structures once vegetation and trees have matured. This area was previously approved for the development of Medium-High Residential uses with a maximum allowable building height of 40 feet. Although

the Project would result in the conversion of existing open space to developed uses and would result in an increase in allowable building scale (by 10 feet) compared to the previously approved project, future residential uses would be constructed in accordance with proposed residential development standards set forth in the Specific Plan Amendment to maintain the quality of the site. Furthermore, proposed residential development within KOP-5 would not substantially degrade the visual character of the site or surrounding areas from the viewshed of the existing uses (i.e., Mesa View Middle School) and would not result in greater or more severe impacts to visual character relative to the Medium-High Residential uses under the previously approved project.

KOP-6: County Line Road (Looking Southwest). KOP-6 is located along County Line Road at the eastern Project-site boundary and provides a southwesterly view towards the Project site. As illustrated in Figure 4.1-7, KOP-6 is representative of future views towards the Project site that would be available to pedestrians, cyclists, and motorists traveling west along County Line Road and entering the Project site at Street A. From KOP 6, the proposed conditions show proposed Street A, complete with a center turn lane, bike lanes, sidewalks, and landscaping, including mature trees. The proposed roadway redevelopment, which would replace an existing cracked, dilapidated roadway, would improve the visual quality of the roadway. Medium Residential development within Planning Area 13 is visible to the south and open space areas are visible to the north. These areas were previously approved for open space and Low Medium Residential development. Although the density permitted under the proposed Medium Residential zone would be slightly higher than that of the previously approved Low Medium Residential zone, the proposed residential development would be visually compatible with and comparable to the previously approved uses and would not degrade the visual quality or character of the viewshed. An industrial warehouse within the Business Park zone is visible further to the southwest in an area previously approved for Low Residential. However, due to the intervening distance and surrounding open space, the perceptible massing and scale of the warehouse would not visually overwhelm the viewer or substantially degrade the existing character/quality of the visible landscape. Thus, compared to the previously approved land use plan, the Project would not substantially degrade the character of quality of existing public views from KOP-6.

KOP-7: County Line Road (Looking West). KOP-7 is located on County Line Road approximately 300 feet west of Archie Valley Court and provides a westerly view of County Line Road and the adjacent single-family residential development. As illustrated in Figure 4.1-8, KOP-7 is representative of views available to pedestrians, cyclists, and motorists traveling west along County Line Road. The Project site, and more specifically, future land uses within the Project Boundary, is not visible from this KOP. From KOP-7, proposed conditions show a redeveloped County Line Road widened within the existing 60-foot right-of-way. The new roadway includes bike lanes, curb/gutter, and dirt/gravel sidewalks. The existing utility poles would be removed, and transmission lines would be undergrounded. Under the previously approved Project, there would be no improvements to County Line Road. The proposed redevelopment of County Line Road would improve the visual quality of the existing roadway, which is currently cracked and lacking pedestrian and/or bicycle infrastructure. Thus, the Project would not substantially degrade the character of quality of existing public views from KOP-7.

Trees and Landscaping. In accordance with Section 4.6.2, Planting Design/Criteria of the Specific Plan Amendment, all landscape plans for the Project site must be consistent with CMC Chapter 18.75, Water Conservation for Landscaping, and Chapter 18.70, Landscape Requirements (discussed above in Section 4.1.2). Requirements include submittal of a landscape design plan for approval by the City as part of the landscape documentation package (CMC 18.75.080).

As discussed in Section 4.1.1.1, Visual and Community Character, the Project site contains approximately 2,235 trees, including 1,683 protected and heritage oak trees and 20 qualifying non-oak trees (e.g., eucalyptus, blue elderberry, olive) that are subject to regulation under the CMC. The Project would require removal of 991 oak trees and

encroachment of 248 oak trees protected under the City's Oak Tree Preservation Ordinance (CMC Chapter 18.80). Per the 2017 Addendum, the Project was previously approved for removal of 289 oak trees. The Project would also require removal of 15 non-oak trees and encroachment of 1 qualifying non-oak tree regulated under Section 18.70.120 of the CMC. Removal or significant alteration of mature trees on the Project site could result in substantial degradation of the existing visual landscape. As discussed in Section 4.3 Biological Resources of this SEIR, implementation of MM-BIO-12 requires preparation and submittal of a tree preservation and replacement plan for each phase of construction in conjunction with an application for a tree preservation and replacement permit from the City. Tree replacement must occur at a 1:1 mitigation ratio with container trees or 9:1 with acorns for oak trees. The tree preservation and replacement plan must detail long-term maintenance and monitoring for trees planted within and directly adjacent to the Project site. With implementation of MM-BIO-12 and compliance with applicable code requirements, the Project site would provide adequate tree replacement and landscaping, which would help maintain the existing vegetated character and quality of the Project site.

Conclusion. The Project site was previously approved for residential, commercial, school uses, open space, recreation, public facility uses, utility infrastructure, and roadways. As proposed, the Project includes new Business Park uses (allowable building heights of 60 feet) where the previously approved project provided for Medium High and Medium Residential uses (allowable building heights of up to 40 to 50 feet). As presented in the photo simulations prepared for the Project, implementation of the proposed land use plan would alter and contrast with the existing character and quality of the Project site landscape which is mostly vacant/undeveloped. While the inclusion of Business Park uses and future potential development of industrial warehouses in the southern portion of the Project site was not conceived previously and would result in noticeably different building massing, scale, and type in Planning Areas 1 through 8 relative to the previously approved project, the distribution of nearly 1,000 single-family residences (up to 40 feet high) under the previously approved project would have also resulted in noticeable effects to the existing landscape that would substantially degrade existing visual character and quality. There are no mitigation measures available to reduce this impact to a less than significant level. In and of itself, the inclusion of Business Park uses and the proposed layout of land uses under the Project would not result in noticeably greater overall impacts to existing visual character or quality relative to the previously approved project. No new significant impacts to existing visual character and quality would occur upon implementation of the Project compared to the previously approved project presented in the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.1d Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

As discussed in Section 4.1.1.4, Light and Glare above, the Project site is currently vacant, with the exception of a portion of Sandalwood Drive and Mustang Way, and does not contain any existing sources of light or glare. Development of proposed Project components would introduce new sources of light including exterior and interior building lighting, entryway, roadway, and parking lot lighting to the site that could represent potentially significant impacts to nighttime views. However, lighting design and controls can be used to minimize light pollution and glare, such as by using full cut-off fixtures that direct light downward, limiting the brightness of lights, and using timers or sensors to turn off lights when they are not needed. Reflective surfaces can also be treated or designed to minimize glare.

Lighting

Less-than-Significant Impact. Project development lighting is anticipated to be of a similar intensity of lighting associated with the previously approved development plan. Project lighting would be compliant with outdoor lighting standards and requirements contained within the CMC (see Section 4.1.2, Regulatory requirements for further details related to code requirements). In accordance with CMC Section 18.120.070(B), all lighting on the Project

site must be directed, oriented, and shielded to prevent light trespass onto adjacent areas. Prohibited lighting includes lighting fixtures mounted in such a way as to illuminate a roof, or aimed only towards a property line, or which cause light trespass, as determined by the City's Community Development Director (CMC Section 18.120.040). All exterior lighting must demonstrate an efficient distribution of lighting using low-light pollution fixtures for lighting building exteriors and surrounding areas (CMC Section 18.120.070). Exterior lighting shall demonstrate compliance with Title 24 Energy Standards Lighting in the Commercial and Business Park planning areas would be subject to a lighting curfew (CMC Section 18.120.090[D]). Outdoor lighting systems in these areas must be turned off or reduced in lighting by at least 50 percent beginning at 10:00 p.m. or close of business and equipped with either timer controls or photocell on and off switches. The Project would also be subject to CMC Section 18.120.060, which requires preparation and submittal of a lighting plan. All lighting plans must be prepared and certified by a qualified lighting engineer for compliance with the requirements of CMC Chapter 18.120 and submitted to the City for review/approval.

The 2017 Addendum to the Mesa Verde Specific Plan EIR concluded impacts would be less than significant with mitigation. The mitigation prescribed included two measures (Measures A-3 an A-4), which required compliance with the CMC, and that address potential lighting effects to areas adjacent to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Conservation Area. Compliance with the CMC is a regulatory requirement and not considered mitigation under CEQA. Furthermore, mitigation MM-BIO-1 and MM-BIO-2 address the effects of lighting on biological resources (see Section 4.3 Biological Resources for complete mitigation measures). As such, Measures A-3 and A-4 have been replaced by MM-BIO-1 and MM-BIO-2 to specifically address indirect impacts to biological resources due to lighting. With required compliance with CMC standards and implementation of the Specific Plan requirements, impacts related to new sources of light that would negatively impact day or night views would be less than significant with mitigation incorporated, which is consistent with the conclusion related to lighting impacts in the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Glare

Less-than-Significant Impact. Chapter 18.120 of the CMC includes performance standards (applicable in all zones) to address potential glare impacts. In accordance with CMC section 18.120.040, prohibited lighting includes lighting fixtures mounted in such a way as to illuminate a roof, or aimed only towards a property line, or which cause disabling glare, as determined by the Community Development Director. All exterior Project-site lighting must demonstrate an efficient distribution of lighting using low-glare fixtures for lighting building exteriors and surrounding areas (CMC Section 18.120.070). Furthermore, per CMC Section 18.120.070(B), all lighting on the Project site must be directed, oriented, and shielded to prevent glare onto adjacent areas. Lighting must also not be directed towards or seen from I-10 in such a manner that would result in disabling glare for drivers (CMC Section 18.120.070[D]). As discussed above, the Project would also be subject to CMC Section 18.120.060, which requires preparation and submittal of a lighting plan to ensure compliance with all applicable code requirements related to glare.

As described in Section 4.7, Greenhouse Gas Emissions, the Project would be required to comply with Title 24 Building Energy Efficiency Standards, which includes requirements related to solar photovoltaic electricity generation. Solar panels are designed to absorb as much of the sun's rays as possible and employ anti-reflective coatings and textures to reduce glare. In addition, solar panels would be installed on rooftops that would be at an elevation above ground-level observers (e.g., on the top of up to 90-foot buildings in the Business Park planning areas and/or on residential rooftops in the residential planning areas) and any residual glare would be directed upward towards the sky. For the reasons discussed above, the Project would not create a new source of substantial glare and impacts would be less than significant, which is consistent with the conclusion related to glare impacts in the 2017 Addendum to the Mesa Verde Specific Plan EIR.

4.1.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project has any contribution to the cumulative impact, and if so, whether the project's incremental effect is "cumulatively considerable". The cumulative geographic study area used to assess potential cumulative impacts related to aesthetics is the local and/or regional vicinity within visual range of the Project site. The full list of related projects applicable to this Project's cumulative analyses is provided in Section 2.6, Cumulative Projects and illustrated on Figure 2-4, Cumulative Projects, in Chapter 2, Environmental Setting of this Draft SEIR.

Threshold 4.1a - Cumulative

Cumulatively Considerable. As motorists on I-10 approach the vicinity of the Project site from the north and south, there is a noticeable concentration of existing development (mostly commercial and residential with limited industrial/warehouses) to the east of the I-10. Between approximately Cherry Valley Boulevard on the south and Oak Glen Road on the north (a distance of approximately 5.2 miles), the visible landscape to the west of the interstate is mostly undeveloped and features natural hillside and canyon terrain that is occasionally framed against a backdrop of distant mountains. As illustrated in Figure 2-4 in Chapter 2 of this Draft SEIR, the cumulative scenario includes the development of projects to the north and south of the Project site (including cumulative projects 1, 2, 3, 4, 10, and 11, and 21 to the south and projects 27 and 41 to the north) that, combined with development of the Project, would noticeably alter the existing hillside and canyon terrain located to the west of I-10 and affect the quality of existing views. Table 4.1-2, Local Cumulative Projects, below identifies the projects referenced above by name, proposed use/land, and size.

Table 4.1-2. List of Nearby Cumulative Projects

Location ID	Project Name	Land Use	Size
1	Calimesa II	Health/Fitness Club	20,000 SF
		Clinic	12,000 SF
		Animal Hospital/Veterinary Clinic	9,900 SF
		Medical-Dental Office	5,000 SF
		Shopping Center (>150k)	8,500 SF
		High Turnover (Sit-Down) Restaurant	8,500 SF
		Fast-Food w/Drive-Through Window	7,500 SF
		Convenience Market/Gas Station	16 VFP
2	Summerwind Commons II	Single Family Detached	168 DU
3	Oak Valley Town Center	High Cube Warehouse	2,250,000 SF
		Truck/Trailer Parking Lot	10.07 AC
4	Oak Valley Town Commercial	Commercial Retail	751,800 SF
10	Summerwind Trails (Phases 2 & 3)	Single Family Residential	1,747 DU
		Single Family Residential - Attached	411 DU
		Parks	25.6 AC
11	Summerwind Trail (Phases 4 & 5)	Single Family Residential	790 DU
		Parks	29.5 AC

Table 4.1-2. List of Nearby Cumulative Projects

Location ID	Project Name	Land Use	Size
21	Riedman Subdivision	Single Family Residential	179 DU
27	I-10 Fulfillment Center 7th Place/County Line Retail	High-Cube Fulfillment Center	363,650 SF
		Coffee/Donut Shop with Drive-Thru Window	3,000 SF
		RV Fueling Facility/Gas Station	3 VFP
41	Yucaipa Freeway Corridor Specific Plan	Commercial Retail	1,100,761 SF
		Business Park	3,992,503 SF
		Single-Family Residential	2,472 DU

As local northbound of I-10 motorists pass Cherry Valley Boulevard, single-family homes of the Summerwind Commons II site (cumulative project 2; see Figure 2-4) are visible to the west within the foreground viewing distance of the of I-10. These homes are located atop elevated terrain and are amongst existing single-family residential homes of the Summerwind Ranch at Oak Valley development. These existing developments have visibly altered the local landscape to the west of the of I-10 and proposed but yet to be developed projects to the north including approximately 750,000 square feet of retail at the Oak Valley Town Commercial site, a 2,250,000 square foot warehouse at the Oak Valley Town Center, and approximately 2,800 single-family residential homes/units of the Summerwind Trails site (cumulative projects 4, 3, 10 and 11; see Figure 2-4) would further alter the seen foreground landscape and create a near continuous and extended visual pattern of developed residential, commercial, and industrial land uses. As shown on Figure 2-4, the Summerwind Trail site (Phases 4 and 5) nearly abuts the Project site on the south and while the Project's proposed land use plan proposed a network of open space in this area, visible business park/warehouse structures would be detectable (see Figure 4.1-2) and contribute to a perceptible change in the characteristic hillside and canyon landscape along the of I-10 corridor. North of the Project site and north of the Calimesa/Yucaipa city limit boundary, additional development including an existing/constructed 363,650 square foot fulfillment center/warehouse (cumulative project 27), and an assortment of proposed commercial retail, business park, and single-family residential uses (Yucaipa Freeway Corridor Specific Plan; cumulative project 41) and structures would further developed the terrain to the west of the of I-10 corridor.

The referenced cumulative development along the west side of I-10 corridor between approximately Cherry Valley Boulevard on the south and Oak Glen Road on the north (a distance of approximately 5.2 miles) would result in prolonged/permanent view obstruction and/or interruption of existing views of the scenic hillside and canyon landscape visible to the west. This would constitute a significant cumulative impact. New Project-related uses (i.e., Commercial and Business Park uses) are proposed for the Project site that would be partially visible from I-10. As described in Section 4.1.4.2, Project Impact Analysis under Threshold 4.1a), these new uses would be buffered by natural open space and other proposed development on the Project site that aligns with the previously approved land use plan (e.g., park uses, commercial uses). As demonstrated by the photo simulations provided in Figures 4.1-2 and 4.1-4, the proposed Business Park uses would not dominate or otherwise significantly adversely affect the scenic viewsheds available to motorists along I-10. However, as more of the open space to south is developed (i.e. cumulative projects 1, 2, 3, 4, 10 and 11), the visual impact of the Project in the cumulative context of the loss of the mesas, hillsides, and canyons within the Northern Plateau and Ravines viewshed would become more pronounced. As such, the Project's contribution to existing significant impacts on scenic vistas would be cumulatively considerable.

Threshold 4.1b - Cumulative

Not Cumulatively Considerable. The Project would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway, and no impact would occur. As such, the Project would not contribute to a cumulative impact.

Threshold 4.1c - Cumulative

Cumulatively Considerable. As discussed in Section 4.1.1.1 above, the City is committed to establishing a community with an identify that preserves a rural atmosphere. The City's five important viewshed areas (San Timoteo Canyon; Central Valleys, Northern Plain, Northern Plateaus and Ravines, and Northern Valley) would all be affected by proposed cumulative development. Cumulative development, particularly west of 1-10 including the Yucaipa Freeway Corridor Specific Plan and others listed in Table 4.1-2 above, would substantially degrade the existing quality and character of public views of the surrounding area by converting open space to medium- and high-density developed uses. Although the Project's proposed industrial/warehouse uses allowed under the Business Park zone would affect a portion of the viewshed experienced from local public roadways, the Project site was previously approved for development and the Project would not significantly dominate views or block hillsides and distant mountains from view, (see discussion provided above in Section 4.1.4.2, Project Impact Analysis under Threshold 4.1c). However, given the magnitude of development proposed under the cumulative scenario that would be visible from I-10 and local roads and would be experienced in close proximity to one another along the I-10 corridor, the Project's contribution to existing significant impacts on the character and quality of publicly available views would be cumulatively considerable.

Threshold 4.1d - Cumulative

Not Cumulatively Considerable. The areas to the north and south of the Project site are predominantly rural and undeveloped, with very few sources of existing lighting or glare. Cumulative development would introduce new sources of light and glare into previously undeveloped areas; however, through compliance with City and City of Yucaipa lighting and glare regulations and individual project-level mitigation measures intended to reduce/minimize light levels beyond project boundaries, effects would be localized and would not constitute a cumulatively significant impact. As discussed above, the Project site was previously approved for development in 2007, prior to the approval of other cumulative projects in the surrounding area. The proposed land use plan for the Project would include lighting sources in the same general vicinity as the prior approval. Light sources associated with the new Business Park uses would not be markedly different from the types of lighting associated with the previously approved land use plan (e.g., residential, commercial uses). Furthermore, the Project would implement MM-BIO-1 and MM-BIO-2 to prevent light spillage or trespass onto sensitive open space areas, including MSHCP Conservation Areas (see Section 4.3 of this Draft SEIR for further details). As such, impacts of the Project would not be cumulatively considerable.

4.1.6 Mitigation Measures

4.1.6.1 Previously Adopted Mitigation Measures

Measures No Longer Applicable: Deleted or Revised/Replaced

Deleted: A-1. The applicant shall prepare and submit landscape plans to the City of Calimesa that meet the intent of Chapter 9.14 of the Calimesa Municipal Code and are consistent with the Landscape Design Guidelines of the Specific Plan.

Replaced: (See MM-AES-1)

A-2. Landscaping and revegetation of graded slopes shall occur as soon as feasible after grading to minimize the potential for erosion as well as to reduce the potential for visual and aesthetic impacts.

Replaced: (See MM-BIO-1 and MM-BIO-2)

A-3. With regard to the Garden Air Wash adjacent to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Conservation Area, the applicant shall prepare and submit a Lighting Plan to the City of Calimesa that identifies the location of all lighting fixtures, the orientation of the fixtures, the types of shielding that will be used to avoid the production of glare, the type of shielding that would minimize uplighting and light spill, and how the fixtures would avoid the spread of stray light across site boundaries.

Replaced: (See MM-BIO-1 and MM-BIO-2)

A-4. The developer shall incorporate shielding to minimize ambient lighting in and adjacent to the MSHCP Conservation Area and natural open space areas. Street and parking lot lighting shall be designed with internal baffles to direct lighting toward the ground and have a zero side angle cutoff to the horizon. Through codes, covenants, and restrictions (CC&Rs), the developer shall incorporate a prohibition on floodlights and other ambient lighting by homeowners in or adjacent to the MSHCP Conservation Area and natural open space areas.

Measures Applicable Carried Forward

No mitigation measures are carried forward as written in the 2017 Mitigation Monitoring and Reporting Program.

4.1.6.2 Project Mitigation Measures

MM-BIO-1, MM-BIO-2, and MM-BIO-12 from Section 4.3, Biological Resources of this Draft SEIR are applicable to this analysis.

MM-AES-1 Visual Shielding Plan. Prior to the issuance of any grading permits for any phase of Project implementation, the Project Applicant/Developer shall prepare a Visual Shielding Plan. The Plan shall include the following:

- **Designated Staging Areas:** The Plan shall require the establishment of designated staging area(s) intended for the storage of construction equipment and vehicles, stockpiles, waste bins, and other construction-related materials during Project construction. Upon completion of construction activities for the day, all equipment shall be consolidated in the designated staging area(s) and any equipment or machinery not in use for a period of six or more months shall be removed from the Project site.
- **Visual Shielding**: The Plan shall require establishment of visual shielding in the form of temporary, opaque fencing and/or cloth screening around the designated construction staging areas(s). The color palette of temporary fencing and/or cloth screening shall be restricted to neutral earth tones (e.g., shades of brown, green, gray, or beige).

- **Project Site Cleanliness/Management:** All construction-related equipment and materials on the Project site shall be maintained in a clean and organized manner.
- **Monitoring:** Monthly inspections shall be conducted to assess the effectiveness of the Plan. Any failed or poorly-performing visual shielding (e.g., damaged fencing and/or cloth screening) shall be replaced or repaired as soon as possible.

The Plan shall be reviewed and approved by the City to ensure compliance with this mitigation measure. Visual shielding and establishment of designated staging areas shall commence prior to grading or soil disturbance activities and shall be maintained throughout the construction period and until the site is permanently stabilized and/or developed.

MM-AES-2 Interim Revegetation Plan. Prior to the issuance of grading permits for Phase 1 and Phase 2 of Project implementation, the Project Applicant/Developer shall prepare an Interim Revegetation Plan for portions of Planning Areas adjacent to Sandalwood Drive and/or Mustang Way (graded in Phase 1) and Street B adjacent to Mesa View Middle School (graded in Phase 2), if it is determined that there would be graded pads that would not be subject to building/construction activities for more than one year. Areas that would be required for ongoing equipment staging, maintenance, or construction access would not be subject to the Interim Revegetation Plan, but would be subject to MM-AES-1. The Interim Revegetation Plan shall include the following:

- **Interim Revegetation:** The Plan shall be prepared by a landscape architect and shall identify the appropriate plant species, planting density, temporary irrigation system type, and irrigation schedule to visually screen the graded pad from Sandalwood Drive/Mustang Way and Street A adjacent to the Middle School. Revegetation shall involve the application of non-invasive and drought tolerant plant species suitable for the local climate and soil conditions that would effectively buffer views of graded pads. Revegetation shall be conducted along the edge areas of the subject graded pads that front onto the adjacent roadway. An appropriate irrigation system shall be implemented to sustain the newly-planted vegetation.
- **Weed Abatement:** The Plan shall identify methods for weed abatement, which may include but not be limited to regular mowing and/or seeding with non-invasive and drought tolerant cover species.
- **Monitoring:** Monthly post-planting and irrigation inspections shall be conducted by the Developer and/or Merchant Builder to assess the effectiveness of the revegetation measures. Any failed or poorly-performing plantings or irrigation systems shall be replaced or repaired as soon as feasible.

The Plan shall be reviewed and approved by the City to ensure compliance with this mitigation measure. Revegetation and irrigation should commence within six months after grading or soil disturbance activities have ceased and shall be maintained throughout the construction period and until the site is permanently stabilized and/or developed.

4.1.7 Level of Significance Conclusion

Threshold 4.1a With implementation of MM-AES-1 and MM-AES-2, the Project's direct impacts would be less than significant with mitigation related to a substantial adverse effect on a scenic vista; however, the Project's contribution to existing significant impacts on scenic vistas would be cumulatively considerable.

Threshold 4.1b The Project would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway, and no impact would occur.

Threshold 4.1c The Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings with the inclusion of MM-AES-1, MM-AES-2, and MM-BIO-12, and impacts would be less than significant with mitigation; however, the Project's contribution to existing significant impacts on visual character and quality of public views would be cumulatively considerable.

Threshold 4.1d With inclusion of MM-BIO-1 and MM-BIO-2, the Project would have a less than significant impact with mitigation related to the creation a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

4.1.8 References Cited

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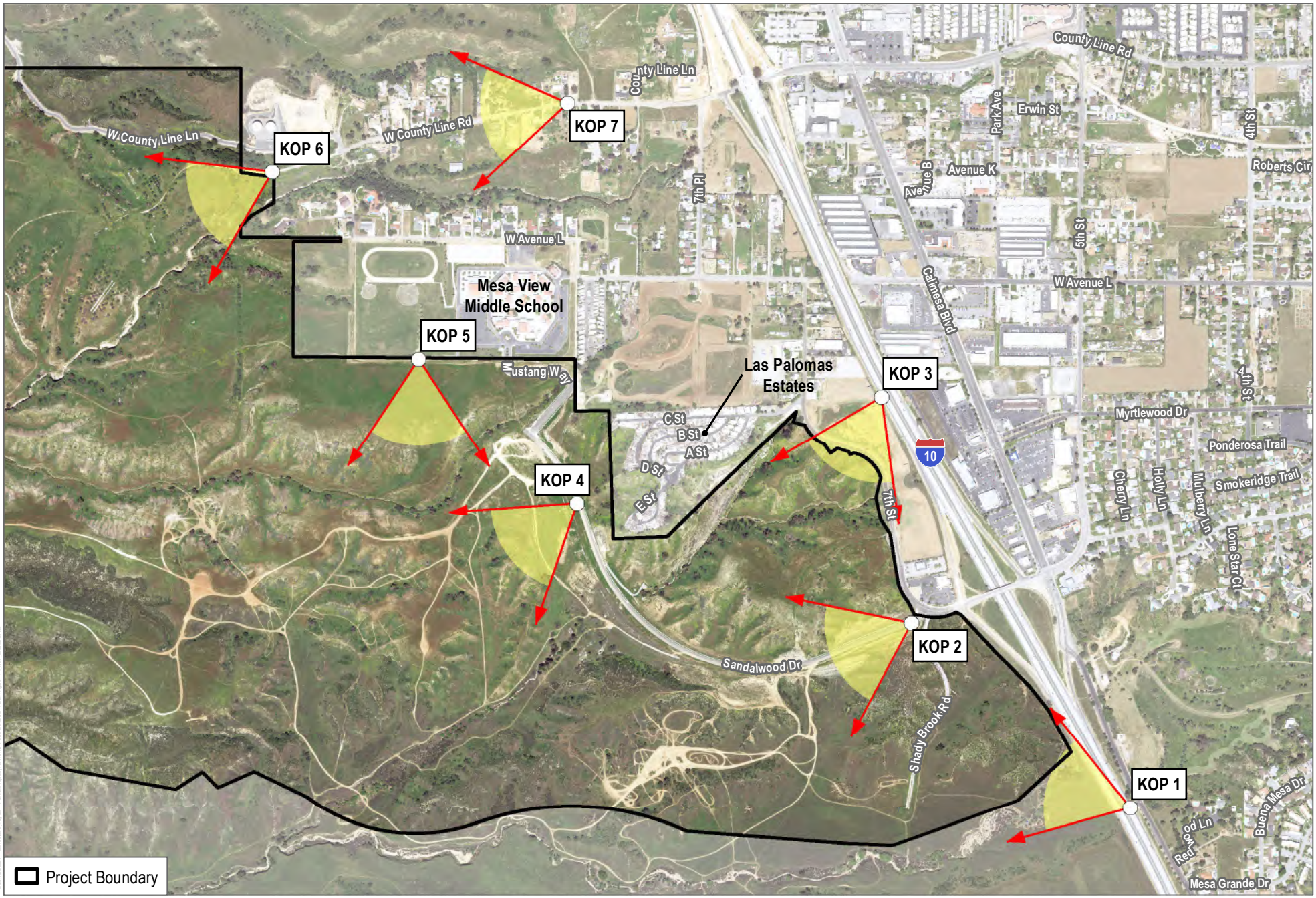

SOURCE: Riverside County; Open Street Map; NAIP

DUDEK

0 500 1,000 Feet

FIGURE 4.1-1

Key Oberservation Point Location Map

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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FIGURE 4.1-2

KOP 1: I-10 North (Looking Northwest)

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FIGURE 4.1-3

KOP 2: Sandalwood Drive (Looking West)

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FIGURE 4.1-4

KOP 3: I-10 South (Looking Southwest)

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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FIGURE 4.1-5a

KOP 4: Sandalwood Drive (Looking West)

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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FIGURE 4.1-5b

KOP 4: Sandalwood Drive (Looking West)

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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FIGURE 4.1-6

KOP 5: Mesa View Middle School (Looking South)

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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FIGURE 4.1-7

KOP 6: County Line Road (Looking Southwest)

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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FIGURE 4.1-8

KOP 7: County Line Road (Looking West)

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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4.2 Air Quality

This section describes the existing air quality conditions of the Mesa Verde Specific Plan Area 2 Amendment 2 Project (Project or Specific Plan Amendment) site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed Project, as applicable, compared to the previously approved Mesa Verde Estates Specific Plan, as amended by the 2017 Mesa Verde Specific Plan Area 2 Amendment 1 (2017 Specific Plan or previously approved project).

The following analysis of the Project's potential impacts related to air quality is based predominantly on the Mesa Verde Specific Plan Air Quality Impact Analysis Report, prepared by Urban Crossroads, dated May 19, 2025 (Appendix B-1), and the Mesa Verde Specific Plan Construction and Operational Health Risk Assessment, prepared by Urban Crossroads, dated October 24, 2024 (Appendix B-2).

4.2.1 Existing Environmental Conditions

The Project site is currently vacant and is made up of mostly undeveloped terrain with natural watercourses, valleys, and hillside areas; however, there are currently two paved roadways on the Project site (Sandalwood Drive and Mustang Way), as well as a network of trails. The paved roadways and trails would generate negligible air pollutant emissions, if any.

4.2.1.1 Meteorological and Topographical Conditions

The primary factors that determine air quality are the locations of air pollutant sources and the amount of pollutants emitted. Meteorological and topographical conditions, however, are also important. Factors such as wind speed and direction, air temperature gradients and sunlight, and precipitation and humidity interact with physical landscape features to determine the movement and dispersal of air pollutants. The air pollution problems in the South Coast Air Basin (SCAB) are a consequence of the combination of emissions from the nation's second largest urban area, meteorological conditions adverse to the dispersion of those emissions, and mountainous terrain surrounding the SCAB that traps pollutants as they are pushed inland with the sea breeze (SCAQMD 2017). Meteorological and topographical factors that affect air quality in the SCAB are described below.

Climate

The SCAB is characterized as having a Mediterranean climate (typified as semiarid with mild winters, warm summers, and moderate rainfall). The general region lies in the semi-permanent high-pressure zone of the eastern Pacific; as a result, the climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the SCAB is a function of the area's natural physical characteristics (e.g., weather and topography) and of manufactured influences (e.g., development patterns and lifestyle). Moderate temperatures, comfortable humidity, and limited precipitation characterize the climate in the SCAB. The average annual temperature varies little throughout the SCAB, averaging 75°F. However, with a less-pronounced oceanic influence, the eastern inland portions of the SCAB show greater variability in annual minimum and maximum temperatures. All portions of the SCAB have recorded temperatures over 100°F in recent years. Although the SCAB has a semiarid climate, the air near the surface is moist because of the presence of a shallow marine layer. Except for infrequent periods when dry air is brought into the SCAB by offshore winds, the ocean effect is dominant. Periods with heavy fog are frequent, and low stratus clouds, occasionally referred to as "high fog," are a characteristic

climate feature. Annual average relative humidity is 70% at the coast and 57% in the eastern part of the SCAB. Precipitation in the SCAB is typically 9–14 inches annually and is rarely in the form of snow or hail because of typically warm weather. The frequency and amount of rainfall is greater in the coastal areas of the SCAB.

Sunlight

The presence and intensity of sunlight are necessary prerequisites for the formation of photochemical smog. Under the influence of the ultraviolet radiation of sunlight, certain "primary" pollutants (mainly reactive hydrocarbons and oxides of nitrogen [NO_x]) react to form "secondary" pollutants (primarily oxidants). Since this process is time dependent, secondary pollutants can be formed many miles downwind of the emission sources. Southern California also has abundant sunshine, which drives the photochemical reactions that form pollutants such as ozone (O_3) and a substantial portion of particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). In the SCAB, high concentrations of O_3 are normally recorded during the late spring, summer, and early autumn months, when more intense sunlight drives enhanced photochemical reactions. Due to the prevailing daytime winds and time-delayed nature of photochemical smog, oxidant concentrations are highest in the inland areas of Southern California.

Temperature Inversions

Under ideal meteorological conditions and irrespective of topography, pollutants emitted into the air mix and disperse into the upper atmosphere. However, the Southern California region frequently experiences temperature inversions in which pollutants are trapped and accumulate close to the ground. The inversion, a layer of warm, dry air overlaying cool, moist marine air, is a normal condition in coastal Southern California. The cool, damp, and hazy sea air capped by coastal clouds is heavier than the warm, clear air, which acts as a lid through which the cooler marine layer cannot rise. The height of the inversion is important in determining pollutant concentration. When the inversion is approximately 2,500 feet above mean sea level, the sea breezes carry the pollutants inland to escape over the mountain slopes or through the passes. At a height of 1,200 feet above mean sea level, the terrain prevents the pollutants from entering the upper atmosphere, resulting in the pollutants settling in the foothill communities. Below 1,200 feet above mean sea level, the inversion puts a tight lid on pollutants, concentrating them in a shallow layer over the entire coastal basin. Usually, inversions are lower before sunrise than during daylight hours.

Mixing heights for inversions are lower in the summer, resulting in inversions being more persistent during that season. This condition is partly responsible for the high levels of O_3 observed during summer months in the SCAB. Smog in Southern California is generally the result of these temperature inversions combining with coastal day winds and local mountains to contain the pollutants for long periods, allowing them to form secondary pollutants by reacting in the presence of sunlight. The SCAB has a limited ability to disperse these pollutants due to typically low wind speeds and the surrounding mountain ranges.

As with other cities within the SCAB, the City of Calimesa (City) is susceptible to air inversions, which trap a layer of stagnant air near the ground where pollutants are further concentrated. These inversions produce haziness, which is caused by moisture, suspended dust, and a variety of chemical aerosols emitted by trucks, automobiles, furnaces, and other sources.

Elevated concentrations of particulate matter less than 10 microns in diameter (PM_{10}) and $PM_{2.5}$ can occur in the SCAB throughout the year but occur most frequently in fall and winter. The deficit of normal storm systems from late fall through the winter and early spring allow for more stagnant conditions in the SCAB due to the lack of storm-related dispersion and rain-out of particulate matter and its precursors. Although there are some changes in

emissions by day of the week and season, the observed variations in pollutant concentrations are primarily the result of seasonal differences in weather conditions.

4.2.1.2 Pollutants and Effects

Criteria Air Pollutants

Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. The national and California standards have been set, with an adequate margin of safety, at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include O_3, nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), PM_{10}, $PM_{2.5}$, and lead. In California, sulfates, vinyl chloride, hydrogen sulfide, and visibility-reducing particles are also regulated as criteria air pollutants. These pollutants, as well as toxic air contaminants (TACs), are discussed in the following paragraphs.[1]

Ozone

O_3 is a strong-smelling, pale blue, reactive, toxic chemical gas consisting of three oxygen atoms. It is a secondary pollutant formed in the atmosphere by a photochemical process involving the sun's energy and O_3 precursors. These precursors are mainly NO_x and volatile organic compounds (VOCs). The maximum effects of precursor emissions on O_3 concentrations usually occur several hours after they are emitted and many miles from the source. Meteorology and terrain play major roles in O_3 formation, and ideal conditions occur during summer and early autumn on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies. O_3 exists in the upper atmosphere O_3 layer (stratospheric O_3) and at the Earth's surface in the troposphere (ground-level O_3).[2] The O_3 that the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) regulate as a criteria air pollutant is produced close to the ground level, where people live, exercise, and breathe. Ground-level O_3 is a harmful air pollutant that causes numerous adverse health effects and is thus considered "bad" O_3. Stratospheric, or "good," O_3 occurs naturally in the upper atmosphere, where it reduces the amount of ultraviolet light (i.e., solar radiation) entering the Earth's atmosphere. Without the protection of the beneficial stratospheric O_3 layer, plant and animal life would be seriously harmed.

O_3 in the troposphere causes numerous adverse health effects; short-term exposures (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes (EPA 2013).

Inhalation of O_3 causes inflammation and irritation of the tissues lining human airways, causing and worsening a variety of symptoms. Exposure to O_3 can reduce the volume of air that the lungs breathe in, thereby causing shortness of breath. O_3 in sufficient doses increases the permeability of lung cells, rendering them more susceptible to toxins and microorganisms. The occurrence and severity of health effects from O_3 exposure vary widely among individuals, even when the dose and the duration of exposure are the same. Research shows adults and children

1 The descriptions of the criteria air pollutants and associated health effects are based on the U.S. Environmental Protection Agency's "Criteria Air Pollutants" (EPA 2016), as well as the California Air Resources Board's "Glossary" (CARB 2024a) and "Fact Sheet: Air Pollution Sources, Effects and Control" (CARB 2009).

2 The troposphere is the layer of the Earth's atmosphere nearest to the surface of the Earth. The troposphere extends outward about 5 miles at the poles and about 10 miles at the equator.

who spend more time outdoors participating in vigorous physical activities are at greater risk from the harmful health effects of O_3 exposure. While there are relatively few studies on the effects of O_3 on children, the available studies show that children are no more or less likely to suffer harmful effects than adults. However, there are a number of reasons why children may be more susceptible to O_3 and other pollutants. Children and teens spend nearly twice as much time outdoors and engaged in vigorous activities as adults. Children breathe more rapidly than adults and inhale more pollution per pound of their body weight than adults. Also, children are less likely than adults to notice their own symptoms and avoid harmful exposures. Further research may be able to better distinguish between health effects in children and adults. Children, adolescents, and adults who exercise or work outdoors, where O_3 concentrations are the highest, are at the greatest risk of harm from this pollutant (CARB 2024b).

Nitrogen Dioxide

NO_2 is a brownish, highly reactive gas that is present in all urban atmospheres. The major mechanism for the formation of NO_2 in the atmosphere is the oxidation of the primary air pollutant nitric oxide, which is a colorless, odorless gas. NO_x plays a major role, together with VOCs, in the atmospheric reactions that produce O_3. NO_x is formed from fuel combustion under high temperature or pressure. In addition, NO_x is an important precursor to acid rain and may affect both terrestrial and aquatic ecosystems. The two major emissions sources are transportation and stationary fuel combustion sources such as electric utility and industrial boilers. NO_2 can irritate the lungs, cause bronchitis and pneumonia, and lower resistance to respiratory infections (EPA 2016).

A large body of health science literature indicates that exposure to NO_2 can induce adverse health effects. The strongest health evidence, and the health basis for the ambient air quality standards for NO_2, results from controlled human exposure studies that show that NO_2 exposure can intensify responses to allergens in allergic asthmatics. In addition, a number of epidemiological studies have demonstrated associations between NO_2 exposure and premature death, cardiopulmonary effects, decreased lung function growth in children, respiratory symptoms, emergency room visits for asthma, and intensified allergic responses. Infants and children are particularly at risk because they have disproportionately higher exposure to NO_2 than adults due to their greater breathing rate for their body weight and their typically greater outdoor exposure duration. Several studies have shown that long-term NO_2 exposure during childhood, the period of rapid lung growth, can lead to smaller lungs at maturity in children with higher levels of exposure compared to children with lower exposure levels. In addition, children with asthma have a greater degree of airway responsiveness compared with adult asthmatics. In adults, the greatest risk is to people who have chronic respiratory diseases, such as asthma and chronic obstructive pulmonary disease (CARB 2024c).

Carbon Monoxide

CO is a colorless, odorless gas formed by the incomplete combustion of hydrocarbon, or fossil fuels. CO is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, such as the Project location, automobile exhaust accounts for the majority of CO emissions. CO is a nonreactive air pollutant that dissipates relatively quickly; therefore, ambient CO concentrations generally follow the spatial and temporal distributions of vehicular traffic. CO concentrations are influenced by local meteorological conditions—primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, which is a typical situation at dusk in urban areas from November to February. The highest levels of CO typically occur during the colder months of the year, when inversion conditions are more frequent.

CO is harmful because it binds to hemoglobin in the blood, reducing the ability of blood to carry oxygen. This interferes with oxygen delivery to the body's organs. The most common effects of CO exposure are fatigue, headaches, confusion and reduced mental alertness, light-headedness, and dizziness due to inadequate oxygen delivery to the brain. For people with cardiovascular disease, short-term CO exposure can further reduce their body's already compromised ability to respond to the increased oxygen demands of exercise, exertion, or stress. Inadequate oxygen delivery to the heart muscle leads to chest pain and decreased exercise tolerance. Unborn babies whose mothers experience high levels of CO exposure during pregnancy are at risk of adverse developmental effects. Unborn babies, infants, elderly people, and people with anemia or with a history of heart or respiratory disease are most likely to experience health effects with exposure to elevated levels of CO (CARB 2024d).

Sulfur Dioxide

SO_2 is a colorless, pungent gas formed primarily from incomplete combustion of sulfur-containing fossil fuels. The main sources of SO_2 are coal and oil used in power plants and industries; as such, the highest levels of SO_2 are generally found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits on the sulfur content of fuels.

Controlled human exposure and epidemiological studies show that children and adults with asthma are more likely to experience adverse responses with SO_2 exposure, compared with the non-asthmatic population. Effects at levels near the 1-hour standard are those of asthma exacerbation, including bronchoconstriction accompanied by symptoms of respiratory irritation such as wheezing, shortness of breath, and chest tightness, especially during exercise or physical activity. Also, exposure at elevated levels of SO_2 (above 1 part per million [ppm]) results in increased incidence of pulmonary symptoms and disease, decreased pulmonary function, and increased risk of death. Older people and people with cardiovascular disease or chronic lung disease (such as bronchitis or emphysema) are most likely to experience these adverse effects (CARB 2024e).

SO_2 is of concern both because it is a direct respiratory irritant and because it contributes to the formation of sulfate and sulfuric acid in particulate matter (NRC 2005). People with asthma are of particular concern, both because they have increased baseline airflow resistance and because their SO_2-induced increase in airflow resistance is greater than in healthy people, and it increases with the severity of their asthma (NRC 2005). SO_2 is thought to induce airway constriction via neural reflexes involving irritant receptors in the airways (NRC 2005).

Particulate Matter

Particulate matter pollution consists of very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids, and metals. Particulate matter can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. $PM_{2.5}$ and PM_{10} represent fractions of particulate matter. Coarse particulate matter (PM_{10}) consists of particulate matter that is 10 microns or less in diameter, which is about 1/7 the thickness of a human hair. Major sources of PM_{10} include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood-burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions. Fine particulate matter ($PM_{2.5}$) consists of particulate matter that is 2.5 microns or less in diameter, which is roughly 1/28 the diameter of a human hair. $PM_{2.5}$ results from fuel combustion (e.g., from motor vehicles and power generation and industrial facilities), residential fireplaces, and woodstoves. In addition, $PM_{2.5}$ can be formed in the atmosphere from gases such as sulfur oxides (SO_x), NO_x, and VOCs.

$PM_{2.5}$ and PM_{10} pose a greater health risk than larger-size particles. When inhaled, these tiny particles can penetrate the human respiratory system's natural defenses and damage the respiratory tract. $PM_{2.5}$ and PM_{10} can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Very small particles of substances such as lead, sulfates, and nitrates can cause lung damage directly or be absorbed into the bloodstream, causing damage elsewhere in the body. Additionally, these substances can transport adsorbed gases such as chlorides or ammonium into the lungs, also causing injury. Whereas PM_{10} tends to collect in the upper portion of the respiratory system, $PM_{2.5}$ is so tiny that it can penetrate deeper into the lungs and damage lung tissue. Suspended particulates also damage and discolor surfaces on which they settle and produce haze and reduce regional visibility.

Several adverse health effects have been associated with exposure to both $PM_{2.5}$ and PM_{10}. For $PM_{2.5}$, short-term exposures (up to 24-hour duration) have been associated with premature death, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days. These adverse health effects have been reported primarily in infants, children, and older adults with preexisting heart or lung diseases. In addition, of all of the common air pollutants, $PM_{2.5}$ is associated with the greatest proportion of adverse health effects related to air pollution, both in the United States and worldwide based on the World Health Organization's Global Burden of Disease Project. Short-term exposures to PM_{10} have been associated primarily with worsening of respiratory diseases, including asthma and chronic obstructive pulmonary disease, leading to hospitalization and emergency department visits (CARB 2017).

Long-term exposure (months to years) to $PM_{2.5}$ has been linked to premature death, particularly in people who have chronic heart or lung diseases, and reduced lung function growth in children. The effects of long-term exposure to PM_{10} are less clear, although several studies suggest a link between long-term PM_{10} exposure and respiratory death. The International Agency for Research on Cancer published a review in 2015 that concluded that particulate matter in outdoor air pollution causes lung cancer (CARB 2017).

Lead

Lead in the atmosphere occurs as particulate matter. Sources of lead include leaded gasoline; the manufacturing of batteries, paints, ink, ceramics, and ammunition; and secondary lead smelters. Prior to 1978, mobile emissions were the primary source of atmospheric lead. Between 1978 and 1987, the phaseout of leaded gasoline reduced the overall inventory of airborne lead by nearly 95%. With the phaseout of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities are becoming lead-emissions sources of greater concern.

Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and in severe cases, neuromuscular and neurological dysfunction. Of particular concern are low-level lead exposures during infancy and childhood. Such exposures are associated with decrements in neurobehavioral performance, including intelligence quotient performance, psychomotor performance, reaction time, and growth. Children are highly susceptible to the effects of lead.

Sulfates

Sulfates are the fully oxidized form of sulfur, which typically occur in combination with metals or hydrogen ions. Sulfates are produced from reactions of SO_2 in the atmosphere and can result in respiratory impairment, as well as reduced visibility.

Vinyl Chloride

Vinyl chloride is a colorless gas with a mild, sweet odor, which has been detected near landfills, sewage plants, and hazardous waste sites, due to the microbial breakdown of chlorinated solvents. Short-term exposure to high levels of vinyl chloride in the air can cause nervous system effects, such as dizziness, drowsiness, and headaches. Long-term exposure through inhalation can cause liver damage, including liver cancer.

Hydrogen Sulfide

Hydrogen sulfide is a colorless and flammable gas that has a characteristic odor of rotten eggs. Sources of hydrogen sulfide include geothermal power plants, petroleum refineries, sewers, and sewage treatment plants. Exposure to hydrogen sulfide can result in nuisance odors, as well as headaches and breathing difficulties at higher concentrations.

Visibility-Reducing Particles

Visibility-reducing particles are any particles in the air that obstruct the range of visibility. Effects of reduced visibility can include obscuring the viewshed of natural scenery, reducing airport safety, and discouraging tourism. Sources of visibility-reducing particles are the same as for $PM_{2.5}$.

Volatile Organic Compounds

Hydrocarbons are organic gases that are formed from hydrogen and carbon and sometimes other elements. Hydrocarbons that contribute to formation of O_3 are referred to and regulated as VOCs (also referred to as reactive organic gases). Combustion engine exhaust, oil refineries, and fossil-fueled power plants are sources of hydrocarbons. Other sources of hydrocarbons include evaporation from petroleum fuels, solvents, dry cleaning solutions, and paint.

The primary health effects of VOCs result from the formation of O_3 and its related health effects. High levels of VOCs in the atmosphere can interfere with oxygen intake by reducing the amount of available oxygen through displacement. Carcinogenic forms of hydrocarbons, such as benzene, are considered TACs. There are no separate ambient air quality standards for VOCs as a group.

Non-Criteria Air Pollutants

Toxic Air Contaminants

A substance is considered toxic if it has the potential to cause adverse health effects in humans, including increasing the risk of cancer upon exposure, or acute and/or chronic non-cancer health effects. A toxic substance released into the air is considered a TAC. TACs are identified by federal and state agencies based on a review of available scientific evidence. In the State of California, TACs are identified through a two-step process that was established in 1983 under the Toxic Air Contaminant Identification and Control Act. This two-step process of risk identification and risk management and reduction was designed to protect residents from the health effects of toxic substances in the air. In addition, the California Air Toxics “Hot Spots” Information and Assessment Act, Assembly Bill (AB) 2588, California Health and Safety Code Section 44300 et seq., was enacted by the legislature in 1987 to address public concern over the release of TACs into the atmosphere. The law requires facilities emitting toxic substances to provide local air pollution control districts with information that will allow an assessment of the air toxics problem, identification of air toxics emissions sources, location of resulting hotspots, notification of the public

exposed to significant risk, and development of effective strategies to reduce potential risks to the public over 5 years.

Examples include certain aromatic and chlorinated hydrocarbons, certain metals, and asbestos. TACs are generated by a number of sources, including stationary sources, such as dry cleaners, gas stations, combustion sources, and laboratories; mobile sources, such as automobiles; and area sources, such as landfills. Adverse health effects associated with exposure to TACs may include carcinogenic (i.e., cancer-causing) and non-carcinogenic effects. Non-carcinogenic effects typically affect one or more target organ systems and may be experienced on either short-term (acute) or long-term (chronic) exposure to a given TAC.

The CARB classified "particulate emissions from diesel-fueled engines" (17 CCR 93000) as a TAC in August 1998. Diesel particulate matter (DPM) is part of a complex mixture that makes up diesel exhaust. Diesel exhaust is composed of two phases, gas and particle, both of which contribute to health risks. More than 90% of DPM is less than 1 micrometer in diameter (about 1/70 the diameter of a human hair) and thus is a subset of $PM_{2.5}$ (CARB 2024f). DPM is typically composed of carbon particles ("soot," also called black carbon) and numerous organic compounds, including over 40 known cancer-causing organic substances. Examples of these chemicals include polycyclic aromatic hydrocarbons, benzene, formaldehyde, acetaldehyde, acrolein, and 1,3-butadiene (CARB 2024f). DPM is emitted from a broad range of diesel engines: on-road diesel engines, including trucks, buses, and cars, and off-road diesel engines, including locomotives, marine vessels, and heavy-duty construction equipment, among others. Approximately 70% of all airborne cancer risk in California is associated with DPM (CARB 2000). To reduce the cancer risk associated with DPM, CARB adopted a diesel risk reduction plan in 2000 (CARB 2000). Because it is part of $PM_{2.5}$, DPM also contributes to the same non-cancer health effects as $PM_{2.5}$ exposure. These effects include premature death; hospitalizations and emergency department visits for exacerbated chronic heart and lung disease, including asthma; increased respiratory symptoms; and decreased lung function in children. Several studies suggest that exposure to DPM may also facilitate development of new allergies (CARB 2024f). Those most vulnerable to non-cancer health effects are children, whose lungs are still developing, and older people, who often have chronic health problems.

Odorous Compounds

Odors are generally regarded as an annoyance rather than a health hazard. Manifestations of a person's reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The ability to detect odors varies considerably among the population and overall is quite subjective. People may have different reactions to the same odor. An odor that is offensive to one person may be perfectly acceptable to another (e.g., coffee roaster). An unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. In a phenomenon known as odor fatigue, a person can become desensitized to almost any odor, and recognition may only occur with an alteration in the intensity. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receptors.

4.2.1.3 Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. People most likely to be affected by air pollution include children, the elderly, athletes, and people with cardiovascular and chronic respiratory diseases. Facilities and structures where these air-pollution-sensitive people live or spend considerable amounts of time are known as sensitive receptors. Land uses where air-pollution-sensitive individuals are most likely to spend time include schools and schoolyards, parks

and playgrounds, daycare centers, nursing homes, hospitals, and residential communities (sensitive sites or sensitive land uses) (CARB 2005). The South Coast Air Quality Management District (SCAQMD) identifies sensitive receptors as residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993).

Sensitive receptors in the Project area are described below and shown on Figure 4.2-1, Sensitive On-Site and Off-Site Receptor Locations. It should be noted that, for clarity purposes, the receptors presented in Figure 4.2-1 do not represent all modeled receptors. A total of 181 receptors extending up to three miles from the Project site were included in the modeling. Localized air quality impacts were evaluated at sensitive receptor land uses nearest the Project site. All distances are measured from the Project site boundary to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer to the Project site.[3]

- R1: Location R1 represents the existing residence at 31900 Live Oak Canyon Road, approximately 89 feet north of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R1 is placed at the building façade.
- R2: Location R2 represents the existing residence at 910 W Avenue L, approximately 51 feet north of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R2 is placed at the building façade.
- R3: Location R3 represents the existing residence at 888 W Avenue L, approximately 43 feet north of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R3 is placed at the building façade.
- R4: Location R4 represents the Mesa View Middle School at 800 Mustang Way, approximately 200 feet north of the Project site.
- R5: Location R5 represents the South Mesa Mobile Home Park at 763 W Avenue L, approximately 45 feet northeast of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R5 is placed at the building façade.
- R6: Location R6 represents the existing residence within the Las Palomas Estates at 1134 D Street, approximately 139 feet east of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R6 is placed at the building façade.
- R7: Location R7 represents the existing residence within the Las Palomas Estates at 25 E Street, approximately 71 feet northwest of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R7 is placed at the building façade.
- R8: Location R8 represents the existing residence within the Las Palomas Estates at 11 A Street, approximately 122 feet northwest of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R8 is placed at the building façade.
- R9: Location R9 represents the existing residence at 8640 Calimesa Boulevard, approximately 604 feet east of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R9 is placed at the building façade.
- R10: Location R10 represents the potential worker receptor at the ARCO gas station at 1216 Calimesa Boulevard, approximately 647 feet east of the Project site.
- ON1: Location ON1 represents the future residential land use located within Planning Area 21 located northwest of the Business Park.

[3] "R" represents off-site receptors and "ON" represents future on-site receptors.

- ON2: Location ON2 represents the future residential land use located within Planning Area 19 located north of the Business Park.
- ON3: Location ON3 represents the future residential land use located within Planning Area 15 located north of the Business Park.
- ON4: Location ON4 represents the future residential land use located within Planning Area 12 located north of the Business Park.
- ON5: Location ON5 represents the future residential land use located within Planning Area 11 located north of the Business Park.
- ON6: Location ON6 represents the future residential land use located within Planning Area 10 located north of the Business Park.
- ON7: Location ON7 represents the future residential land use located within Planning Area 9 located northwest of the Business Park.
- ON8: Location ON8 represents the future residential land use located within Planning Area 1 located east of the Business Park.

4.2.1.4 Environmental Conditions

MATES V

The Multiple Air Toxics Exposure Study V (MATES V) is a monitoring and evaluation study conducted in the SCAB. The study is a follow up to previous air toxics studies in the SCAB and is part of the SCAQMD Governing Board Environmental Justice Initiative.

The MATES V Study consists of several elements. These include a monitoring program, an updated emissions inventory of TACs, and a modeling effort to characterize risk across the SCAB. The study estimated air toxics cancer risks using a risk assessment approach. Additionally, MATES V includes an exploratory analysis of chronic non-cancer health impacts (e.g., cardiovascular, respiratory, neurological health outcomes). The MATES analysis did not estimate impacts on risk of death or other health effects from criteria air pollutant exposures; such analyses are instead conducted as part of air quality management plans (AQMPs).

Toxic air pollution in the SCAB has decreased by more than 54% between 2012 and 2018, but continues to contribute to health risks, including cancers and other chronic diseases. For residents in the SCAB in 2018, exposure to TACs increased the chances of developing cancer by 455 chances in one million (SCAQMD 2024a).

At the Project site, the MATES V monitoring data show a cancer risk of 326 to 343 chances in one million (SCAQMD 2024b).

4.2.2 Regulatory Requirements

4.2.2.1 Federal

Criteria Air Pollutants

The federal Clean Air Act, 42 USC 7401 et seq., passed in 1970 and last amended in 1990, forms the basis for the national air pollution control effort. EPA is responsible for implementing most aspects of the Clean Air Act, including

setting National Ambient Air Quality Standards (NAAQS) for major air pollutants; setting hazardous air pollutant (HAP) standards; approving state attainment plans; setting motor vehicle emission standards; issuing stationary source emission standards and permits; and establishing acid rain control measures, stratospheric O_3 protection measures, and enforcement provisions. Under the Clean Air Act, NAAQS are established for the following criteria pollutants: O_3, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead.

The NAAQS describe acceptable air quality conditions designed to protect the health and welfare of the citizens of the nation. The NAAQS (other than for O_3, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. NAAQS for O_3, NO_2, SO_2, PM_{10}, and $PM_{2.5}$ are based on statistical calculations over 1- to 3-year periods, depending on the pollutant. The Clean Air Act requires the EPA to reassess the NAAQS at least every 5 years to determine whether adopted standards are adequate to protect public health based on current scientific evidence. States with areas that exceed the NAAQS must prepare state implementation plans that demonstrate how those areas will attain the NAAQS within mandated time frames.

Hazardous Air Pollutants

The 1977 federal Clean Air Act amendments required the EPA to identify National Emission Standards for Hazardous Air Pollutants to protect public health and welfare. HAPs include certain volatile organic chemicals, pesticides, herbicides, and radionuclides that present a tangible hazard, based on scientific studies of exposure to humans and other mammals. Under the 1990 federal Clean Air Act Amendments, which expanded the control program for HAPs, 187 substances and chemical families were identified as HAPs.

4.2.2.2 State

Criteria Air Pollutants

The federal Clean Air Act delegates the regulation of air pollution control and the enforcement of the NAAQS to the states. In California, the task of air quality management and regulation has been legislatively granted to CARB, with subsidiary responsibilities assigned to air quality management districts and air pollution control districts at the regional and county levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for ensuring implementation of the California Clean Air Act of 1988, California Health and Safety Code Sections 39000–44384, responding to the federal Clean Air Act, and regulating emissions from motor vehicles and consumer products.

CARB has established California Ambient Air Quality Standards (CAAQS), which are generally more restrictive than the NAAQS. As stated previously, an ambient air quality standard defines the maximum amount of a pollutant averaged over a specified period of time that can be present in outdoor air without harm to the public's health. For each pollutant, concentrations must be below the relevant CAAQS before a basin can attain the corresponding CAAQS. Air quality is considered "in attainment" if pollutant levels are continuously below the CAAQS and violate the standards no more than once each year. The CAAQS for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, PM_{10}, and $PM_{2.5}$ and visibility-reducing particles are values that are not to be exceeded.

California air districts have based their thresholds of significance for California Environmental Quality Act (CEQA) purposes on the levels that scientific and factual data demonstrate that the air basin can accommodate without affecting the attainment date for the NAAQS or CAAQS. Since an ambient air quality standard is based on maximum pollutant levels in outdoor air that would not harm the public's health, and air district thresholds pertain to

attainment of the ambient air quality standard, this means that the thresholds established by air districts are also protective of human health. The NAAQS and CAAQS are presented in Table 4.2-1.

Table 4.2-1. Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[a]	National Standards[b]	
		Concentration[c]	Primary[c,d]	Secondary[c,e]
O_3	1 hour	0.09 ppm (180 µg/m³)	—	Same as primary standard[f]
	8 hours	0.070 ppm (137 µg/m³)	0.070 ppm (137 µg/m³)[f]	
NO_2[g]	1 hour	0.18 ppm (339 µg/m³)	0.100 ppm (188 µg/m³)	Same as primary standard
	Annual arithmetic mean	0.030 ppm (57 µg/m³)	0.053 ppm (100 µg/m³)	
CO	1 hour	20 ppm (23 mg/m³)	35 ppm (40 mg/m³)	None
	8 hours	9.0 ppm (10 mg/m³)	9 ppm (10 mg/m³)	
SO_2[h]	1 hour	0.25 ppm (655 µg/m³)	0.075 ppm (196 µg/m³)	—
	3 hours	—	—	0.5 ppm (1,300 µg/m³)
	24 hours	0.04 ppm (105 µg/m³)	0.14 ppm (for certain areas)[g]	—
	Annual	—	0.030 ppm (for certain areas)[g]	—
PM_{10}[i]	24 hours	50 µg/m³	150 µg/m³	Same as primary standard
	Annual arithmetic mean	20 µg/m³	—	
$PM_{2.5}$[i]	24 hours	—	35 µg/m³	Same as primary standard
	Annual arithmetic mean	12 µg/m³	12.0 µg/m³	15.0 µg/m³
Lead[j,k]	30-day average	1.5 µg/m³	—	—
	Calendar quarter	—	1.5 µg/m³ (for certain areas)[k]	Same as primary standard
	Rolling 3-month average	—	0.15 µg/m³	
Hydrogen sulfide	1 hour	0.03 ppm (42 µg/m³)	—	—
Vinyl chloride[j]	24 hours	0.01 ppm (26 µg/m³)	—	—
Sulfates	24 hours	25 µg/m³	—	—
Visibility reducing particles	8 hours (10:00 a.m. to 6:00 p.m. PST)	Insufficient amount to produce an extinction coefficient of 0.23 per kilometer due to the number of particles when the relative humidity is less than 70%	—	—

Source: CARB 2024g.
Notes: O_3 = ozone; ppm = parts per million by volume; μg/m³ = micrograms per cubic meter; NO_2 = nitrogen dioxide; CO = carbon monoxide; mg/m³= milligrams per cubic meter; SO_2 = sulfur dioxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; PST = Pacific Standard Time.

a California standards for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, suspended particulate matter (PM_{10}, $PM_{2.5}$), and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. CAAQS are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

b National standards (other than O_3, NO_2, SO_2, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once per year. The O_3 standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over 3 years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 μg/m³ is equal to or less than 1. For $PM_{2.5}$, the 24-hour standard is attained when 98% of the daily concentrations, averaged over 3 years, are equal to or less than the standard.

c Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based on a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

d National primary standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.

e National secondary standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

f On October 1, 2015, the national 8-hour O_3 primary and secondary standards were lowered from 0.075 to 0.070 ppm.

g To attain the national 1-hour standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 parts per billion (ppb). Note that the national 1-hour standard is in units of ppb. California standards are in units of ppm. To directly compare the national 1-hour standard to the California standards, the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

h On June 2, 2010, a new 1-hour SO_2 standard was established, and the existing 24-hour and annual primary standards were revoked. To attain the national 1-hour standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment of the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

l On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 μg/m³ to 12.0 μg/m³. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 μg/m³, as was the annual secondary standard of 15 μg/m³. The existing 24-hour PM_{10} standards (primary and secondary) of 150 μg/m³ were also retained. The form of the annual primary and secondary standards is the annual mean averaged over 3 years.

j CARB has identified lead and vinyl chloride as TACs with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

k The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5-μg/m³ as a quarterly average) remains in effect until 1 year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

Local Ambient Air Quality

The SCAQMD has designated general forecast areas and air monitoring areas (referred to as Source Receptor Areas) throughout the district in order to inform Southern California residents about the air quality conditions. The Project site is located within the Hemet/San Jacinto Valley area (Source Receptor Area 28). As there are no monitoring stations located within the Hemet/San Jacinto Valley area, statistics from the next nearest stations have been used. The East San Bernardino Valley (Source Receptor Area 35) monitoring station is located approximately 4.4 miles northwest of the Project site and reports air quality statistics for O_3 and PM_{10}. The nearest station for CO, NO_2, and $PM_{2.5}$ data was obtained from the Central San Bernardino Valley 2 monitoring station which is located approximately 11.5 miles northwest of the Project site in Source Receptor Area 34.

The most recent three years of data available is shown in Table 4.2-2 and identifies the number of days ambient air quality standards were exceeded for the study area, which is considered to be representative of the local air quality at the Project site. Data for O_3, CO, NO_2, PM_{10}, and $PM_{2.5}$ for 2020 through 2022 was obtained from the SCAQMD Air Quality Data Tables (Appendix B-1). Additionally, data for SO_2 has been omitted as attainment is regularly met in the SCAB and few monitoring stations measure SO_2 concentrations (Appendix B-1).

Table 4.2-2. Local Ambient Air Quality Data

Pollutant	Standard	Year		
		2020	2021	2022
O_3				
Maximum Federal 1-Hour Concentration (ppm)	--	0.173	0.145	0.144
Maximum Federal 8-Hour Concentration (ppm)	--	0.136	0.119	0.109
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	104	74	63
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	141	118	106
CO				
Maximum Federal 1-Hour Concentration	> 35 ppm	1.9	2.0	1.7
Maximum Federal 8-Hour Concentration	> 20 ppm	1.4	1.6	1.4
NO_2				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.054	0.056	0.053
Annual Federal Standard Design Value	--	0.015	0.015	0.016
PM_{10}				
Maximum Federal 24-Hour Concentration (µg/m³)	> 150 µg/m³	57	44	50
Annual Federal Arithmetic Mean (µg/m³)	--	23.4	23.3	22.0
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m³	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m³	1	0	0
$PM_{2.5}$				
Maximum Federal 24-Hour Concentration (µg/m³)	> 35 µg/m³	25.70	57.90	40.1
Annual Federal Arithmetic Mean (µg/m³)	> 12 µg/m³	11.66	11.90	11.26
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m³	0	1	2

Notes: ppm = Parts Per Million; µg/m³ = Microgram per Cubic Meter; -- = information unavailable
Source: Appendix B-1

South Coast Air Basin Attainment Designation

Pursuant to the 1990 federal Clean Air Act amendments, EPA classifies air basins (or portions thereof) as "attainment" or "nonattainment" for each criteria air pollutant based on whether the NAAQS have been achieved. Generally, if the recorded concentrations of a pollutant are lower than the standard, the area is classified as "attainment" for that pollutant. If an area exceeds the standard, the area is classified as "nonattainment" for that pollutant. If there are not enough data available to determine whether the standard is exceeded in an area, the area is designated as "unclassified" or "unclassifiable." The designation of "unclassifiable/attainment" means that the area meets the standard or is expected to be meet the standard despite a lack of monitoring data. Areas that achieve the standards after a nonattainment designation are re-designated as maintenance areas and must have approved maintenance plans to ensure continued attainment of the standards. The California Clean Air Act, like its federal counterpart, called for the designation of areas as "attainment" or "nonattainment," but based on CAAQS rather than the NAAQS. Table 4.2-3 depicts the current attainment status of the Riverside County portion of the SCAB with respect to the NAAQS and CAAQS.

Table 4.2-3. South Coast Air Basin Attainment Classification

Pollutant	Designation/Classification	
	National Standards	California Standards
Ozone (O_3), 1-hour	No national standard	**Nonattainment**
Ozone (O_3), 8-hour	**Extreme nonattainment**	**Nonattainment**
Nitrogen Dioxide (NO_2)	Attainment/maintenance	Attainment
Carbon Monoxide (CO)	Attainment/maintenance	Attainment
Sulfur Dioxide (SO_2)	Unclassifiable/attainment	Attainment
Coarse Particulate Matter (PM_{10})	Attainment/maintenance	**Nonattainment**
Fine Particulate Matter ($PM_{2.5}$)	**Serious nonattainment**	**Nonattainment**
Lead	Unclassifiable/attainment	Attainment
Hydrogen Sulfide	No national standard	Unclassified
Sulfates	No national standard	Attainment
Visibility-Reducing Particles	No national standard	Unclassified
Vinyl Chloride	No national standard	Unclassified

Sources: EPA 2024 (national); CARB 2024h (California).
Notes: Bold text = not in attainment; attainment = meets the standards; attainment/maintenance = achieves the standards after a nonattainment designation; nonattainment = does not meet the standards; unclassified or unclassifiable = insufficient data to classify; unclassifiable/attainment = meets the standard or is expected to be meet the standard despite a lack of monitoring data.

In summary, the SCAB is designated as a nonattainment area for national and California O_3 standards and national and California $PM_{2.5}$ standards. The SCAB is designated as a nonattainment area for California PM_{10} standards; however, it is designated as an attainment area for national PM_{10} standards. The Riverside County portion of the SCAB is designated as an attainment area for national and California CO standards, national and California NO_2 standards, national and California lead standards, and national and California SO_2 standards (EPA 2024; CARB 2024h).

Despite the current nonattainment status, air quality in the SCAB has generally improved since the inception of air pollutant monitoring in 1976. This improvement is mainly a result of lower-polluting on-road motor vehicles, more stringent regulation of industrial sources, and the implementation of emission reduction strategies by the SCAQMD. This trend toward cleaner air has occurred despite continued population growth. PM_{10} levels have declined almost 50% since 1990, and $PM_{2.5}$ levels have also declined 50% since measurements began in 1999 (SCAQMD 2013). Similar improvements are observed with O_3, although the rate of O_3 decline has slowed in recent years.

Toxic Air Contaminants

The state Air Toxics Program was established in 1983 under AB 1807, California Health and Safety Code Section 39650. The California TAC list identifies more than 200 pollutants, of which carcinogenic and noncarcinogenic toxicity criteria have been established for a subset of these pollutants pursuant to the California Health and Safety Code. In accordance with AB 2728, the state list includes the (federal) HAPs.

In 1987, the legislature enacted the Air Toxics "Hot Spots" Information and Assessment Act of 1987 (AB 2588), California Health and Safety Code Section 44360(b)(2), to address public concern over the release of TACs into the atmosphere. AB 2588 requires facilities emitting toxic substances to provide local air pollution control districts with information that will allow an assessment of the air toxics problem, identification of air toxics emissions sources, location of resulting hotspots, notification of the public exposed to significant risk, and development of effective strategies to reduce potential risks to the public over 5 years. TAC emissions from individual facilities are quantified

and prioritized. “High-priority” facilities are required to perform a health risk assessment (HRA), and if specific thresholds are exceeded, the facility operator is required to communicate the results to the public in the form of notices and public meetings. As AB 2588 applies to facilities with permitted sources that emit TACs, such as aerospace industry manufacturers, hospitals, chemical plants, wastewater treatment plants, and oil and gas production facilities (SCAQMD 2023a), rather than residential/mixed-use development, the Project would not include facilities subject to AB 2588 or be required to perform an operational HRA.

In 2000, CARB approved a comprehensive Diesel Risk Reduction Plan to reduce diesel emissions from both new and existing diesel-fueled vehicles and engines (CARB 2000). Additional regulations apply to new trucks and diesel fuel, including the On-Road Heavy Duty Diesel Vehicle (In-Use) Regulation, the On-Road Heavy Duty (New) Vehicle Program, the In-Use Off-Road Diesel Vehicle Regulation, and the New Off-Road Compression-Ignition (Diesel) Engines and Equipment program. These regulations and programs have timetables by which manufacturers must comply and existing operators must upgrade their diesel-powered equipment. CARB has adopted several Airborne Toxic Control Measures (ATCMs) that reduce diesel emissions, including the following:

- Diesel Particulate Matter Control Measure for On-Road Heavy-Duty Diesel-Fueled Residential and Commercial Solid Waste Collection Vehicles (13 CCR 2020, 13 CCR 2021)
- ATCM for Diesel Particulate Matter from Portable Engines Rated 50 horsepower and greater (17 CCR 93116)
- ATCM for In-Use Diesel-Fueled Transport Refrigeration Units (TRUs) and TRU Generator Sets, and Facilities where TRUs operate (13 CCR 2477 and Article 8)
- ATCM to limit diesel-fueled commercial motor vehicle idling (13 CCR 2485)
- ATCM for In-Use Off-Road Diesel-Fueled Fleets (13 CCR 2449 et seq.)
- ATCM for In-Use On-Road Diesel-Fueled Vehicles (13 CCR 2025)

California Health and Safety Code Section 41700

Section 41700 of the California Health and Safety Code states that a person shall not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or that endanger the comfort, repose, health, or safety of any of those persons or the public; or that cause, or have a natural tendency to cause, injury or damage to business or property. Section 41700 also applies to sources of objectionable odors.

Air Quality and Land Use Handbook

CARB published the Air Quality and Land Use Handbook in 2005 to provide important air quality information about certain types of facilities (e.g., freeways, refineries, distribution centers) that should be considered when siting sensitive land uses such as residences. CARB provides recommended siting distances from certain types of facilities when locating new sensitive land uses. The recommendations are advisory and should not be interpreted as defined “buffer zones.” If a project is within the siting distance, CARB recommends further analysis. Where possible, CARB recommends a minimum separation between new sensitive land uses and existing sources.

4.2.2.3 Local

City of Calimesa 2014 General Plan

The City of Calimesa 2014 General Plan was adopted on August 4, 2014. The General Plan outlines the vision for long-range physical form, future development and growth of the City, and provides the policy framework guiding physical, social, and economic development in the City, as well as the City's own operations and decisions. The General Plan contains ten General Plan Topics, which cover all state-required elements: Land Use; Transportation and Mobility; Infrastructure and Public Services; Housing; Resource Management; Open Space, Parks and Recreation; Safety; Noise; Air Quality; and Sustainability. The City's General Plan includes various policies related to directly and indirectly improving air quality. Applicable goals and policies include the following:

Air Quality Element

Goal AQ-1. Improve air quality in Calimesa.

Goal AQ-2. Reduce vehicle trips and resulting emissions.

Goal AQ-3. Conserve energy, fuel, and water throughout the community.

Goal AQ-4. Minimize exposure of sensitive uses to air pollution.

Goal AQ-5. Reduce greenhouse gas emissions and adapt to the anticipated effects of climate.

Policy AQ-1. Seek to attain or exceed the more stringent of federal or state ambient air quality standards for each regulated air pollutant

Policy AQ-2. Require appropriate and feasible transit amenities in high-density and mixed-use developments. (MM)

Policy AQ-3. Promote pedestrian and bicycle circulation in both existing and planned commercial and residential areas. (MM)

Policy AQ-4. Adopt and implement a multi-use trail system that connects commercial, residential, and open space areas. (MM)

Policy AQ-5. Promote and support mixed-use land patterns that integrate retail, office, institutional, and residential uses. (MM)

Policy AQ-6. Develop neighborhood parks in high-density residential districts to encourage pedestrian travel to recreation facilities. (MM)

Policy AQ-7. Encourage centrally located parking in commercial areas to allow shoppers to walk to a number of destinations. (MM)

Policy AQ-9. Encourage energy conservation and solar design features to be incorporated in all new development projects. (MM)

Policy AQ-12. Encourage use of drought-resistant vegetation in new development projects. (MM)

Policy AQ-13. Reduce the effects of air pollution and the urban heat island effect with increased tree planting in public and private spaces. (MM)

Policy AQ-14. Encourage use of energy-efficient street cleaning equipment and landscaping practices. (MM)

Policy AQ-15. Separate sensitive uses such as residences, schools, parks, and day-care facilities from sources of air pollution and toxic chemicals. (MM)

Policy AQ-16. Reduce fugitive dust emissions from construction activities. (MM)

Sustainability Element

Goal SUS-5. Reduce automobile use and fuel consumption.

Policy SUS-1. The City encourages a built environment that promotes physical activity and access to healthy foods while reducing driving and pollution.

Policy SUS-3. The City will promote increased physical activity, reduced driving, and increased walking, cycling, and public transit by:

- Encouraging the development of compact development patterns that are pedestrian- and bicycle-friendly.
- Increasing opportunities for active transportation (walking and biking) and transit use. (MM)

Policy SUS-16. Reduce vehicle miles traveled by creating expanded bicycle and multi-use trails. (MM)

Policy SUS-17. The City will promote and encourage community-wide use of alternative transportation methods. (MM)

An analysis of applicable goals and policies is detailed in Section 4.10, Land Use and Planning.

South Coast Air Quality Management District

While CARB is responsible for the regulation of mobile emissions sources within the state, local air quality management districts and air pollution control districts are responsible for enforcing standards and regulating stationary sources. The SCAQMD is the regional agency responsible for the regulation and enforcement of federal, state, and local air pollution control regulations in the SCAB, where the Project is located. SCAQMD operates monitoring stations in the SCAB, develops rules and regulations for stationary sources and equipment, prepares emissions inventory and air quality management planning documents, and conducts source testing and inspections. The SCAQMD's AQMPs include control measures and strategies to be implemented to attain the CAAQS and NAAQS in the SCAB. SCAQMD then implements these control measures as regulations to control or reduce criteria pollutant emissions from stationary sources or equipment.

Air Quality Management Plan

The most-recently adopted AQMP is the 2022 AQMP (SCAQMD 2022), which was adopted by the SCAQMD governing board on December 2, 2022. The 2022 AQMP is a regional blueprint for achieving air quality standards and

healthful air. The 2022 AQMP was developed to address the requirements for meeting EPA's NAAQS for ground-level O_3. The strategies of the 2022 AQMP include wide adoption of zero-emissions technologies, low NO_x technologies where zero-emission technologies are not feasible, federal action, zero-emission technologies for residential and industrial sources, incentive funding in environmental justice areas, and prioritizing benefits on the most disadvantaged communities (SCAQMD 2022).

Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning

The SCAQMD adopted its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning in May 2005. Like the CARB Land Use Handbook, the SCAQMD Guidance Document provides recommendations for the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, gas dispensing facilities). In its Guidance Document the SCAQMD provides recommendations for when an HRA should be prepared, such as for truck stops and warehouse distribution facilities, where more than 100 trucks per day or more than 40 trucks with truck refrigeration units are generated.

Applicable Rules

Emissions that would result from Project development may be subject to SCAQMD rules and regulations, which may include the following:

Rule 401 – Visible Emissions. This rule establishes the limit for visible emissions from stationary sources for a period or periods aggregating more than 3 minutes in any hour. This rule prohibits visible emissions dark or darker than Ringelmann No. 1 for periods greater than 3 minutes in any hour or such opacity that could obscure an observer's view to a degree equal or greater than does smoke.

Rule 402 – Nuisance. This rule prohibits the discharge of air pollutants from a facility that causes injury, detriment, nuisance, or annoyance to the public or damage to business or property.

Rule 403 – Fugitive Dust. This rule requires fugitive dust sources to implement best available control measures for all sources and prohibits all forms of visible particulate matter from crossing any property line. SCAQMD Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. This rule also requires activities defined as "Large Operations" to notify the SCAQMD by submitting specific forms. A Large Operation is defined as any active operation on property containing 50 or more acres of disturbed surface area; or any earth moving operation with a daily earth-moving or throughput volume of 3,850 cubic meters (5,000 cubic yards), three times during the most recent 365 day period.

Rule 431.2 – Sulfur Content of Liquid Fuels. The purpose of this rule is to limit the sulfur content in diesel and other liquid fuels for the purpose both of reducing the formation of SO_x and particulates during combustion and of enabling the use of add-on control devices for diesel-fueled internal combustion engines. The rule applies to all refiners, importers, and other fuel suppliers such as distributors, marketers, and retailers, as well as to users of diesel, low-sulfur diesel, and other liquid fuels for stationary-source applications in the SCAQMD. The rule also affects diesel fuel supplied for mobile source applications.

Rule 445 – Wood Burning Devices. The purpose of this rule is to reduce the emission of particulate matter from woodburning devices and establish contingency measures for applicable O_3 standards for the reduction of VOCs. The rule requires the installation of only gaseous-fueled fireplaces and stoves in any new residential or commercial development.

Rule 1110.2 – Emissions from Gaseous- and Liquid-Fueled Engines. This rule applies to stationary and portable engines rated at greater than 50 horsepower. The purpose of Rule 1110.2 is to reduce NO_x, VOCs, and CO emissions from engines. Emergency engines, including those powering standby generators, are generally exempt from the emissions and monitoring requirements of this rule because they have permit conditions that limit operation to 200 hours or less per year as determined by an elapsed operating time meter.

Rule 1113 – Architectural Coatings. This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

Rule 1138 – Control of Emissions from Restaurant Operations. This rule specifies PM and VOC emissions and odor control requirements for commercial cooking operations that use chain-driven char broilers to cook meat.

Rule 2202 – On-Road Motor Vehicle Mitigation Options. This rule applies to tenants who employ 250 or more employees on a full- or part-time basis. The purpose of this rule is to provide employees with a menu of options to reduce employee commute vehicle emissions. Tenants with less than 250 employees or tenants with 250 or more employees who are exempt from SCAQMD Rule 2202 (as stated in the Rule) shall either (a) join with a tenant who is implementing a program in accordance with Rule 2202 or (b) implement an emission reduction program similar to Rule 2202 with annual reporting of actions and results to the City of Calimesa. The tenant-implemented program would include, but not be limited to the following:

- Appoint a Transportation Demand Management (TDM) coordinator who would promote the TDM program, activities and features to all employees.
- Create and maintain a "commuter club" to manage subsidies or incentives for employees who carpool, vanpool, bicycle, walk, or take transit to work.
- Inform employees of public transit and commuting services available to them (e.g., social media, signage).
- Provide on-site transit pass sales and discounted transit passes.
- Guarantee a ride home.
- Offer shuttle service to and from public transit and commercial areas/food establishments, if warranted.
- Coordinate with the Riverside Transit Agency and employers in the surrounding area to maximize the benefits of the TDM program."

Rule 2305 – Warehouse Indirect Source Rule. Owners and operators associated with warehouses 100,000 square feet or larger are required to directly reduce nitrogen oxides and particulate matter emissions, or to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities. The rule imposes a "Warehouse Points Compliance Obligation" (WPCO) on warehouse operators. Operators satisfy the WPCO by accumulating "Warehouse Actions and Investments to Reduce Emissions Points" (WAIRE Points) in a given 12-month period. WAIRE Points are awarded by implementing measures to reduce emissions listed on the WAIRE Menu, or by implementing a custom WAIRE Plan approved by the SCAQMD.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SCAG serves as the federally

designated metropolitan planning organization for the Southern California region and is the largest metropolitan planning organization in the United States.

In September 2020, SCAG adopted Connect SoCal, the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Connect SoCal charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, planning strategies, and the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses, and local stakeholders within the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. As stated above, the SCAQMD adopted the 2022 AQMP, which incorporates the updated regional growth projections from Connect SoCal (SCAG 2020; SCAQMD 2022).

The RTP/SCS is updated every 4 years. At the time of this Draft EIR, SCAG adopted the 2024-2050 RTP/SCS, also referred to as "Connect SoCal 2024". The Connect SoCal 2024 builds upon prior planning cycles to update the vision of the region's future (SCAG 2024). SCAG's 2024–2050 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS is a regional growth management strategy, which targets per capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region pursuant to SB 375. In addition to demonstrating the region's ability to attain the GHG emission reduction targets set forth by CARB, the 2024–2050 RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands (SCAG 2024). Thus, successful implementation of the 2024–2050 RTP/SCS would result in more complete communities with various transportation and housing choices while reducing automobile use.[4] However, the updated growth projections from the recently-adopted 2024–2050 RTP/SCS have not yet been incorporated into an adopted AQMP.

4.2.3 Thresholds of Significance

4.2.3.1 CEQA Appendix G Guidelines

The significance criteria used to evaluate the Project impacts to air quality are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to air quality would occur if the Project would:

1. Conflict with or obstruct implementation of the applicable air quality plan.
2. 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.
3. Expose sensitive receptors to substantial pollutant concentrations.
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

[4] It should be noted that the 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS, also known as Connect SoCal) was adopted in April of 2024; however, the South Coast Air Quality Management District (SCAQMD) 2022 Air Quality Management Plan is based upon 2020–2045 RTP/SCS and so for the purposes of this analysis, the Project references the 2020–2045 RTP/SCS.

Appendix G indicates that, where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to determine whether the Project would have a significant impact on air quality.

4.2.3.2 Other Applicable Thresholds

The SCAQMD has established Air Quality Significance Thresholds, as revised in March 2023, that set forth quantitative emission significance thresholds below which a project would not have a significant impact on ambient air quality (SCAQMD 2023a). The Project's "regional" emission refers to emissions that will be evaluated based on regional significance thresholds established by the SCAQMD, also known as the criteria pollutant mass daily thresholds. The SCAQMD Air Quality Significance Thresholds also provide TACs thresholds and ambient air quality standards for criteria pollutants which are to be utilized for localized significance determination. The quantitative air quality analysis provided herein applies the SCAQMD thresholds identified in Table 4.2-4 to determine the potential for the Project to result in a significant impact under CEQA.

Table 4.2-4. SCAQMD Air Quality Significance Thresholds

Criteria Pollutants Mass Daily Thresholds – Regional Thresholds		
Pollutant	**Construction (pounds per day)**	**Operation (pounds per day)**
VOCs	75	55
NO_x	100	55
CO	550	550
SO_x	150	150
PM_{10}	150	150
$PM_{2.5}$	55	55
Lead[a]	3	3
TACs and Odor Thresholds – Localized Thresholds		
TACs[b]	Maximum incremental cancer risk ≥10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥1 in 1 million) Chronic and acute hazard index ≥1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
Ambient Air Quality Standards for Criteria Pollutants[c] – Localized Thresholds		
NO_2 1-hour average NO_2 annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: ▪ 0.18 ppm (state) ▪ 0.030 ppm (state) and 0.0534 ppm (federal)	
CO 1-hour average CO 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: ▪ 20 ppm (state) and 35 ppm (federal) ▪ 9.0 ppm (state/federal)	
PM_{10} 24-hour average PM_{10} annual average	10.4 μg/m³ (construction)[d] 2.5 μg/m³ (operation) 1.0 μg/m³	

Table 4.2-4. SCAQMD Air Quality Significance Thresholds

Criteria Pollutants Mass Daily Thresholds – Regional Thresholds	
$PM_{2.5}$ 24-hour average	10.4 μg/m³ (construction)[d] 2.5 μg/m³ (operation)

Source: SCAQMD 2023a.
Notes: SCAQMD = South Coast Air Quality Management District; VOC = volatile organic compounds; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; TAC = toxic air contaminant; NO_2 = nitrogen dioxide; ppm = parts per million by volume; μg/m³ = micrograms per cubic meter.
Greenhouse gas emissions thresholds for industrial projects, as added in the March 2015 revision to the SCAQMD Air Quality Significance Thresholds, were not included in this table as they are addressed within the greenhouse gas emissions analysis and not the air quality analysis.

[a] The phaseout of leaded gasoline started in 1976. Since gasoline no longer contains lead, the Project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.
[b] TACs include carcinogens and noncarcinogens.
[c] Ambient air quality standards for criteria pollutants are based on SCAQMD Rule 1303, Table A-2, unless otherwise stated.
[d] Ambient air quality thresholds are based on SCAQMD Rule 403.

The phasing out of leaded gasoline started in 1976. As gasoline no longer contains lead, the Project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

The evaluation of whether the Project would conflict with or obstruct implementation of the applicable air quality plan (CEQA Guidelines, Appendix G, Threshold 1) is based on the SCAQMD CEQA Air Quality Handbook (SCAQMD 1993), Chapter 12, Sections 12.2 and 12.3. The first criterion assesses whether the Project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards of the interim emissions reductions specified in the AQMP, which is addressed in detail under Section 4.2.4, Impacts Analysis, Threshold 4.2a. The second criterion is whether the Project would exceed the assumptions in the AQMP, or increments based on the year of Project buildout and phase, as discussed further in Threshold 4.2b.

To evaluate the potential for the Project to 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 (CEQA Guidelines, Appendix G, Threshold 4.2b), this analysis applies SCAQMD's construction and operational criteria pollutants mass daily thresholds, as shown in Table 4.2-4. A project would potentially result in a cumulatively considerable net increase in O_3, which is a nonattainment pollutant, if the project's construction or operational emissions would exceed the SCAQMD VOC or NO_x thresholds shown in Table 4.2-4. These emissions-based thresholds for O_3 precursors are intended to serve as a surrogate for an "ozone significance threshold" (i.e., the potential for adverse O_3 impacts to occur). This approach is used because O_3 is not emitted directly, and the effects of an individual project's emissions of O_3 precursors (VOC and NO_x) on O_3 levels in ambient air cannot be determined reliably or meaningfully through air quality models or other quantitative methods.

The assessment of the Project's potential to expose sensitive receptors to substantial pollutant concentrations (CEQA Guidelines, Appendix G, Threshold 4.2c) includes a localized significance threshold (LST) analysis, as recommended by the SCAQMD, to evaluate the potential of localized air quality impacts to sensitive receptors in the immediate vicinity of a proposed project from construction and operation; however, an operational LST analysis is not required for the Project due to it not proposing substantial on-site sources of localized emissions.

As previously stated, LSTs represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable NAAQS and CAAQS at the nearest residence or sensitive receptor. Receptor locations are off-site locations where individuals may be exposed to emissions from Project activities.

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, and individuals with pre-existing respiratory or cardiovascular illness. Structures that house these persons or places where they gather are defined as "sensitive receptors. These structures typically include uses such as residences, hotels, and hospitals where an individual can remain for 24 hours. Consistent with the LST Methodology, the nearest land use to the Project site where an individual could remain for 24 hours has been used to determine air quality impacts for emissions of PM_{10} and $PM_{2.5}$, since PM_{10} and $PM_{2.5}$ thresholds are based on a 24-hour averaging time.

Per the *LST Methodology*, commercial and industrial facilities are not included in the definition of sensitive receptor because employees and patrons do not typically remain onsite for a full 24 hours but are typically on-site for 8 hours or less. However, *LST Methodology* explicitly states that "*LSTs based on shorter averaging periods, such as the NO_2 and CO LSTs, could also be applied to receptors such as industrial or commercial facilities since it is reasonable to assume that a worker at these sites could be present for periods of one to eight hours*" (Appendix B-1). Therefore, any adjacent land use where an individual could remain for 1 or 8 hours, that is located at a closer distance to the Project site than the receptor used for PM_{10} and $PM_{2.5}$ analysis, must be considered to determine construction and operational LST air impacts for emissions of NO_2 and CO since these pollutants have an averaging time of 1 and 8 hours. Due to the proposed magnitude of grading anticipated to occur per day at the Project site, a site-specific localized significance analysis was performed, which used dispersion modeling with comparison of concentration AAQS.

Receptors analyzed in the LST analysis are detailed above in Section 4.2.1.3, Sensitive Receptors.

The assessment of the Project's potential to expose sensitive receptors to substantial pollutant concentrations (CEQA Guidelines, Appendix G, Threshold 4.2c) also includes a qualitative CO hotspot analysis based on comparison to the SCAQMD 2003 AQMP CO hotspot analysis.

The potential for the Project to result in other emissions, specifically an odor impact (CEQA Guidelines, Appendix G, Threshold 4), is based on the Project's anticipated construction activity, land use types, and the potential for the Project to create an odor nuisance pursuant to SCAQMD Rule 402.

Approach and Methodology

This analysis in Section 4.2.4, Impacts Analysis, quantifies criteria air pollutant emissions generated by construction and operation of the Project and addresses whether the Project conflicts with implementation of the SCAQMD's AQMP. The analysis of Project-generated air pollutant emissions determines whether the Project would result in a cumulatively considerable net increase of any criteria pollutant for which the SCAB is in non-attainment under an applicable NAAQS and CAAQS. Additionally, the Project has been evaluated to determine whether the Project would expose sensitive receptors to substantial pollutant concentrations, including TACs, and the impacts of odors. The significance of these potential impacts is described in the following sections.

The Project's operational emissions are compared to the SCAQMD's mass-daily regional thresholds. In addition, for informational purposes, emissions from the operation of the proposed Project are compared to those that would result from the currently approved project, as detailed in the Addendum to the Mesa Verde Specific Plan

Environmental Impact Report, which was prepared in October 2017. The currently approved project consists of 3,292 single family dwelling units, 358 multifamily dwelling units, 48 acres of active park, an 8,000 square foot recreation community center, two elementary schools with a total of 1,200 students, and 250,000 square feet of commercial retail use.

Construction Emissions

The California Emissions Estimator Model (CalEEMod) 2022.1.1.22 Version was used to estimate emissions from construction and operation of the Project. CalEEMod is a statewide computer model developed in cooperation with air districts throughout the state to quantify criteria air pollutant and GHG emissions associated with construction activities and operation of a variety of land use projects, such as residential, commercial, and industrial facilities. CalEEMod input parameters, including the land use type used to represent the Project and its size, construction schedule, and anticipated use of construction equipment, were based on information provided by the applicant or default model assumptions if Project specifics were unavailable. It should be noted that the duration of each phase of construction was adjusted based on estimates provided by the Project Applicant.

Construction activities associated with the Project would result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Construction-related emissions are expected from the following construction activities that would occur during Phases 1 through 5, with additional details provided below: site preparation, grading, building construction, paving, and architectural coating.

Grading Activities

Dust is typically a concern during grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called “fugitive emissions.” Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). CalEEMod was utilized to calculate fugitive dust emissions resulting from this phase of activity. Based on data provided by the Project applicant, mass site grading is expected to occur during Phases 1-2 and 3-4. In addition, the analysis conservatively assumes that remedial grading activities may occur during Phase 5 of construction. Based on information provided by the Project Applicant, the Project’s grading activities will balance on-site (Appendix B-1). In order to maintain compliance with SCAQMD Rule 403, it was assumed that the areas subject to grading/earthwork would be watered at least three times per day during site preparation and grading activities.

Off-Site Utility and Infrastructure Improvements

To support the Project development, there may be paving for off-site improvements associated with roadway construction and utility installation for the Project. It is expected that the off-site construction activities would not take place at one location for the entire duration of construction. Impacts associated with these activities are not expected to exceed the emissions identified for Project-related construction activities since the off-site construction areas would have physical constraints on the amount of daily activity that could occur. The physical constraints would limit the amount of construction equipment that could be used, and any off-site and utility infrastructure construction would not use equipment totals that would exceed the equipment totals in Table 4.2-6. It is assumed that the same equipment that is utilized for Project construction would be utilized for off-site utility and infrastructure improvements. As such, no impacts beyond what has already been identified in this section are expected to occur.

Construction Duration

For purposes of analysis, construction of the Project is expected to commence in July 2026 and would end in December 2045. The construction schedule utilized in the analysis, shown in Table 4.2-5 represents a "worst-case" analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.[5] The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per *CEQA Guidelines* (Appendix B-1).

[5] As shown in the CalEEMod User's Guide Version 2022.1, Section 4.3 "Off-Road Equipment" as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.

Table 4.2-5. Construction Duration

Phase	Construction Activity	Start Date	End Date	Days
1	Site Preparation	7/1/2026	9/1/2026	45
	Mass Grading Phase 1 + 2	9/2/2026	6/2/2027	196
	Building Construction	6/3/2027	11/3/2028	372
	Paving	11/4/2028	8/4/2029	195
	Architectural Coating	8/5/2029	5/5/2030	195
2	Site Preparation	5/6/2030	6/20/2030	34
	Mass Grading Phase 1 + 2	6/21/2030	2/1/2031	161
	Building Construction	2/2/2031	5/2/2033	586
	Paving	5/3/2033	12/20/2033	166
	Architectural Coating	12/21/2033	9/1/2034	183
3	Site Preparation	5/1/2033	11/1/2033	132
	Mass Grading Phase 3 + 4	11/2/2033	3/2/2035	348
	Building Construction	3/3/2035	12/31/2038	1000
	Paving	6/1/2037	12/31/2038	415
	Architectural Coating	6/1/2037	12/31/2038	415
4	Site Preparation	1/1/2037	6/1/2037	108
	Mass Grading Phase 3 + 4	6/2/2037	9/2/2038	328
	Building Construction	9/3/2038	12/31/2040	607
	Paving	6/1/2039	12/31/2040	414
	Architectural Coating	6/1/2039	12/31/2040	414
5	Site Preparation	1/1/2041	5/1/2041	87
	Remedial Grading	5/2/2041	6/2/2042	283
	Building Construction	6/3/2042	12/31/2045	934
	Paving	6/1/2044	12/31/2045	413
	Architectural Coating	6/1/2044	12/31/2045	413

Source: Appendix B-1.

Construction Equipment

Consistent with industry standards and typical construction practices, each piece of equipment listed in Table 4.2-6, would operate up to a total of eight (8) hours per day, or more than two-thirds of the period during which construction activities are allowed. It should be noted that the construction equipment list was adjusted based on the construction schedule for each phase of construction as well as estimates provided by the Project Applicant.

Table 4.2-6. Construction Equipment Assumptions

Phase	Construction Activity	Equipment[1]	Quantity	Hours Per Day
1	Site Preparation	Crawler Tractors	5	8
		Off-Highway Trucks	4	8
	Mass Grading Phase 1 + 2	Excavators	2	8
		Graders	2	8
		Rubber Tired Dozers	2	8
		Scrapers	16	8
		Crawler Tractors	4	8
		Off-Highway Trucks	3	8
	Building Construction	Cranes	2	8
		Forklifts	6	8
		Generator Sets	2	8
		Tractors/Loaders/Backhoes	6	8
		Welders	2	8
	Paving	Pavers	2	8
		Paving Equipment	2	8
		Rollers	2	8
	Architectural Coating	Air Compressors	2	8
2	Site Preparation	Crawler Tractors	5	8
		Off-Highway Trucks	4	8
	Mass Grading Phase 1 + 2	Excavators	1	8
		Graders	2	8
		Rubber Tired Dozers	2	8
		Scrapers	14	8
		Crawler Tractors	4	8
		Off-Highway Trucks	4	8
	Building Construction	Cranes	2	8
		Forklifts	7	8
		Generator Sets	2	8
		Tractors/Loaders/Backhoes	7	8
		Welders	2	8

Table 4.2-6. Construction Equipment Assumptions

Phase	Construction Activity	Equipment[1]	Quantity	Hours Per Day
	Paving	Pavers	2	8
		Paving Equipment	2	8
		Rollers	2	8
	Architectural Coating	Air Compressors	1	8
3	Site Preparation	Crawler Tractors	5	8
		Off-Highway Trucks	4	8
	Mass Grading Phase 3 + 4	Excavators	1	8
		Graders	2	8
		Rubber Tired Dozers	2	8
		Scrapers	14	8
		Crawler Tractors	4	8
		Off-Highway Trucks	4	8
	Building Construction	Cranes	3	8
		Forklifts	8	8
		Generator Sets	3	8
		Tractors/Loaders/Backhoes	8	8
		Welders	3	8
	Paving	Pavers	3	8
		Paving Equipment	3	8
		Rollers	3	8
	Architectural Coating	Air Compressors	1	8
4	Site Preparation	Crawler Tractors	5	8
		Off-Highway Trucks	4	8
	Mass Grading Phase 3 + 4	Excavators	1	8
		Graders	2	8
		Rubber Tired Dozers	2	8
		Scrapers	14	8
		Crawler Tractors	4	8
		Off-Highway Trucks	4	8
	Building Construction	Cranes	2	8

Table 4.2-6. Construction Equipment Assumptions

Phase	Construction Activity	Equipment[1]	Quantity	Hours Per Day
		Forklifts	7	8
		Generator Sets	2	8
		Tractors/Loaders/Backhoes	7	8
		Welders	2	8
	Paving	Pavers	2	8
		Paving Equipment	2	8
		Rollers	2	8
	Architectural Coating	Air Compressors	1	8
5	Site Preparation	Crawler Tractors	5	8
		Off-Highway Trucks	4	8
	Remedial Grading	Excavators	1	8
		Graders	2	8
		Rubber Tired Dozers	2	8
		Scrapers	14	8
		Crawler Tractors	4	8
		Off-Highway Trucks	4	8
	Building Construction	Cranes	2	8
		Forklifts	7	8
		Generator Sets	2	8
		Tractors/Loaders/Backhoes	7	8
		Welders	2	8
	Paving	Pavers	2	8
		Paving Equipment	2	8
		Rollers	2	8
	Architectural Coating	Air Compressors	1	8

Note: [1] In order to account for fugitive dust emissions, Crawler Tractors were used in lieu of Tractors/Loaders/Backhoes.
Source: Appendix B-1.

The Project will be required to comply with SCAQMD Rule 403 to control dust emissions during any dust-generating activities. SCAQMD Rule 403 requires implementation of various best available fugitive dust control measures for different sources for all construction activity sources within its jurisdictional boundaries. Dust control measures include, but are not limited to, maintaining stability of soil through pre-watering of site prior to clearing, grubbing, cut and fill, and earth-moving activities; stabilizing soil during and immediately after clearing, grubbing, cut and fill,

and other earth-moving activities; stabilizing backfill during handling and at completion of activity; and pre-watering material prior to truck loading and ensuring that freeboard exceeds 6 inches. While SCAQMD Rule 403 requires fugitive dust control beyond watering control measures, compliance with Rule 403 is represented in CalEEMod by assuming three daily watering of active sites, as the Project site is considered a "Large Operation" according to the definitions of Rule 403 (61% reduction in PM_{10} and $PM_{2.5}$ [CAPCOA 2022]).

The Project will also be required to comply with SCAQMD's Rule 1113 (Architectural Coatings), which requires that the construction contractor must procure architectural coatings that comply with the SCAQMD grams per liter VOC limits as identified by application type (paint and other finishes) to reduce associated VOC emissions.

Construction Health Risk Assessment

A construction HRA was performed to evaluate potential health risk associated with construction of the Project. The following discussion summarizes the dispersion modeling and HRA methodology; supporting construction HRA documentation, including detailed assumptions, is presented in Appendix B-2.

The emissions calculations for the construction HRA component are based on an assumed mix of construction equipment and hauling activity as presented in Appendix B-1, or Table 4.2-5 and 4.2-6 of this Section.

Construction related DPM emissions are expected to occur primarily as a function of the operation of heavy-duty construction equipment. The analysis herein has been conducted in accordance with the guidelines in the Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis. The EPA's American Meteorological Society/Environmental Protection Agency Regulatory Model (AERMOD) has been utilized. For purposes of this analysis, the Lakes AERMOD View (Version 12.0.0) was used to calculate annual average particulate concentrations associated with site operations. Lakes AERMOD View was utilized to incorporate the U.S. EPA's latest AERMOD Version 23132. The model offers additional flexibility by allowing the user to assign an initial release height and vertical dispersion parameters for mobile sources representative of a roadway. For this HRA, the roadways were modeled as adjacent volume sources. Roadways were modeled using the U.S. EPA's haul route methodology for modeling of on-site and off-site truck movement. More specifically, the Haul Road Volume Source Calculator in Lakes AERMOD View has been utilized to determine the release height parameters. Based on the US EPA methodology, the Project's modeled sources would result in a release height of 3.49 meters and an initial lateral dimension of 4.0 meters, and an initial vertical dimension of 3.25 meters (Appendix B-2).

For purposes of the construction HRA, receptors include both residential and non-residential (worker and school) land uses in the vicinity of the Project. These receptors are included in the HRA since residents, workers, and school children may be exposed at these locations over a long-term duration of 30, 25, and 9 years, respectively. This methodology is consistent with SCAQMD and the EPA's Office of Environmental Health Hazard Assessment recommended guidance.

Any impacts to residents or workers located further away from the Project site than the modeled residents, workers, and schoolchildren would have a lesser impact than what has already been disclosed in the HRA at the Maximally Exposed Individual Receptor (MEIR) and Maximally Exposed Individual Worker because concentrations dissipate with distance.

All receptors were set to existing elevation height so that only ground-level concentrations are analyzed. United States Geological Survey Digital Elevation Model terrain data based on a 7.5-minute topographic quadrangle map series using AERMAP was utilized in the HRA modeling to set elevations

As discussed in Appendix B-1, the Project would result in approximately 5,088 total working-days of construction activity. The construction duration by phase is shown in Table 4.2-5. A detailed summary of construction equipment assumptions by phase is provided at Table 4.2-6. Emissions from construction equipment were modeled in AERMOD using volume sources covering the Project site.

Operational Emissions

Operational activities associated with the Project would result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Operational emissions are expected from the following primary sources:

- Area source emissions;
- Energy source emissions;
- Mobile source emissions;
- TRU emissions;
- On-site cargo handling equipment emissions; and
- Stationary source emissions.

Area Source Emissions

Architectural Coatings. Over time the buildings that are part of this Project would require maintenance and would therefore produce emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings. The emissions associated with architectural coatings were calculated using CalEEMod.

Consumer Products. Consumer products include, but are not limited to, detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form O_3 and other photochemically reactive pollutants. The emissions associated with use of consumer products were calculated based on defaults provided within CalEEMod.

Landscape Maintenance Equipment. Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. It should be noted that on October 9, 2021, Governor Gavin Newsom signed AB 1346. The bill aims to ban the sale of new gasoline-powered equipment under 25 gross horsepower (known as small off-road engines) by January 1, 2024, which is now in effect. However, for purposes of analysis, the emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod, and do not incorporate the emissions reductions that would be realized from implementation of AB 1346.

Energy Source Emissions

Criteria pollutant emissions are emitted through the generation of electricity. However, because electrical generating facilities for the Project area are located either outside the region (state) or offset through the use of

pollution credits for generation within the SCAB, criteria pollutant emissions from offsite generation of electricity are excluded from the evaluation of significance.

Mobile Source Emissions

The Project related operational air quality emissions derive primarily from vehicle trips generated by the Project, including employee trips to and from the site and truck trips associated with the proposed uses. Trip characteristics available are detailed in Appendix B-1. In order to determine emissions from passenger car vehicles from industrial and non-industrial uses, CalEEMod defaults for trip length and trip purpose were utilized. For the proposed industrial uses, it is important to note that although the transportation analysis (included as Appendix J-2 of this Draft EIR) does not break down passenger cars by type, this analysis assumes that passenger cars include Light-Duty-Auto vehicles (LDA), Light-Duty-Trucks (LDT1[6] & LDT2[7]), Medium-Duty-Vehicles (MDV), and Motorcycles (MCY) vehicle types. Fleet mixes for passenger cars and trucks are detailed in Appendix B-1. Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of brake and tire wear particulates. The emissions estimate for travel on paved roads was calculated using CalEEMod.

Transport Refrigeration Unit Emissions

To account for the possibility of refrigerated uses, trucks associated with the cold-storage land use are assumed to also have TRUs. Therefore, for modeling purposes 263 trucks (526 two-way truck trips per day) have the potential to include TRUs. TRUs are accounted for during on-site and off-site travel. The TRU calculations are based on CARB's OFFROAD Model version 2021 (OFFROAD2021). OFFROAD2021 does not provide emission rates per hour or mile as with the on-road emission model and only provides emission inventories. Emission results are produced in tons per day while all activity, fuel consumption and horsepower hours were reported at annual levels. The emission inventory is based on specific assumptions including the average horsepower rating of specific types of equipment and the hours of operation annually. These assumptions are not always consistent with assumptions used in the modeling of project level emissions. Therefore, the emissions inventory was converted into emission rates to accurately calculate emissions from TRU operation associated with project level details. This was accomplished by converting the annual horsepower hours to daily operational characteristics and converting the daily emission levels into hourly emission rates based on the total emission of each criteria pollutant by equipment type and the average daily hours of operation (Appendix B-1).

On-Site Cargo Handling Equipment Source Emissions

It is common for industrial buildings to require the operation of exterior cargo handling equipment in the building's truck court areas. For this Project, on-site modeled operational equipment includes up to sixteen (16) 175 hp, natural gas-powered cargo handling equipment – port tractor operating 4 hours a day[8] for 365 days of the year (Appendix B-1).

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6 Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs.

7 Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.

8 Based in Table II-3, Port and Rail Cargo Handling Equipment Demographics by Type, from CARB's Technology Assessment: Mobile Cargo Handling Equipment document, a single piece of equipment could operate up to 2 hours per day (Total Average Annual Activity divided by Total Number Pieces of Equipment). As such, the analysis conservatively assumes that the tractor/loader/backhoe would operate up to 4 hours per day.

Stationary Source Emissions

The proposed Project was conservatively assumed to include installation of eight 300-horsepower diesel-powered fire pumps at Project buildout (one for each industrial building). Additionally, in order to support cold storage uses, the Project was conservatively assumed to include the installation of one 800-horsepower emergency generator. The fire pumps and emergency generator were each estimated to operate for up to 1 hour per day, 1 day per week for up to 50 hours per year for maintenance and testing purposes. Emissions associated with the stationary diesel-powered emergency fire pumps and emergency generator were calculated using CalEEMod (Appendix B-1).

Operational Health Risk Assessment

On-Site and Off-site Truck Activity. Vehicle DPM emissions were calculated using emission factors for particulate matter less than 10 microns in diameter (PM_{10}) generated with the 2021 version of the EMission FACtor model (EMFAC) developed by CARB. EMFAC 2021 is a mathematical model that CARB developed to calculate emission rates from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the ARB to project changes in future emissions from on-road mobile sources. The most recent version of this model, EMFAC 2021, incorporates regional motor vehicle data, information and estimates regarding the distribution of vehicle miles traveled by speed, and number of starts per day (Appendix B-2).

Several distinct emission processes are included in EMFAC 2021. Emission factors calculated using EMFAC 2021 are expressed in units of grams per vehicle miles traveled (g/VMT) or grams per idle-hour (g/idle-hr), depending on the emission process.

For this Project, annual average PM_{10} emission factors were generated by running EMFAC 2021 in EMFAC Mode for vehicles in the Riverside County jurisdiction. The EMFAC Mode generates emission factors in terms of grams of pollutant emitted per vehicle activity and can calculate a matrix of emission factors at specific values of temperature, relative humidity, and vehicle speed. The model was run for speeds traveled in the vicinity of the Project. The vehicle travel speeds for each segment modeled are summarized below:

- Idling – on-site loading/unloading and truck gate;
- 5 miles per hour – on-site vehicle movement including driving and maneuvering; and
- 25 miles per hour – off-site vehicle movement including driving and maneuvering.

It is expected that minimal idling would occur at nearby intersections during truck travel on study area roadways (e.g., at an intersection during a red light, or yielding to make a turn). Notwithstanding, the analysis conservatively utilizes a reduced off-site average speed of 25 miles per hour (below the posted speed limit) for travel on study area roadways. Use of a lower average speed for off-site travel results in a higher emission factor and therefore any negligible idling that would occur during truck travel along the study area is accounted for (Appendix B-2).

Further details on methodology for on-site and off-site truck activity of the operational HRA are provided in Appendix B-2.

Transport Refrigeration Unit Emissions. Details on TRUs are provided above. However, for purposes of the operational HRA, consistent with the methodology presented in Appendix F of CARB's *Proposed Amendments to the Airborne Toxic Control Measure for In-Use Diesel-Fueled TRU and TRU Generator Sets, and Facilities Where TRUs Operate*, it was estimated that each TRU would spend approximately 3.3 hours per load at the facility, and that the TRU engine would operate 62.5% of the time. Thus, it was estimated that for each two-way truck trip

servicing the refrigerated warehouse portion of the Project, the TRU engine would operate for approximately 2.1 hours while on site and parked at the loading docks (Appendix B-2).

Emergency Engines

The Project includes the installation of an emergency fire pump at each building, as well as an emergency generator serving the cold storage portion of the Project, as shown on Exhibit 2-B of Appendix B-2. The emergency engines would be diesel fueled and potentially would result in exposure of sensitive receptors to DPM. Based on the CalEEMod output presented in the Project air quality impact analysis, it is estimated that each fire pump would be rated at 300 brake horsepower and the emergency generator would be rated at 800 brake horsepower. The analysis assumed that each emergency engine could potentially operate for up to 1 hour per day, one day per week, for a total of 50 hours per year for maintenance and testing purposes. Consistent with SCAQMD guidance, the emergency engines were modeled as point sources. Because detailed engine specifications are not known at this time, release parameters (including exhaust height, diameter, temperature, and flow rate) were obtained from the California Air Pollution Control Officers Association Facility Prioritization Guidelines. In order to account for potential building downwash effects, which have the potential to affect point sources in AERMOD, building downwash was modeled using the Building Profile Input Program (Appendix B-2).

4.2.4 Impacts Analysis

4.2.4.1 Summary of Previous Impact Analysis

Mesa Verde Estates Specific Plan EIR (2007)

The 2007 Final EIR determined that the project would result in a significant and unavoidable impact regarding potential to conflict with an applicable AQMP.

The 2007 Final EIR determined that the project's emissions from construction activities would exceed SCAQMD's mass-daily regional thresholds for VOC, NO_x, and PM_{10} ($PM_{2.5}$ was not analyzed; however, PM_{10} is inclusive of $PM_{2.5}$), and would be below SCAQMD's mass-daily regional thresholds for CO and SO_x, even with implementation of mitigation measures. The 2007 Final EIR determined that, with mitigation, localized construction emissions would exceed applicable thresholds for VOC, NOx, and CO. Localized construction emissions of SO_x and PM_{10} would be under applicable SCAQMD thresholds with mitigation. Regarding operational emissions, even with implementation of mitigation measures, the project was determined to result in significant and unavoidable operational air quality impacts for VOC, NO_X, CO, and PM_{10} ($PM_{2.5}$ was not provided).

The 2007 Final EIR determined that the project would not create objectionable odors affecting a substantial number of people, and that impacts would be less than significant.

The 2007 Final EIR determined that, even after the implementation of mitigation measures, the project would result in significant air quality impacts. The EIR found that short-term grading and construction activities as well as long-term operation of the project would result in air pollutant levels that exceed SCAQMD's significance thresholds. The approved project would also cumulatively contribute to the nonattainment designations of the SCAB. In addition, the 2007 Final EIR identified that the project would conflict with the applicable AQMP as it was found to be inconsistent with the applicable 2003 AQMP. However, odor impacts, air toxics, and CO hotspots were found to be less than significant. Although mitigation measures included in the 2007 Final EIR would reduce air quality impacts of the project to the extent feasible, air quality impacts were identified as a significant and unavoidable impact.

Addendum to the Mesa Verde Specific Plan EIR (2017)

The 2017 Addendum found that due to SCAG updating its growth projections within the 2012 AQMP to reflect implementation of the project, and the overall projections by SCAG would accommodate the units proposed in the 2017 Specific Plan, and the previously approved project would not conflict with implementation of the applicable 2012 AQMP. Although emissions of the 2017 Specific Plan would be lesser compared to the 2007 project, the 2017 Specific Plan would result in significant construction and operational emissions that would continue to exceed applicable SCAQMD regional significance thresholds. The 2017 Addendum determined that 2017 Specific Plan would cumulatively contribute to the nonattainment designations of the SCAB. The 2017 Specific Plan would not expose sensitive receptors to substantial pollutant concentrations, and odors and CO hotspots were found to be less than significant. Although mitigation measures included that would reduce air quality impacts to the extent feasible, impacts were identified as significant and unavoidable. Overall, for air quality, there were no new changes or substantial information compared to the 2007 Final EIR.

4.2.4.2 Proposed Project Impact Analysis

Threshold 4.2a Would the project conflict with or obstruct implementation of the applicable air quality plan?

Significant and Unavoidable Impact. As previously discussed, the Project is located within the SCAB under the jurisdiction of the SCAQMD, which is the local agency responsible for administration and enforcement of air quality regulations for the area. The SCAQMD has established criteria for determining consistency with the AQMP, currently the 2022 AQMP, in Chapter 12, Sections 12.2 and 12.3, in the SCAQMD CEQA Air Quality Handbook (SCAQMD 1993). The criteria are as follows (SCAQMD 1993):

- **Consistency Criterion No. 1:** The project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards of the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2:** The project will not exceed the assumptions in the AQMP, or increments based on the year of project buildout and phase.

Consistency Criterion No. 1

Threshold 4.2b below applies the SCAQMD mass daily construction and operational thresholds to evaluate the Project's potential impacts with regards to cumulatively considerable net increase of a nonattainment criteria pollutant, as well as the potential for the Project to result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations (Consistency Criterion No. 1).

The violations that Consistency Criterion No. 1 refer to are the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded. As evaluated under Threshold 4.2b and 4.2c, with mitigation, the Project's regional and localized construction-source emissions would not exceed applicable thresholds. As such, the Project would not conflict with Consistency Criterion No. 1 as applicable to construction emissions. However, as detailed in Threshold 4.2b (specifically, Table 4.2-9), below, the Project's operational-source emissions would exceed applicable regional thresholds for emissions of VOC, NO_x, CO, PM_{10}, and $PM_{2.5}$, even with implementation of all feasible mitigation. It should be noted that the Project's localized operation-source emissions would not exceed applicable LSTs. However, as the Project's operational-source VOC, NO_x, CO, PM_{10}, and $PM_{2.5}$ emissions exceedances would therefore increase the frequency or severity of existing air quality violations and would cause or contribute to new violations or delay the timely attainment of air quality

standards or the interim emissions reductions specified in the AQMP, the Project's criteria air pollutant emissions are considered potentially significant, and the Project would have the potential to increase the frequency or severity of a violation in the federal or state ambient air quality standards. As there are no feasible mitigation measures that would reduce operational impacts to less than significant regarding cumulatively considerable net increases of any criteria pollutant, the Project would also conflict with Consistency Criterion No. 1 of the SCAQMD CEQA Air Quality Handbook resulting in a significant unavoidable impact. The health effects of criteria air pollutants are discussed in depth under Threshold 4.2b.

Consistency Criterion No. 2

The 2022 AQMP accommodates planned growth in the SCAB. Projects are considered consistent with, and would not conflict with or obstruct implementation of, the 2022 AQMP if the growth in socioeconomic factors (e.g., population, employment) is consistent with the underlying regional plans used to develop the AQMP (per Consistency Criterion No. 2 of SCAQMD 1993).

The SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by the SCAG for its RTP/SCS (SCAG 2020), which is based on general plans for cities and counties in the SCAB, for the development of the AQMP emissions inventory (SCAQMD 2022).[9] The SCAG 2020–2045 RTP/SCS (Connect SoCal) and associated Regional Growth Forecast are generally consistent with the local plans; therefore, the 2022 AQMP is generally consistent with local government plans. Development consistent with the growth projections in the City's General Plan is considered to be consistent with the AQMP.

The City of Calimesa General Plan and the Calimesa Municipal Code are the prevailing planning documents that pertain to the Project site. Under existing conditions, the City's General Plan designates the Project site as Commercial Community, Residential Rural, Residential Low, and Quasi-Public. Previously, as detailed in the 2017 Addendum, the Project site was approved to allow for the development of the following: 3,650 residential units; 250,000 square feet of commercial space; 46.5 acres of mixed-use space; 519 acres of open space; 56.2 acres of public parks and private recreation facilities; 23.1 miles of trails; 87.5 acres of roads; and two school sites. As detailed in Section 3.6, Comparison of to 2017 Mesa Verde Specific Plan Area 2 Amendment 1, the Project proposes to make the following changes in land uses when compared to the 2017 Specific Plan: retain 3,650 residential units on a decrease of 260.9 acres; reduce mixed-use by 25.8 acres; decreased school acreage by 3.4 acres; increase roads by 13.5 acres; introduce 241.9 acres of new business park/industrial land use; introduce 4.4 acres of new commercial land use; and introduce 5.3 acres of new public works facilities/fire station land use, increase the water tank site by 0.3-acre, and introduce two lift station lots totaling 1.5 acres. Additionally, the Project would increase open space acreage by 6.2 acres, increase public parks by 2.4 acres and increase private recreation by 7.9 acres.

As the 2017 Addendum assumed development of certain uses on-site, these uses are accounted for within Connect SoCal's RTP/SCS growth projections, and thus, the 2022 AQMP. At the Project site, these assumed land uses include residential land uses, mixed-uses, and schools. The following proposed land uses on-site were not accounted for within Connect SoCal's RTP/SCS growth projections, and thus, are not accounted for in the 2022

[9] Information necessary to produce the emission inventory for the SCAB is obtained from the SCAQMD and other governmental agencies, including CARB, the California Department of Transportation, and SCAG. Each of these agencies is responsible for collecting data (e.g., industry growth factors, socioeconomic projections, travel activity levels, emission factors, emission speciation profile, and emissions) and developing methodologies (e.g., model and demographic forecast improvements) required to generate a comprehensive emissions inventory. SCAG incorporates these data into their Travel Demand Model for estimating/projecting vehicle miles traveled and driving speeds. SCAG's socioeconomic and transportation activities projections in its 2020–2045 RTP/SCS are integrated in the 2022 AQMP (SCAQMD 2022).

AQMP: 241.9 acres of new business park/industrial land use; 4.4 acres of new commercial land use; and 5.3 acres of new public works facilities/fire station land use.

Therefore, as all residential, mixed-uses, and schools have been accounted for in Connect SoCal, the following discussion details the employment estimates from the land uses not included within Connect SoCal's growth projections, including the Project's proposed business park land use, commercial land use, and public works facilities/fire station land uses.

Indirect population growth can result from employment opportunities or from the expansion or extension of infrastructure that would support population growth. The Project's full buildout would result in the creation of approximately 12,187 temporary construction jobs and 8,508 permanent jobs[10] at full buildout, including permanent jobs for land uses that were previously approved at the Project site (Kosmont Companies 2022). The Project's employment opportunities are not anticipated to induce substantial population growth given the size of the labor pool existing in the City and nearby communities. Rather, the Project is anticipated to house and accommodate area workers and students. The employment patterns of construction workers in Southern California are such that it is unlikely that they would relocate their households as a consequence of the construction employment associated with the Project. Construction workers regularly commute to job sites, and many workers are highly specialized such that their specific skills are needed to complete only a particular phase of the construction process. Further, it is likely that the skilled workers needed to complete the Project already reside within the region.

Permanent jobs would mostly be associated with the business park/industrial and commercial land uses. For purposes of conservatism, assuming 8,805 new employees that were not previously anticipated at the Project site, is it foreseeable that there could be an increase of people to relocate for employment purposes. However, as the Project proposes 3,650 residential units, it is also foreseeable that future employees of such uses on-site would also use the housing built at the Project site due to proximity to their employer.

While the preceding considerations and numerical assessment support that the Project's residential growth is within the SCAG's 2020-2045 RTP/SCS growth projections for the City, but not the majority of the Project's employment growth, the Project includes a General Plan Amendment that would result in additional land uses than allowed for under the current General Plan land use designations at the Project site.

Therefore, the Project's increase in employment at the site may conflict with the regional growth projections assumed in the 2022 AQMP by creating a denser land use pattern in this area.

As a result, the Project would result in a potentially significant impact regarding Criterion No. 2, and mitigation would be required. Implementation of MM-AQ-1 would ensure that the appropriate growth and land use projections at the Project site would be incorporated into the next SCAG RTP/SCS and the following SCAQMD AQMP, which would resolve this inconsistency in the future. Implementation of MM-AQ-1 would ensure that the appropriate residential and employment growth projections at the Project site would be incorporated into the next SCAG RTP/SCS (as SCAG released their RTP/SCS 2024, the next may be the 2028 RTP/SCS) and would thereby be incorporated into the following SCAQMD AQMP. As the SCAG will be in the process of preparing their 2028 RTP/SCS and the SCAQMD has not identified the next target year for updating the AQMP, there is an anticipated interim period where the SCAG RTP/SCS growth projections and the SCAQMD AQMP do not reflect the appropriate residential and employment

[10] Information from Table 4.12-4, Population, Housing, and Employment Estimates per Phase of Section 4.12, Population and Housing.

growth at the Project site; however, this will eventually be resolved with updates of both plans. Nonetheless, the Project would still conflict with SCAQMD Consistency Criterion No. 2.

Based on the above considerations, the Project's potential to conflict with or obstruct implementation of the applicable air quality plan would be significant and unavoidable.

The previous approvals (2007 Final EIR and 2017 Addendum) determined that the previously approved project would result in a significant unavoidable impact regarding potential to conflict or obstruct an applicable AQMP. With implementation of the proposed Project, the Project would also result in a significant and unavoidable impact regarding potential to conflict with or obstruct implementation of the applicable AQMP. The approved project resulted in a conflict with SCAQMD Criterion 1, as both construction and operational emissions exceeded the SCAQMD's regional thresholds. However, the proposed Project would result emissions under SCAQMD's construction thresholds (with mitigation), but would result in emission exceedances of SCAQMD's operational thresholds even with implementation of mitigation measures. Additionally, the Project would result in a significant and unavoidable impact regarding SCAQMD Criterion 2, as with the previously approved project. Therefore, although the significance findings would be consistent with the previously approved project, the quantitative results of the construction emissions for the Project were less than the emissions calculated for the previously approved project.

Threshold 4.2b 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?

Significant and Unavoidable Impact. By its nature, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SCAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are used in the determination of whether a project's individual emissions would have a cumulatively considerable contribution on air quality. If a project's emissions would exceed the applicable significance thresholds, it would have a cumulatively considerable contribution. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant (SCAQMD 2003a).

In considering cumulative impacts from the Project, the analysis must specifically evaluate the Project's contribution to the cumulative increase in pollutants for which the SCAB is designated as nonattainment for the CAAQS and NAAQS. As discussed previously, the SCAB has been designated as a national nonattainment area for O_3 and $PM_{2.5}$ and a California nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. Construction and operation of the Project would result in emissions of criteria air pollutants, which may result in a cumulatively considerable increase in emissions of criteria air pollutants for which the SCAB is designated as nonattainment under the NAAQS or CAAQS. The following discussion quantitatively evaluates potential short-term construction and long-term operational impacts that would result from implementation of the Project.

Construction Emissions

Proposed construction activities would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and VOC off-gassing from architectural coatings and asphalt pavement application) and off-site sources (i.e., on-road haul trucks, delivery trucks, and worker vehicle trips). Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions. Therefore, such emissions levels can only be estimated, with a corresponding uncertainty in precise ambient air quality impacts.

As discussed in Section 4.2.3 under Thresholds of Significance, criteria air pollutant emissions associated with temporary construction activity were quantified using CalEEMod based on the construction information presented in detailed tables in Appendix B-1. Construction schedule assumptions, including phase type, duration, and sequencing, were based on information provided by the Project applicant and are intended to represent a reasonable scenario based on the best information available. Default values provided in CalEEMod were used where detailed Project information was not available.

Implementation of the Project would generate criteria air pollutant emissions from entrained dust, off-road equipment, vehicle emissions, architectural coatings, and asphalt pavement application. These are discussed in detail below.

Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM_{10} and $PM_{2.5}$ emissions. The Project will be required to comply with SCAQMD Rule 403 to control dust emissions generated during the grading activities. Standard construction practices that were assumed to be employed to reduce fugitive dust emissions, and were quantified in CalEEMod, include watering of the active sites three times per day depending on weather conditions consistent with Rule 403 requirements for Large Operations. As detailed in Chapter 3.0, Project Description, it is likely portions of the Project site would be graded and remain undeveloped for long periods of time, which could leave exposed and graded areas subject to fugitive dust emissions. However, Large Operation activities are subject to further requirements than otherwise required for other dust-generating activities within the SCAQMD. For example, for disturbed surface areas that have been completed, the Project would be required to either apply chemical stabilizers within five working days of grading completion or take specific actions for inactive disturbed surface areas, which the SCAQMD defines as any disturbed surface area upon which active operations have not occurred or are not expected to occur for a period of 20 consecutive days. For inactive disturbed surface areas, one or more of the following measures would be required to comply with SCAQMD Rule 403: application of water to at least 80 percent of all accessible inactive disturbed surface areas on a daily basis where there is evidence of wind driven fugitive dust; application of dust suppressants in sufficient quantity or frequency to maintain a stabilized surface; and/or establishment of a vegetative ground cover[11] within 21 days after active operations have ceased.

In addition, unpaved roads would be required to complete one of the following activities: watering of all roads used for vehicular traffic at least once per every two hours of active operations; watering of all roads used for any vehicular traffic once daily and restrict vehicle speeds to 15 miles per hour; or application of a chemical stabilizer to all unpaved road surfaces in sufficient quantity and frequency to maintain a stabilized surface. Further, any open storage piles on-site would require measures such as application of chemical stabilizers, watering on a daily basis when there is evidence of wind-driven fugitive dust, or installation of temporary coverings. If the above-mentioned actions cannot be completed, Large Operations, such as the Project, would be required to implement contingency measures. To ensure that the above-mentioned measures are completed, Rule 403 for Large Operations would require maintaining daily records to document the specific dust control actions taken, keeping such records for a period of not less than three years, and making such records available to SCAQMD's Executive Officer upon request.

Internal combustion engines used by construction equipment, haul trucks, vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of VOCs, NO_x, CO, PM_{10}, and $PM_{2.5}$. The application of architectural coatings, such as exterior application/interior paint and other finishes, and application of asphalt pavement would

[11] Per SCAQMD Rule 403 for Large Operations, ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter.

also produce VOC emissions; however, the contractor will be required to procure architectural coatings from a supplier in compliance with the requirements of SCAQMD's Rule 1113 (Architectural Coatings).

Construction emissions were calculated for the estimated worst-case day over the construction period associated with each phase and reported as the maximum daily emissions estimated during each year of construction (2026 through 2045). Table 4.2-7 presents the estimated unmitigated maximum daily construction emissions generated during construction of the Project. "Summer" emissions are representative of the conditions that may occur during the O_3 season (May 1 to October 31), and "winter" emissions are representative of the conditions that may occur during the balance of the year (November 1 to April 30). Details of the emission calculations are provided in Appendix B-1.

Table 4.2-7. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions - Unmitigated

Year	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds Per Day					
Summer						
2026	16.70	144.00	136.00	0.39	16.20	8.19
2027	16.20	133.00	135.00	0.39	15.80	7.80
2028	6.04	27.10	90.30	0.08	14.80	4.03
2029	87.90	8.71	14.30	0.03	2.60	0.63
2030	87.80	99.90	120.00	0.36	13.60	6.48
2031	4.69	25.80	74.40	0.10	13.10	3.54
2032	4.49	24.70	71.70	0.10	13.00	3.50
2033	7.01	39.40	94.10	0.17	14.77	4.28
2034	87.40	81.09	123.43	0.36	14.98	6.16
2035	4.92	27.80	75.30	0.11	13.70	3.68
2036	4.79	26.90	73.40	0.11	13.60	3.65
2037	50.90	103.50	205.40	0.50	28.90	9.60
2038	50.40	98.50	201.20	0.50	28.80	9.45
2039	30.80	24.90	62.20	0.09	9.11	2.50
2040	30.50	24.60	61.60	0.09	9.10	2.49
2041	10.60	54.10	101.00	0.35	11.30	4.53
2042	10.50	52.40	98.90	0.35	11.20	4.46
2043	2.41	16.70	42.20	0.07	5.92	1.62
2044	23.80	23.20	56.10	0.09	7.43	2.04
2045	23.80	23.00	55.90	0.09	7.41	2.02
Winter						
2026	16.70	144.00	135.00	0.39	16.20	8.19
2027	16.10	134.00	133.00	0.39	15.80	7.80
2028	5.82	27.80	75.50	0.08	14.80	4.03
2029	87.80	8.81	11.50	0.03	2.60	0.63
2030	87.80	100.00	120.00	0.36	13.60	6.48
2031	13.60	94.20	119.00	0.36	13.50	6.36
2032	4.39	25.30	62.00	0.10	13.00	3.50

Table 4.2-7. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions - Unmitigated

Year	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds Per Day					
2033	87.70	108.70	175.30	0.46	26.00	9.37
2034	87.40	81.26	120.73	0.36	14.98	6.16
2035	12.30	75.70	113.00	0.36	13.70	5.42
2036	4.72	27.20	65.00	0.11	13.60	3.65
2037	50.80	103.90	195.00	0.50	28.90	9.60
2038	50.40	99.20	190.80	0.50	28.80	9.42
2039	30.50	25.20	57.20	0.09	9.11	2.50
2040	30.50	24.80	56.60	0.09	9.10	2.49
2041	10.60	54.10	100.00	0.35	11.30	4.53
2042	10.50	52.50	98.40	0.35	11.20	4.46
2043	2.40	16.80	39.20	0.07	5.92	1.62
2044	23.80	23.30	52.40	0.09	7.43	2.04
2045	23.80	23.10	52.20	0.09	7.41	2.02
Maximum Daily Emissions of Summer or Winter	**87.90**	**144.00**	**205.40**	**0.50**	**28.90**	**9.60**
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**Yes**	**Yes**	**No**	**No**	**No**	**No**

Source: Appendix B-1.
Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD= South Coast Air Quality Management District.

As shown in Table 4.2-7, emissions resulting from the Project construction would exceed the criteria pollutant thresholds established by the SCAQMD for VOC and NO_x emissions. This impact would be potentially significant without mitigation. As such, mitigation measures are required to reduce impacts to less than significant. MM-AQ-2 through MM-AQ-9, as detailed in Section 4.2.6.2, provide measures to lessen impacts of VOC and NO_x during construction of the Project, including: MM-AQ-2 Construction Equipment Exhaust Minimization, MM-AQ-3, Engine Maintenance During Construction, MM-AQ-4 Construction Equipment Alternative Fuels, MM-AQ-5 Electric or Non-Diesel-Powered Construction Equipment, MM-AQ-6 Use of Super-Compliant Low-VOC Paint During Construction, MM-AQ-7 Construction Idling Minimization, MM-AQ-8 Electric Tools and Hookups During Construction, and MM-AQ-9 Transit and Ridesharing During Construction. Of these measures, MM-AQ-2 and MM-AQ-6 have been quantified in the analysis. MM-AQ-2 would require that all off-road diesel-powered construction equipment greater than 50 horsepower meet the USEPA-certified Tier 4 Final emission standards. MM-AQ-6 requires the construction contractor to use coatings and solvents with a VOC content of 10 grams per liter (g/L) or less for all interior and exterior paint applications for residential and non-residential land uses. Additionally, MM-AQ-3 through MM-AQ-5, and MM-AQ-7 through MM-AQ-9, while not quantified in Table 4.2-8, would further reduce combustion emissions from construction equipment and vehicles.

Table 4.2-8. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions - Mitigated

Year	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds Per Day					
Summer						
2026	4.29	23.90	208.00	0.39	11.10	3.55
2027	4.99	23.80	207.00	0.39	14.40	3.63
2028	4.84	14.10	94.80	0.08	14.40	3.62
2029	20.70	4.54	14.30	0.03	2.60	0.63
2030	20.60	2.60	13.50	<0.005	2.60	0.63
2031	3.83	20.50	193.00	0.36	10.10	3.32
2032	3.50	13.30	79.30	0.10	12.70	3.20
2033	4.08	16.78	116.20	0.17	14.02	3.53
2034	7.03	33.10	266.30	0.46	22.80	6.52
2035	18.10	14.40	82.70	0.11	13.40	3.39
2036	3.50	14.20	81.10	0.11	13.40	3.39
2037	15.25	40.00	296.00	0.50	26.56	7.52
2038	15.04	39.30	294.00	0.50	26.56	7.52
2039	8.29	12.20	68.80	0.09	8.88	2.30
2040	8.01	12.10	68.20	0.09	8.88	2.30
2041	3.69	19.40	191.00	0.35	9.82	3.21
2042	3.68	19.40	191.00	0.35	9.82	3.21
2043	1.51	7.76	48.30	0.07	5.80	1.51
2044	6.15	11.40	63.10	0.09	7.27	1.90
2045	6.13	11.30	63.10	0.09	7.26	1.90
Winter						
2026	4.27	24.10	207.00	0.39	11.10	3.55
2027	4.76	23.90	206.00	0.39	14.40	3.63
2028	4.61	14.80	80.10	0.08	14.40	3.62
2029	20.60	4.64	12.00	0.03	2.60	0.63
2030	20.60	2.69	11.00	<0.005	2.60	0.63
2031	3.81	20.60	192.00	0.36	10.10	3.32
2032	3.80	20.50	192.00	0.36	12.70	3.31
2033	7.02	34.00	259.00	0.46	22.90	6.52
2034	21.87	33.50	256.30	0.46	22.80	6.52
2035	18.00	20.60	191.00	0.36	13.40	3.39
2036	3.43	14.50	72.70	0.11	13.40	3.39
2037	15.14	40.30	286.10	0.50	26.56	7.52
2038	15.04	40.20	285.00	0.50	26.56	7.52
2039	8.03	12.60	63.80	0.09	8.88	2.30
2040	7.98	12.30	63.20	0.09	8.88	2.30
2041	3.68	19.40	190.00	0.35	9.82	3.21
2042	3.68	19.40	190.00	0.35	9.82	3.21

Table 4.2-8. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions - Mitigated

Year	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds Per Day					
2043	1.50	7.83	45.30	0.07	5.80	1.51
2044	6.13	11.50	59.30	0.09	7.27	1.90
2045	6.12	11.40	59.30	0.09	7.26	1.90
Maximum Daily Emissions	**21.87**	**40.30**	**296.00**	**0.50**	**26.56**	**7.52**
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Appendix B-1.
Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD= South Coast Air Quality Management District.
This table includes quantified reductions of MM-AQ-2 and MM-AQ-6.

As shown in Table 4.2-8, above, with the implementation of mitigation, the Project's VOC and NO_x emissions impacts would be reduced to less than their respective thresholds. Additionally, although not required to reduce impacts to less than significant for PM_{10} and $PM_{2.5}$, the Project would implement MM-AES-2, Interim Vegetation Plan, as detailed in Section 4.1, Aesthetics, and MM-GEO-1, Erosion Prevention Plan, as detailed in Section 4.6, Geology and Soils. MM-AES-2 would require that an Interim Revegetation Plan be prepared for certain graded portions of the Project site. In addition to the requirements of SCAQMD Rule 403 for fugitive dust, revegetation of graded portions of the site would further reduce PM_{10} and $PM_{2.5}$ emissions on-site. MM-GEO-1 requires that an Erosion Prevent Plan be prepared for the Project, which would require erosion control measures in accordance with the approved Stormwater Pollution Prevent Plan (SWPPP). The Erosion Prevention Plan shall include best management practices (BMPs), such as covering soil stockpiles using secured tarps or plastic sheeting and/or soil stabilizers; sandbags, straw wattles, and shall identify opportunities for temporary seeding, plantings, and/or landscaping opportunities to further secure exposed soils. Erosion-reduction measures would serve to reduce opportunities for fugitive dust emissions. It should be noted that these mitigation measures are not quantified in Table 4.2-8. As such, regional emissions resulting from Project construction would result in a less than significant impact with mitigation.

Therefore, with implementation of mitigation measures, regional construction emissions would not exceed the applicable SCAQMD thresholds of significance for any criteria pollutant. Therefore, short-term (construction) impacts associated with a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment would be less than significant with mitigation.

Operational Emissions

Operation of the Project would generate VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ emissions from mobile sources, including vehicular traffic generated by residents, employees, customers, and visitors; and area sources, including the use of landscaping equipment, consumer products, hearths, and from architectural coatings. As noted previously, the Project would consume energy in the form of electricity, which is not included in the criteria air pollutant emission calculations, and would not consume natural gas. Additionally, operation of the Project would generate criteria pollutants from stationary sources, TRUs, and cargo handling equipment. Pollutant emissions associated with long-term operations were quantified using CalEEMod using a combination of Project-specific information and CalEEMod default values.

Table 4.2-9 compares the unmitigated maximum daily area, energy, and mobile source emissions associated with Project operation. Details of the emission calculations are provided in Appendix B-1.

Table 4.2-9. Estimated Maximum Daily Operation Criteria Air Pollutant Emissions – Operational - Unmitigated

Emissions Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
Summer						
Mobile	154.45	154.45	1,072.83	4.15	379.59	99.56
Area	320.00	3.69	419.00	0.02	0.47	0.35
Energy	0.00	0.00	0.00	0.00	0.00	0.00
Water	0.00	0.00	0.00	0.00	0.00	0.00
Waste	0.00	0.00	0.00	0.00	0.00	0.00
Stationary	2.95	8.26	7.53	0.01	0.43	0.43
TRU	5.25	16.90	13.40	0.03	0.77	0.77
Cargo Handling Equipment	1.88	6.00	263.12	0.00	0.47	0.43
Total Maximum Daily Summer Emissions	484.53	189.30	1,775.88	4.21	381.73	101.54
Winter						
Mobile	149.57	213.02	938.50	3.97	379.60	99.56
Area	267.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00
Water	0.00	0.00	0.00	0.00	0.00	0.00
Waste	0.00	0.00	0.00	0.00	0.00	0.00
Stationary	5.25	16.90	13.40	0.03	0.77	0.77
TRU	47.78	40.92	6.02	0.00	0.32	0.29
Cargo Handling Equipment	1.88	6.00	263.12	0.00	0.47	0.43
Total Maximum Daily Winter Emissions	471.48	276.84	1,221.04	4.00	381.16	101.06
Maximum Daily Emissions of Summer or Winter	**484.53**	**276.84**	**1,775.88**	**4.21**	**381.73**	**101.54**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**

Source: See Appendix B-1 for complete results.
Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District; TRU = Transport Refrigeration Units

As shown in Table 4.3-12, the Project would exceed the numerical thresholds of significance established by the SCAQMD for emissions of VOC, NO_x, CO, PM_{10}, and $PM_{2.5}$ without mitigation, and as such, impacts would be potentially significant.

Mitigation measures have been identified that would reduce the Project's operational criteria air pollutant emissions to the extent feasible (see MM-AQ-10 through MM-AQ-27 and MM-GHG-1 through MM-GHG-3). The mitigation measures would reduce VOC emissions attributable to cleaning supplies and architectural coatings, as well as reduce emissions attributable to the use of landscaping equipment. In addition, the mitigation measures

would reduce criteria air pollutants from operation of the industrial and business park uses on-site, in addition to reductions for other non-residential uses and residential uses on-site. However, the emission reduction benefits of these mitigation measures are not readily quantifiable, and thus, mitigated emissions are not presented herein. Further, the magnitude of emission reductions attributable to these mitigation measures is not expected to reduce the Project's operational emissions below SCAQMD's numerical thresholds of significance, as the emission exceedances are primarily attributable to mobile sources (i.e., vehicles).

As discussed in Section 4.2.2, the SCAB has been designated as a national nonattainment area for O_3 and $PM_{2.5}$ and a California nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. The nonattainment status is the result of cumulative emissions from various sources of air pollutants and their precursors within the SCAB, including motor vehicles, off-road equipment, and commercial and industrial facilities. Construction and operation of the Project would generate VOC and NO_x emissions (which are precursors to O_3) and emissions of PM_{10} and $PM_{2.5}$. Because the Project-generated operational emissions of VOC, NO_x, CO, PM_{10}, and $PM_{2.5}$ would exceed the SCAQMD thresholds, the Project would potentially result in a cumulatively considerable increase in emissions of nonattainment pollutants. Therefore, the Project's cumulative air quality impact from operational emissions would be significant and unavoidable.

Overlap of Construction and Operation

During Project development, Project construction activities would occur concurrent with partial Project operation. Therefore, the SCAQMD has recommended a calculation of combined construction and operational emissions, which is provided herein.

Because Project-generated operational emissions result in greater emissions than construction, as buildout of the Project occurs and operational emissions increase, the overlap in emissions between construction and operation increases.

While not established in written SCAQMD guidance including the 1993 Air Quality Handbook or the 2023 thresholds, the SCAQMD has recommended a calculation of combined construction and operational emissions, which is provided herein in Table 4.2-10. As detailed in Table 4.2-5, Project construction would be phased over several years. The proposed Opening Years are as follows: Phase 1 (2030), Phase 2 (2035), Phase 3 (2038), Phase 4 (2040), and Phase 5 (2045), subject to market conditions. For disclosure purposes, the peak emissions of overlapping phases would occur while Phase 5 is being constructed, during which Phases 1 through 4 would be operational. The unmitigated construction emissions of Phase 5 and operational emissions of Phases 1 through 4 were combined and compared to the SCAQMD's operational thresholds, as shown in Table 4.2-10.

Table 4.2-10. Estimated Combined Construction and Operational Criteria Air Pollutant Emissions - Unmitigated

Emission Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per day					
Phase 5 Construction Emissions[1] (*Table 4.2-7, 2041-2045*)	23.80	54.10	101.00	0.35	11.30	4.53
Phases 1-4 Operational Emissions[1]	439.74	227.73	1,417.07	4.05	356.65	94.61

Table 4.2-10. Estimated Combined Construction and Operational Criteria Air Pollutant Emissions - Unmitigated

Emission Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per day					
Combined Construction and Operation Emissions	463.54	281.83	1,518.07	4.40	367.95	99.14
SCAQMD Operational Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = particulate matter with an aerodynamic diameter equal to or less than 10 microns; $PM_{2.5}$ = particulate matter with an aerodynamic diameter equal to or less than 2.5 microns; SCAQMD = South Coast Air Quality Management.
[1] Presented emissions represent the higher of summer or winter emissions.
See Appendix B-1 for complete results.
The estimates reflect control of fugitive dust required by SCAQMD Rule 403.

As shown in Table 4.2-10, the Project's combined construction (Phase 5) and operational emissions from Phases 1-4 would exceed the SCAQMD's operational threshold for this interim buildout scenario. It should be noted that construction emissions would be below the SCAQMD's operational threshold prior to mitigation, and that the majority of emissions in Table 4.2-10 are derived from unmitigated operational emissions of Phases 1 through 4 which would be over the operational threshold. Therefore, combined emissions would be potentially significant, and mitigation is required.

Table 4.2-11, Estimated Combined Construction and Operational Criteria Air Pollutant Emissions – Mitigated, includes quantified emission reductions from implementation of MM-AQ-2, Construction Equipment Exhaust Minimization, MM-AQ-6, Use of Super-Compliant Low-VOC Paint During Construction, MM-GHG-1, Energy Efficiency Strategies, and MM-GHG-2, Water Use Efficiency and Water Conservation. It should be noted that several other mitigation measures, including MM-AQ-3 through MM-AQ-5,MM-AQ-7 through MM-AQ-11, MM-AQ-12 through MM-AQ-27, MM-GHG-3 would be implemented; however, as these mitigation measures are not readily quantifiable, emissions in Table 4.2-11 are conservative.

Table 4.2-11. Estimated Combined Construction and Operational Criteria Air Pollutant Emissions - Mitigated

Emission Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per day					
Phase 5 Construction Emissions[1] (*Table 4.2-8, 2041-2045*)	6.15	19.40	191.00	0.35	9.82	3.21
Phases 1-4 Operational Emissions[1]	439.74	227.73	1,417.07	4.05	356.65	94.61
Combined Construction and Operation Emissions	445.89	247.13	1,608.07	4.4	366.47	97.82
SCAQMD Operational Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = particulate matter with an aerodynamic diameter equal to or less than 10 microns; $PM_{2.5}$ = particulate matter with an aerodynamic diameter equal to or less than 2.5 microns; SCAQMD = South Coast Air Quality Management.
[1] Presented emissions represent the higher of summer or winter emissions.
See Appendix B-1 for complete results.
The estimates reflect control of fugitive dust required by SCAQMD Rule 403.

As shown in Table 4.2-11, even with implementation of mitigation measures, the combined construction and operational emissions would exceed the SCAQMD's mass daily regional operational thresholds. As such, impacts would be significant and unavoidable which is consistent with the significance finding for operational emissions detailed within Table 4.2-9.

Health Effects of Criteria Pollutants

The California Supreme Court's *Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502 decision (referred to herein as the Friant Ranch decision) (issued on December 24, 2018) addresses the need to correlate mass emission values for criteria air pollutants to specific health consequences and contains the following direction from the California Supreme Court: "The Environmental Impact Report (EIR) must provide an adequate analysis to inform the public how its bare numbers translate to create potential adverse impacts or it must explain what the agency *does* know and why, given existing scientific constraints, it cannot translate potential health impacts further" (Italics original).

Currently, SCAQMD, CARB, and EPA have not approved a quantitative method to reliably, meaningfully, and consistently translate the mass emission estimates for the criteria air pollutants resulting from the Project to specific health effects. In addition, there are numerous scientific and technological complexities associated with correlating criteria air pollutant emissions from an individual project to specific health effects or potential additional nonattainment days.

In connection with the judicial proceedings culminating in issuance of the Friant Ranch decision, the SCAQMD and the San Joaquin Valley Air Pollution Control District (SJVAPCD) filed amicus briefs attesting to the extreme difficulty of correlating an individual project's criteria air pollutant emissions to specific health impacts. Both SJVAPCD and SCAQMD have among the most sophisticated air quality modeling and health impact evaluation capabilities of the air districts in California. The key, relevant points from SCAQMD and SJVAPCD briefs is summarized herein.

In requiring a health impact type of analysis for criteria air pollutants, it is important to understand how O_3 and PM are formed, dispersed, and regulated. The formation of O_3 and PM in the atmosphere, as secondary pollutants,[12] involves complex chemical and physical interactions of multiple pollutants from natural and anthropogenic sources. The O_3 reaction is self-perpetuating (or catalytic) in the presence of sunlight because NO_2 is photochemically reformed from nitric oxide. In this way, O_3 is controlled by both NO_x and VOC emissions (NRC 2005). The complexity of these interacting cycles of pollutants means that incremental decreases in one emission may not result in proportional decreases in O_3 (NRC 2005). Although these reactions and interactions are well understood, variability in emission source operations and meteorology creates uncertainty in the modeled O_3 concentrations to which downwind populations may be exposed (NRC 2005). Once formed, O_3 can be transported long distances by wind, and due to atmospheric transport, contributions of precursors from the surrounding region can also be important (EPA 2008). Because of the complexity of O_3 formation, a specific tonnage amount of VOCs or NO_X emitted in a particular area does not equate to a particular concentration of O_3 in that area (SJVAPCD 2015). PM can be divided into two categories: directly emitted PM and secondary PM. Secondary PM, like O_3, is formed via complex chemical

[12] Air pollutants formed through chemical reactions in the atmosphere are referred to as secondary pollutants.

reactions in the atmosphere between precursor chemicals such as SO_x and NO_x (SJVAPCD 2015). Because of the complexity of secondary PM formation, including the potential to be transported long distances by wind, the tonnage of PM-forming precursor emissions in an area does not necessarily result in an equivalent concentration of secondary PM in that area (SJVAPCD 2015). This is especially true for individual projects, like the Project, where project-generated criteria air pollutant emissions are not derived from a single "point source," but from construction equipment and mobile sources (passenger cars and trucks) driving to, from, and around the Project site.

Another important technical nuance is that health effects from air pollutants are related to the concentration of the air pollutant that an individual is exposed to, not necessarily the individual mass quantity of emissions associated with an individual project. For example, health effects from O_3 are correlated with increases in the ambient level of O_3 in the air a person breathes (SCAQMD 2015). However, it takes a large amount of additional precursor emissions to cause a modeled increase in ambient O_3 levels over an entire region (SCAQMD 2015). The lack of link between the tonnage of precursor pollutants and the concentration of O_3 and $PM_{2.5}$ formed is important because it is not necessarily the tonnage of precursor pollutants that causes human health effects; rather, it is the concentration of resulting O_3 that causes these effects (SJVAPCD 2015). Indeed, the ambient air quality standards, which are statutorily required to be set by EPA at levels that are requisite to protect the public health, are established as concentrations of O_3 and $PM_{2.5}$ and not as tonnages of their precursor pollutants (SJVAPCD 2015). Because the ambient air quality standards are focused on achieving a particular concentration region-wide, the tools and plans for attaining the ambient air quality standards are regional in nature. For CEQA analyses, project-generated emissions are typically estimated in pounds per day or tons per year and compared to mass daily or annual emission thresholds. While CEQA thresholds are established at levels that the air basin can accommodate without affecting the attainment date for the ambient air quality standards, even if a project exceeds established CEQA significance thresholds, this does not mean that one can easily determine the concentration of O_3 or PM that will be created at or near the project site on a particular day or month of the year or what specific health impacts will occur (SJVAPCD 2015).

In regard to regional concentrations and air basin attainment, the SJVAPCD emphasized that attempting to identify a change in background pollutant concentrations that can be attributed to a single project, even one as large as the entire Friant Ranch Specific Plan,[13] is a theoretical exercise. The SJVAPCD brief noted that it "would be extremely difficult to model the impact on NAAQS attainment that the emissions from the Friant Ranch project may have" (SJVAPCD 2015). The situation is further complicated by the fact that background concentrations of regional pollutants are not uniform either temporally or geographically throughout an air basin, but are constantly fluctuating based upon meteorology and other environmental factors. SJVAPCD noted that the currently available modeling tools are equipped to model the impact of all emission sources in the San Joaquin Valley Air Basin on attainment (SJVAPCD 2015). The SJVAPCD brief then indicated that, "Running the photochemical grid model used for predicting O_3 attainment with the emissions solely from the Friant Ranch project (which equate to less than one-tenth of one percent of the total NO_x and VOC in the Valley) is not likely to yield valid information given the relative scale involved" (SJVAPCD 2015).

SCAQMD and SJVAPCD have indicated that it is not feasible to quantify project-level health impacts based on existing modeling (SCAQMD 2015; SJVAPCD 2015). Even if a metric could be calculated, it would not be reliable because the models are equipped to model the impact of all emission sources in an air basin on attainment and

[13] The Friant Ranch Specific Plan proposed 2,683 single-family age-restricted units, 83 multifamily age-restricted units, 180 non-age-restricted multifamily units, and 250,000 square feet of commercial village within a Village Core that also provides for up to 50 residential units on approximately 942 acres (County of Fresno 2010).

would likely not yield valid information or a measurable increase in O_3 concentrations sufficient to accurately quantify O_3-related health impacts for an individual project.

Nonetheless, following the Supreme Court's Friant Ranch decision, some EIRs where estimated criteria air pollutant emissions exceeded applicable air district thresholds have included a quantitative analysis of potential project-generated health effects using a combination of a regional photochemical grid model[14] and the EPA Benefits Mapping and Analysis Program (BenMAP or BenMAP–Community Edition).[15] The publicly available health impact assessments (HIAs) typically present results in terms of an increase in health incidences and/or the increase in background health incidences for various health outcomes resulting from the project's estimated increase in concentrations of O_3 and $PM_{2.5}$.[16] To date, the six publicly available HIAs reviewed herein have concluded that the evaluated project's health effects associated with the estimated project-generated increase in concentrations of O_3 and $PM_{2.5}$ represent a small increase in incidences and a very small percent of the number of background incidences, indicating that these health impacts are negligible and potentially within the models' margin of error. Additionally, while the results of the six available HIAs conclude that the project emissions do not result in a substantial increase in health incidences, the estimated emissions and assumed toxicity are also conservatively inputted into the HIA and thus, overestimate health incidences, particularly for $PM_{2.5}$.

As explained in the SJVAPCD brief and noted previously, running the photochemical grid model used for predicting O_3 attainment with the emissions solely from an individual project like the Friant Ranch Project or the Project is not likely to yield valid information given the relative scale involved. The six examples reviewed provide support the SJVAPCD's brief contention that consistent, reliable, and meaningful results may not be provided by methods applied at this time. Accordingly, additional work in the industry and, more importantly, air district participation, is needed to develop a more meaningful analysis to correlate project-level mass criteria air pollutant emissions and health effects for decision makers and the public. Furthermore, at the time of writing, no HIA has concluded that health effects estimated using the photochemical grid model and BenMAP approach are substantial, provided that the estimated project-generated incidences represent a very small percent of the number of background incidences, potentially within the models' margin of error.

Construction emissions of the Project would not exceed the SCAQMD thresholds for criteria air pollutants, including VOC and NO_x, after implementation of MM-AQ-2 through MM-AQ-9. Operation of the Project, however, would result in exceedances of regional thresholds for emissions of VOCs, NO_x, CO, PM_{10}, and $PM_{2.5}$, even after implementation of mitigation.

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14 The first step in the publicly available HIAs includes running a regional photochemical grid model, such as the Community Multiscale Air Quality model or the Comprehensive Air Quality Model with extensions to estimate the increase in concentrations of O_3 and $PM_{2.5}$ as a result of project-generated emissions of criteria and precursor pollutants. Air districts, such as the SCAQMD, use photochemical air quality models for regional air quality planning. These photochemical models are large-scale air quality models that simulate the changes of pollutant concentrations in the atmosphere using a set of mathematical equations characterizing the chemical and physical processes in the atmosphere (EPA 2017).

15 After estimating the increase in concentrations of O_3 and $PM_{2.5}$, the second step in the six examples includes use of BenMAP or BenMAP–Community Edition to estimate the resulting associated health effects. BenMAP estimates the number of health incidences resulting from changes in air pollution concentrations (EPA 2023c). The health impact function in BenMAP– Community Edition incorporates four key sources of data: (i) modeled or monitored air quality changes, (ii) population, (iii) baseline incidence rates, and (iv) an effect estimate. All of the six example HIAs focused on O_3 and $PM_{2.5}$.

16 The following CEQA documents included a quantitative HIA to address Friant Ranch: (1) World Logistics Center Revised Final EIR (City of Moreno Valley 2019), (2) March Joint Powers Association K4 Warehouse and Cactus Channel Improvements EIR (March JPA 2019), (3) Mineta San Jose Airport Amendment to the Airport Master Plan EIR (City of San Jose 2019), (4) City of Inglewood Basketball and Entertainment Center Project EIR (City of Inglewood 2019), (5) San Diego State University Mission Valley Campus Master Plan EIR (SDSU 2019), and (6) California State University Dominguez Hills 2018 Campus Master Plan EIR (CSU Dominguez Hills 2019).

As discussed in Section 4.2.1.2, Pollutants and Effects, health effects associated with O_3 include respiratory symptoms, worsening of lung disease leading to premature death, and damage to lung tissue. VOCs and NO_x are precursors to O_3, for which the SCAB is designated as nonattainment with respect to the NAAQS and CAAQS. The contribution of VOCs and NO_x to regional ambient O_3 concentrations is the result of complex photochemistry. The increases in O_3 concentrations in the SCAB due to O_3 precursor emissions tend to be found downwind of the source location because of the time required for the photochemical reactions to occur. Further, the potential for exacerbating excessive O_3 concentrations would also depend on the time of year that the VOC emissions would occur, because exceedances of the O_3 NAAQS and CAAQS tend to occur between April and October when solar radiation is highest. As described above, due to the lack of quantitative methods to assess this complex photochemistry, the holistic effect of a single project's emissions of O_3 precursors is speculative. That being said, because the Project would exceed the SCAQMD VOC and NO_x thresholds during Project operations, the Project could contribute to health effects associated with O_3.

Health effects associated with NO_x and NO_2 (which is a constituent of NO_x) include lung irritation and enhanced allergic responses (see Section 4.2.1.2). Although Project-related NO_x emissions would exceed the SCAQMD operational mass daily thresholds, because the SCAB is a designated attainment area for NO_2 (and NO_2 is a constituent of NO_x) and the existing NO_2 concentrations in the area are well below the NAAQS and CAAQS standards,[17] it is not anticipated that the Project would cause an exceedance of the NAAQS and CAAQS for NO_2 or result in potential health effects associated with NO_2 and NO_x. However, because the Project would exceed the SCAQMD NO_x threshold during Project operations, the Project could contribute to health effects associated with NO_x and NO_2.

Health effects associated with CO include chest pain in patients with heart disease, headache, light-headedness, and reduced mental alertness (see Section 4.2.1.2). CO tends to be a localized impact associated with congested intersections. The potential for CO hotspots is discussed under Threshold 4.2c and determined to be less than significant. Thus, the Project's CO emissions would not contribute to significant health effects associated with CO.

Health effects associated with PM_{10} and $PM_{2.5}$ include premature death and hospitalization, primarily for worsening of respiratory disease (see Section 4.2.1.2). Operation of the Project would exceed the SCAQMD thresholds for PM_{10} and $PM_{2.5}$. As such, the Project would potentially contribute to exceedances of the NAAQS and CAAQS for particulate matter and obstruct the SCAB from coming into attainment for these pollutants. Because the Project has the potential to contribute substantial particulate matter during operation, the Project could result in associated health effects.

In summary, there are numerous scientific and technological complexities associated with correlating criteria air pollutant emissions from an individual project to specific health effects or potential additional nonattainment days, and methods available to quantitatively evaluate health effects may not be appropriate to apply to emissions associated with the Project, which cannot be estimated with a high-level of accuracy.

Conclusion

The previous environmental documentation, including the 2007 Final EIR and 2017 Addendum, determined that the Project would result in significant and unavoidable impacts during construction of the approved project. Specifically, as detailed in the 2007 Final EIR, the approved project was determined to have significant regional

[17] See Table 4.2-2, which shows that ambient concentrations of NO_2 at the monitoring station have not exceeded the NAAQS or CAAQS between 2020 and 2022.

impacts during construction for VOC, NO_x, CO, and PM_{10}, even with implementation of mitigation measures. However, as detailed in Table 4.2-8, with implementation of MM-AQ-2 through MM-AQ-9, all construction impacts would be less than the SCAQMD's respective mass daily regional thresholds. The approved project required implementation of mitigation measures AQ-1 through AQ-10 from the 2017 Addendum to reduce construction impacts. AQ-1 through AQ-5 of the 2017 Addendum were not carried forward within this SEIR, as these measures are generally regulatory requirements that would be required through compliance with SCAQMD Rule 403 for Fugitive Dust. However, with revisions, AQ-6, AQ-7, AQ-8, AQ-9, AQ-10, AQ-11 and AQ-12 would be carried forward as MM-AQ-2, MM-AQ-3, MM-AQ-4, MM-AQ-5, MM-AQ-6, MM-AQ-10 and MM-AQ-11, respectively..

The Project's operational emissions have been compared to the operational emissions detailed in the 2017 Addendum, as provided in Table 4.2-12, below. The 2007 Final EIR and 2017 Addendum disclosed that the previously approved project would result in significant and unavoidable impacts from exceedance of operational thresholds for VOC, NO_x, CO, PM_{10}, and $PM_{2.5}$. Consistent with the previously approved project, the Project would also result in significant unavoidable impacts to the same pollutants, even with mitigation. The 2017 Addendum required implementation of AQ-11 through AQ-13 to reduce impacts With revisions, the Project includes AQ-11 (as MM-AQ-10), AQ-12 (as MM-AQ-11), and AQ-13 (as MM-GHG-1). However, in addition to the mitigation measures required to reduce impacts under the 2017 Specific Plan, the Project requires implementation of MM-AQ-12 through MM-AQ-27.

Table 4.2-12. Operational Emissions Comparison between Project and 2017 Addendum

Emissions Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
Project's Maximum Daily Operational Emissions *(Table 4.2-9)*[1]	484.53	276.84	1,775.88	4.21	381.73	101.54
2017 Addendum Operational Emissions	*270.00*	*243.00*	*1,258.00*	*3.00*	*351.00*	*101.00*
Emission comparison between Project and 2017 Addendum	*214.53*	*33.84*	*517.88*	*1.21*	*30.73*	*0.54*
Does the Project exceed 2017 Addendum emissions?	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
Would the Project result in new significant impacts when compared to the 2017 Addendum?	**No**	**No**	**No**	**No**	**No**	**No**

Source: See Appendix B-1 for complete results. City of Calimesa 2017.
Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District.
[1] Presented emissions represent the higher of summer or winter emissions.

When compared to the 2017 Addendum, the Project would result in greater emissions for all pollutants, even with implementation of additional mitigation. Specifically, as shown in Table 4.2-12, the Project would result in an additional 214.53 pounds of VOC, 33.84 pounds of NO_x, 517.88 pounds of CO, 1.21 pounds of SO_x, 30.73 pounds of PM_{10}, and 0.54 pounds of $PM_{2.5}$ more than the 2017 Addendum during Project operations. It should be noted that most of the mitigation measures applied under the operational scenario are not readily quantifiable, and as such, it is likely that actual emissions would be less than what has been presented in this analysis. However, while

the Project would result in increased emissions for criteria pollutants when compared to the 2017 Addendum, the Project would not result in new significance findings when compared to the 2017 Addendum; the significance findings for both would be the same, and as such, operational impacts would be comparable for the previously approved project and proposed Project.

In conclusion, while the Project's construction impacts would be less than significant with mitigation, the Project's operational impacts would be significant and unavoidable, even with implementation of mitigation measures. Therefore, the Project would result in a significant and unavoidable impact regarding cumulatively considerable net increases of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard, even with implementation of mitigation measures.

Threshold 4.2c Would the project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact.

Localized Significance Thresholds Analysis

Construction

Construction activities associated with the Project would result in temporary sources of on-site fugitive dust and construction equipment emissions. An LST analysis has been prepared to determine potential impacts to nearby sensitive receptors during construction of the Project. As indicated in the discussion of the thresholds of significance, the SCAQMD recommends the evaluation of localized NO_2, CO, PM_{10}, and $PM_{2.5}$ impacts due to construction activities because of sensitive receptors in the immediate vicinity of the Project site. The impacts were analyzed using methods consistent with those in the SCAQMD's Final Localized Significance Threshold Methodology (2009). According to the Final Localized Significance Threshold Methodology, "off-site mobile emissions from the project should not be included in the emissions compared to the LSTs" (SCAQMD 2009). Trucks and worker trips associated with the Project are not expected to cause substantial air quality impacts to sensitive receptors along off-site roadways since emissions would be relatively brief in nature and would cease once the vehicles pass through the main streets.

The estimated maximum daily unmitigated on-site construction emissions generated by the Project are presented in Table 4.2-13 and compared to the applicable SCAQMD LSTs.

Table 4.2-13. Localized Significance Thresholds Analysis for Project Construction - Unmitigated

Maximum On-Site Emissions	NO_2 (ppm)	CO (ppm)		PM_{10} (µg/m³)	$PM_{2.5}$ (µg/m³)
	Averaging Time				
	1-hour	1-hour	8-hour	24-hours	24-hours
Phase 1					
Peak Day Localized Emissions	0.01	0.02	0.00	0.24	0.11
Background Concentration[1]	0.06	2.00	1.60	--	--
Total Concentration	***0.07***	***2.02***	***1.60***	***0.24***	***0.11***
SCAQMD LST	**0.18**	**20.00**	**9.00**	**10.40**	**10.40**

Table 4.2-13. Localized Significance Thresholds Analysis for Project Construction - Unmitigated

Maximum On-Site Emissions	NO_2 (ppm)	CO (ppm)		PM_{10} (µg/m³)	$PM_{2.5}$ (µg/m³)
	Averaging Time				
	1-hour	1-hour	8-hour	24-hours	24-hours
Threshold Exceeded?	No	No	No	No	No
Phase 2					
Peak Day Localized Emissions	0.01	0.01	0.00	0.09	0.03
Background Concentration[1]	0.06	2.0	1.6	--	--
Total Concentration	*0.07*	*2.01*	*1.60*	*0.09*	*0.03*
SCAQMD LST	0.18	20.00	9.00	10.40	10.40
Threshold Exceeded?	No	No	No	No	No
Phase 3					
Peak Day Localized Emissions	0.00	0.01	0.00	0.16	0.06
Background Concentration[1]	0.059	2.0	1.6	--	--
Total Concentration	*0.06*	*2.01*	*1.60*	*0.16*	*0.06*
SCAQMD LST	0.18	20.00	9.00	10.40	10.40
Threshold Exceeded?	No	No	No	No	No
Phase 4					
Peak Day Localized Emissions	0.01	0.01	0.00	0.12	0.05
Background Concentration[1]	0.06	2.0	1.6	--	--
Total Concentration	*0.06*	*2.01*	*1.60*	*0.12*	*0.05*
SCAQMD LST	0.18	20.00	9.00	10.40	10.40
Threshold Exceeded?	No	No	No	No	No
Phase 5					
Peak Day Localized Emissions	0.00	0.01	0.00	0.08	0.03
Background Concentration[1]	0.06	2.0	1.6	--	--
Total Concentration	*0.06*	*2.01*	*1.60*	*0.08*	*0.03*
SCAQMD LST	0.18	20.00	9.00	10.40	10.40
Threshold Exceeded?	No	No	No	No	No

Source: Appendix B-1, Tables 3-10 through 3-14; Localized Significance Summary Phase 1-5 Construction (Without Mitigation).
Notes: NO_2 = nitrogen dioxide; CO = carbon monoxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District; LST = localized significance threshold; ppm = parts per million; µg/m³ = microgram per cubic meter.
Totals may not add due to rounding.
[1] Highest concentration from the last three years of available data

As depicted in Table 4.2-13, prior to application of mitigation measures, the Project would not result in construction emissions that would exceed the applicable SCAQMD LSTs. Therefore, the Project would have a less than significant impact prior to mitigation, although mitigation would be applicable to reduce mass daily regional emissions (as detailed in Threshold 4.2b), and as such, LST emissions would be lower than shown in Table 4.2-13. For details on the mitigated scenario, see Tables 3-16 through 3-20 of Appendix B-1.

Operation

The LST analysis generally includes on-site sources (area, energy, mobile, and on-site cargo handling equipment). However, it should be noted that the CalEEMod outputs do not separate on-site and off-site emissions from mobile sources. As such, to establish a maximum potential impact scenario for analytic purposes, the modeled emissions include all on-site Project-related stationary (area) sources and on-site Project-related mobile emissions. In order to account for on-site mobile emissions, a trip length of 0.5-mile was used for both trucks and passenger cars. Table 4.2-14, Localized Significance Thresholds Analysis for Project Operation—Unmitigated, includes the proposed emissions prior to mitigation.

Table 4.2-14. Localized Significance Thresholds Analysis for Project Operation - Unmitigated

Maximum On-Site Emissions	NO_2 (ppm)	CO (ppm)		PM_{10} ($\mu g/m^3$)	$PM_{2.5}$ ($\mu g/m^3$)
	Averaging Time				
	1-hour	1-hour	8-hour	24-hours	24-hours
Phase 1					
Peak Day Localized Emissions	0.00	0.02	0.02	0.54	0.17
Background Concentration[1]	0.06	2.0	1.6	--	--
Total Concentration	*0.06*	*2.02*	*1.6*	*0.54*	*0.17*
SCAQMD LST	**0.18**	**20.00**	**9.00**	**10.40**	**10.40**
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**
Phase 2					
Peak Day Localized Emissions	0.00	0.03	0.03	1.50	0.41
Background Concentration[1]	0.06	2.00	1.60	--	--
Total Concentration	*0.06*	*2.03*	*1.63*	*1.50*	*0.41*
SCAQMD LST	**0.18**	**20.00**	**9.00**	**10.40**	**10.40**
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**
Phase 3					
Peak Day Localized Emissions	0.00	0.04	0.03	2.27	0.61
Background Concentration[1]	0.059	2.0	1.6	--	--
Total Concentration	*0.06*	*2.04*	*1.63*	*2.27*	*0.61*
SCAQMD LST	**0.18**	**20**	**9**	**10.4**	**10.4**
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**
Phase 4					
Peak Day Localized Emissions	0.00	0.04	0.03	2.43	0.65
Background Concentration[1]	0.06	2.0	1.6	--	--
Total Concentration	*0.06*	*2.04*	*1.63*	*2.45*	*0.65*
SCAQMD LST	**0.18**	**20**	**9**	**10.4**	**10.4**
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**
Phase 5					
Peak Day Localized Emissions	0.00	0.05	0.03	2.45	0.65
Background Concentration[1]	0.06	2.0	1.6	--	--

Table 4.2-14. Localized Significance Thresholds Analysis for Project Operation - Unmitigated

Maximum On-Site Emissions	NO_2 (ppm)	CO (ppm)		PM_{10} (µg/m³)	$PM_{2.5}$ (µg/m³)
	Averaging Time				
	1-hour	1-hour	8-hour	24-hours	24-hours
Total Concentration	*0.06*	*2.05*	*1.63*	*2.45*	*0.65*
SCAQMD LST	0.18	20	9	10.4	10.4
Threshold Exceeded?	No	No	No	No	No

Source: Appendix B-1.
Notes: NO_2 = nitrogen dioxide; CO = carbon monoxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District; LST = localized significance threshold; ppm = parts per million; µg/m³ = microgram per cubic meter.

As shown in Table 4.2-14, the Project's operational LSTs would be less than significant prior to mitigation. Therefore, the Project would have a less than significant impact for operational LSTs prior to mitigation, although mitigation would be applicable to reduce mass daily regional emissions (as detailed in Threshold 4.2b), and as such, LST emissions would be lower than shown in Table 4.2-14.

Health Effects of Carbon Monoxide (Potential for Carbon Monoxide Hotspots)

Mobile source impacts occur on two scales. Regionally, Project-related travel would add to regional trip generation and increase the vehicle miles traveled within the local airshed and the SCAB. Locally, traffic generated by the Project would be added to the local roadway system near the Project site. If such traffic occurs during periods of poor atmospheric ventilation, is composed of many vehicles cold-started and operating at pollution-inefficient speeds, and is operating on roadways already crowded with non-Project traffic, there is a potential for the formation of microscale CO hotspots in the area immediately around points of congested traffic. Because of continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SCAB is steadily decreasing.

At the time that the SCAQMD Handbook (1993) was published, the SCAB was designated nonattainment under the CAAQS and NAAQS for CO. In 2007, the SCAB was designated in attainment for CO under both the CAAQS and NAAQS as a result of the steady decline in CO concentrations in the SCAB due to turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities. The SCAQMD conducted CO modeling for the 2003 AQMP[18] (SCAQMD 2003b) for the four worst-case intersections in the SCAB: (1) Wilshire Boulevard and Veteran Avenue, (2) Sunset Boulevard and Highland Avenue, (3) La Cienega Boulevard and Century Boulevard, and (4) Long Beach Boulevard and Imperial Highway. At the time the 2003 AQMP was prepared, the intersection of Wilshire Boulevard and Veteran Avenue was the most congested intersection in Los Angeles County, with an average daily traffic volume of about 100,000 vehicles per day. Using CO emission factors for 2002, the peak modeled CO 1-hour concentration was estimated to be 4.6 ppm at the intersection of Wilshire Boulevard and Veteran Avenue. The ambient 1-hr. and 8-hr. CO concentration within the Project study area is estimated to be 1.7 ppm and 1.4 ppm, respectively (data from Central San Bernardino Valley monitoring station for 2022). Therefore, even if the traffic volumes for the proposed Project were double or even triple of the traffic volumes generated at the Long Beach Boulevard and Imperial Highway intersection, coupled with the on-going

[18] SCAQMD's CO hotspot modeling guidance has not changed since 2003.

improvements in ambient air quality, the Project would not be capable of resulting in a CO "hot spot" at any study area intersections (Appendix B-1).

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour (vph)—or 24,000 vph where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (Appendix B-1).

When considering maximum traffic volumes in the Project study area during Phase 1 operations, the intersection of Calimesa Boulevard and Sandalwood Drive would have the highest AM traffic volume of 3,151 and the intersection of Interstate (I) 10 northbound ramps and County Line Road would have the highest PM traffic volumes of 3,029 vph, respectively. During Phase 2 operations, the intersection of I-10 southbound ramps and Sandalwood Drive would have the highest AM and PM traffic volumes of 3,870 vph and 3,794 vph. During Phase 3 operations, the intersection of I-10 southbound ramps and Sandalwood Drive would have the highest AM and PM traffic volumes of 6,085 vph and 6,832 vph, respectively. During Phase 4 operations, the intersection of I- southbound ramps and Sandalwood Drive would have the highest AM and PM traffic volumes of 6,934 vph and 7,649 vph, respectively. During Phase 5 operations, the intersection of I-10 southbound ramps and Sandalwood Drive would have the highest AM and PM traffic volumes of 7,211 vph and 7,795 vph, respectively. The total traffic volumes at the intersections considered are less than the traffic volumes identified in the 2003 AQMP. As such, the Project considered herein along with background and cumulative development would not produce the volume of traffic required to generate a CO "hot spot" either in the context of the 2003 Los Angeles hot spot study or based on representative Bay Area Air Quality Management District CO threshold considerations. Therefore, CO "hot spots" are not an environmental impact of concern for the Project (Appendix B-1). As such, potential Project-generated impacts associated with CO hotspots during construction and operations would be less than significant.

Toxic Air Contaminants

Construction Health Risks

As discussed in Section 4.2.3 and detailed in Appendix B-2, a construction HRA was performed to estimate the Maximum Individual Cancer Risk and the Chronic Hazard Index for proximate residential receptors because of Project construction.

The land use with the greatest potential exposure to Project construction-source DPM emissions without mitigation is Location R2, which is located approximately 51 feet north of the Project site at an existing residence at 910 W Avenue L. Since there are no private outdoor living areas (backyards) facing the Project site, R2 is placed at the building façade. At the MEIR, without mitigation, the maximum incremental cancer risk attributable to Project construction-source DPM emissions is estimated at 0.94 in one million, which is less than the SCAQMD's significance threshold of 10 in one million, and as such, impacts would be less than significant. For informational purposes, with implementation of mitigation (MM-AQ-2), the maximum incremental cancer risk attributable to Project construction-source DPM emissions at location R2 is estimated at 0.26 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable threshold of 1.0 (Appendix B-2).

Location R9 is the land use with the greatest potential exposure to Project construction-source DPM emissions with mitigation. R9 is located approximately 604 feet east of the Project site at an existing residence at 8640 Calimesa Boulevard. Since there are no private outdoor living areas (backyards) facing the Project site, R9 is placed at the

building façade. At the MEIR, without mitigation, the maximum incremental cancer risk attributable to Project construction-source DPM emissions at location R9 is estimated at 0.64 in one million, which would be below the SCAQMD's significance threshold of 10 in one million, and as such, impacts would be less than significant. At the MEIR, with implementation of MM-AQ-2, the maximum incremental cancer risk attributable to Project construction-source DPM emissions is estimated at 0.32 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable threshold of 1.0 (Appendix B-2).

Location R2 and Location R9 would experience the highest concentrations of DPM during Project construction due to meteorological conditions at the site. Because all other modeled receptors would experience lower concentrations of DPM during Project construction, all other receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, the Project will not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity. All other receptors during construction activity would experience less risk than what is identified for these locations (Appendix B-2).

Operational Health Risks

Off-Site Residential Exposure Scenario

The existing off-site residential land use with the greatest potential exposure to Project operational-source DPM emissions is Location R7 which is located approximately 71 feet northwest of the Project site at an existing residence located at 25 E Street. Since there are no private outdoor living areas facing the Project site, R7 is placed at the building façade nearest the Project site. At the MEIR, the maximum incremental cancer risk attributable to Project operational-source DPM emissions is estimated at 2.52 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled receptors would experience lower concentrations of DPM during Project operation, all other receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, the Project will not cause a significant human health or cancer risk to adjacent land uses as a result of Project operational activity. All other receptors during operational activity would experience less risk than what is identified for this location (Appendix B-2). Health risk impacts to off-site residences would be less than significant and no mitigation is required.

On-Site Residential Exposure Scenario

The analysis evaluated the potential health risk impacts associated with DPM generated by heavy duty trucks accessing Planning Areas 2 through 8 to future on-site residential receptors. Because on-site receptors would not be present at the time of Project construction activities, the analysis only considers potential impacts to on-site receptors resulting from operation of the proposed Project. The on-site receptor with the greatest potential exposure to Project operational emissions is Location ON8. At the on-site MEIR, the maximum incremental cancer risk attributable to Project operational-source DPM emissions is estimated at 7.35 in one million which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0 (Appendix B-2). Health risk impacts to on-site residences would be less than significant.

Worker Exposure Scenario

The worker receptor land use with the greatest potential exposure to Project operational-source DPM emissions is Location R10, which represents the potential worker receptor located approximately 647 feet east of the Project site. At the Maximally Exposed Individual Worker, the maximum incremental cancer risk impact is 0.21 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors are located at a greater distance than the Maximally Exposed Individual Worker analyzed herein, and DPM dissipates with distance from the source, all other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the Maximally Exposed Individual Worker identified herein. As such, the Project will not cause a significant human health or cancer risk to adjacent workers (Appendix B-2). Health risk impacts to workers would be less than significant.

School Child Exposure Scenario

The nearest school is Mesa View Middle School (represented by Location R4), located approximately 200 feet north of the Project site. At the Maximally Exposed Individual School Child, the maximum incremental cancer risk impact attributable to the Project is calculated to be 0.46 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project were calculated to be <0.01, which would not exceed the applicable significance threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk to nearby school children. Health risk impacts to school children would be less than significant.

Construction and Operational Impacts

The land use with the greatest potential exposure to Project construction-source and operational-source DPM emissions is Location R7. At the MEIR, the maximum incremental cancer risk attributable to Project construction-source and operational-source DPM emissions is estimated at 1.05 in one million without mitigation and 0.40 in one million with mitigation, both of which are less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01 without and with mitigation, which would not exceed the applicable threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to nearby residences. The combined construction and operational cancer risk calculation assumes that receptors would be exposed to Project construction-related emissions beginning in the third trimester, continue through the anticipated 19.52 years of Project construction activity and be exposed to Project operational emissions for the remaining 10.48 years of the 30-year operational exposure scenario. As such, because construction-related cancer risk is relatively low, and because the risk calculation heavily weighs exposures that occur early in life, the combined construction and operational risk is lower than the operational risk presented above (Appendix B-2).

Cancer Burden

Cancer burden represents the estimated increase in the occurrence of cancer cases in a population resulting from exposure to Project TAC emissions. It should be noted that cancer burden is typically calculated for permit application purposes for stationary TAC sources and is presented in this analysis for informational purposes only. As described in the SCAQMD Rule 1401 Risk Assessment Procedures, cancer burden is applicable to sources that result in a maximum incremental cancer risk exceeding one in one million, and is calculated based on the area over which emissions source would result in a cancer risk exceeding one in one million for a 70-year residential exposure duration as well as population density. Based on a one in one million cancer risk impact area of approximately 9.05

square kilometers (km^2) and a SCAQMD default of 4,000 persons per km^2 for lower density areas, the cancer burden for the proposed Project is estimated at 0.32, which is less than the SCAQMD significance threshold of 0.5. As such, the cancer burden associated with the proposed Project would be less than significant.

Cumulative Health Risk

The SCAQMD does not have an established cumulative health risk approach, but has initiated a public process (including four working group meetings as of July 2024) for the development of additional guidance for public agencies when they evaluate cumulative air quality impacts from increased concentrations of TACs for projects subject to the requirements of CEQA.

As part of this public process, the SCAQMD has not included most construction activity in its cumulative health risk analysis recommendations, since construction is typically short term. However, the draft applicability framework of the SCAQMD's cumulative health risk concept includes long-term construction, with transportation projects such as high-speed rail provided as the example. The draft applicability framework does not define what number of years equates to long-term construction. Because construction of the Project is assumed to have a duration of 19 years, it may or may not qualify as a short-term project under the final SCAQMD guidance, if/once issued. Nonetheless, as described above, the Project itself would result in health risk impacts from construction that would be less than significant. Therefore, it is anticipated that the Project would also not result in a cumulatively considerable health risk impact from construction.

Overall, based on the preceding considerations, potential cumulative construction health risk associated with Project development would be less than significant, and the operational health risk associated with Project development would be less than significant.

Conclusion

The approved project (as detailed in 2007 Final EIR) was determined to result in significant and unavoidable localized impacts during construction for PM_{10}. However, the proposed Project would have less than significant impacts without mitigation regarding exposure of sensitive receptors to substantial pollutant concentrations. The 2007 Final EIR identified less than significant impacts to CO hotspots. The Project would also result in less than significant impacts to CO hotspots.

Threshold 4.2d Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less-than-Significant Impact. Construction and operation of the Project would result in various emissions; however, criteria air pollutants, fugitive dust, and TACs are addressed under Thresholds 4.2b and 4.2c, above. As such, this impact analysis is focused on the potential for an odor impact to occur. The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source; the wind speed and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

Odors would be generated from vehicles and/or equipment exhaust emissions during construction of the Project. Odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, architectural coatings, and asphalt pavement application. Such odors would

disperse rapidly from the Project site and generally occur at magnitudes that would not affect substantial numbers of people. Additionally, the Project would be required to comply with SCAQMD Rule 402, Nuisance, which prohibits the discharge of air pollutants from a facility that causes injury, detriment, nuisance, or annoyance to the public or damage to business or property, such as odors. Therefore, impacts associated with odors during construction would be considered less than significant.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project does not propose and would not engage in any of these activities or other potential activities that would generate operational odors. The Project entails operation of residences, retail, hotel, educational, and park land uses and would not create any new sources of odors during operation. Additionally, as detailed above for construction impacts, the Project would also be required to comply with SCAQMD Rule 402, Nuisance, during operations. Therefore, the Project would result in an odor impact that is less than significant.

Conclusion

The 2007 Final EIR concluded the approved project would have less than significant impacts regarding potential to result in odors affecting a substantial number of people. Similarly, the Project would result in less than significant impacts for this threshold.

4.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of past, present, and reasonably foreseeable future projects are significant, the lead agency must then determine whether the project has any contribution to the cumulative impact, and if so, whether the project's incremental effect is "cumulatively considerable." The cumulative geographic study area used to assess potential cumulative air quality impacts is the SCAB for impacts related to mass construction emissions and operational emissions, in particular mobile sources (i.e., vehicle trips). This geographic scope was selected because emissions from construction and operational activities can contribute to exceedances in criteria air pollutant concentrations, which are measured and regulated by air districts (which is the SCAQMD for this Project) based on the air basin. The Project and the related projects are all located within the SCAB. Regional growth in the SCAB, as established in general plans and regional plans produced by SCAG would also contribute to cumulative air quality impacts in the categories of construction emissions and mobile source emissions.

Other aspects of air quality impacts are more localized TAC emissions, impacts to sensitive receptors, and odor emissions. For these impacts, the geographic scope of the area potentially affected by cumulative impacts consists of the Project's immediate vicinity. This geographic scope was selected because impacts in the categories of TACs, sensitive receptors, and odors dissipate quickly with distance and affect adjacent and nearby land uses. As such, the Project could combine with related projects in the immediate vicinity (e.g., within 1,000 feet) to produce a cumulative impact. This would include cumulative projects IDs 10, 11, 41, 43, and 45.

The full list of related projects applicable to this Project's cumulative analyses is provided in Section 2.6, Cumulative Projects and illustrated on Figure 2-4, Cumulative Projects, in Chapter 2, Environmental Setting of this Draft SEIR.

Threshold 4.2a – Cumulative

Cumulatively Considerable. As discussed in Section 4.2.4, Impact Analysis, the SCAQMD CEQA Air Quality Handbook (SCAQMD 1993) established two criteria to determine if a project would conflict with the SCAQMD AQMP, which is currently the 2022 AQMP. Consistency Criterion No. 1 is evaluated by the Project's potential to exceed numeric thresholds and Consistency Criterion No. 2 is evaluated by the Project's potential to exceed assumptions in the AQMP.

Regarding Consistency Criterion No. 1, the Project's construction-source emissions would not exceed applicable SCAQMD regional thresholds after implementation of MM-AQ-2 through MM-AQ-9. However, the Project's operational-source emissions would result in exceedances of regional thresholds for emissions of VOCs, NO_x, CO, PM_{10}, and $PM_{2.5}$, even after implementation of mitigation. As such, the Project would conflict with Consistency Criterion No. 1 of the SCAQMD CEQA Air Quality Handbook.

Regarding Consistency Criterion No. 2, the Project's population projections fall within SCAG's projections in the 2022 AQMP for the City. However, the Project would focus additional employment to the Project site in the City's Downtown Center, creating a larger number of dwelling units and a denser land use pattern than assumed in SCAG's projections, and, consequently, the 2022 AQMP. Thus, the Project would potentially conflict with Consistency Criterion No. 2 of the SCAQMD CEQA Air Quality Handbook. Implementation of MM-AQ-1 would ensure that the appropriate growth and land use projections at the Project site would be incorporated into the next SCAG Regional Transportation Plan/Sustainable Communities Strategy and the following SCAQMD AQMP, which would resolve this inconsistency in the future. However, as the Project would be inconsistent with the existing land uses (for additional land uses that were not previously considered in Connect SoCal, and therefore, the SCAQMD AQMP, this Project-specific impact would be significant and unavoidable.

Based on the above considerations, the impact of the Project, in addition to the additional growth anticipated through cumulative projects, would constitute a potentially significant cumulative impact related to AQMP implementation with mitigation. Therefore, the Project would contribute to a cumulatively considerable and significant impact related to conflicting with the SCAQMD's AQMP.

Threshold 4.2b – Cumulative

Cumulatively Considerable. Air pollution by nature is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SCAQMD develops and implements plans for future attainment of ambient air quality standards. The potential for the Project to result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable NAAQS and/or CAAQS, is addressed in Section 4.2.4, Impacts Analysis. As set forth therein, the Project would exceed SCAQMD construction thresholds for VOC and NO_x, before mitigation, but with mitigation incorporated would reduce impacts to a less than significant level. As such, the potential cumulative impact related to construction emissions of criteria pollutants would not be cumulatively considerable.

The Project would exceed SCAQMD operational thresholds for VOC, NO_x, CO, $PM_{2.5}$ and PM_{10} emissions, and even with the incorporation of mitigation, would result in significant and unavoidable impacts. Thus, the Project's cumulative impacts related to operational emissions with respect to the potential to result in a cumulatively considerable net increase in any nonattainment criteria air pollutant would be cumulatively considerable and significant.

Threshold 4.2c – Cumulative

Not Cumulatively Considerable. Cumulative localized impacts would potentially occur if Project construction were to occur concurrently with another off-site project. The Project would result in less than significant impacts regarding localized construction impacts. Construction schedules for potential future projects near the Project site are generally unknown and are considered speculative.[19] Although there could be some overlap, the maximally exposed receptor upon which the localized impact determination is based would be different for the Project and each cumulative project; as such, the maximum localized emissions from each project would not be additive at the same receptors. Additionally, cumulative projects would be subject to CEQA (or have already been reviewed under CEQA) and would require air quality analysis and, where necessary, would implement all feasible mitigation if the project would exceed SCAQMD thresholds. In addition, all construction projects within the SCAB would be required to comply with the same SCAQMD rules as the Project. SCAQMD rules that the Project and the related projects would be required to comply with are discussed in Section 4.3.2 and include Rule 402 (Nuisance), Rule 403 (Fugitive Dust), and Rule 1113 (Architectural Coatings).

The Project would not expose sensitive receptors to localized high concentrations of CO or contribute to traffic volumes at intersections that would cause a CO hotspot during construction or operation when assuming operation of the Project plus background levels and reasonably foreseeable future projects. As such, potential construction or operational CO hotspot impacts would be less than significant without mitigation. Because of continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SCAB is steadily decreasing.

A construction HRA was performed to estimate the Maximum Individual Cancer Risk and the Chronic Hazard Index for proximate residential receptors because of Project-generated TACs during construction. Project construction activities would not exceed the cancer risk significance threshold of 10 in 1 million, and would result in less than significant impacts. Project construction would not exceed the chronic hazard Index prior to mitigation.

An operational HRA was performed to estimate the exposure of the Project to operational-source DPM emissions for on and off-site residents, workers, and school children. As detailed in response to Threshold 4.2c, the Project would result in less than significant impacts, and no mitigation is required, and as such, the Project would not be cumulatively considerable.

SCAQMD does not have an established cumulative health risk approach but has initiated a public process (including four Working Group meetings as of July 2024 for the development of additional guidance for public agencies when they evaluate cumulative air quality impacts from increased concentrations of TACs for projects subject to the requirements of CEQA. Importantly, as part of this public process, SCAQMD has not included construction health risk in the cumulative health risk analysis recommendations since construction is typically short-term. However, the draft applicability of the cumulative health risk concept includes long-term construction with the examples of transportation projects such as high-speed rail but does not define a number of years. Because construction of the Project is assumed to have a duration of 19 years, it may not qualify as a short-term project and may be applicable in the final guidance once issued. Nonetheless, as described above, the Project itself would result in health risk impacts from construction that would be less than significant. Therefore, it is anticipated that the Project would also not result in a cumulatively considerable health risk impact from construction. In addition, SCAQMD has indicated that projects that consist of primarily residential development, such as the Project, would also screen out

[19] The CEQA Guidelines state that if a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact (14 CCR 15145). This discussion is nonetheless provided in an effort to show good-faith analysis and comply with CEQA's information disclosure requirements.

of a cumulative health risk analysis for operations since they tend to have low potential cancer risk (SCAQMD 2023b). Overall, based on the preceding considerations, potential cumulative health risk associated with Project development (focusing on construction health risk) would be less than significant. As such, the potential cumulative impact related to exposure of sensitive receptors would not be cumulatively considerable.

Threshold 4.2d – Cumulative

Not Cumulatively Considerable. Odor impacts are generally limited to the immediate area surrounding the source. The Project would result in less than significant impacts to other emissions, specifically odors, without mitigation where it proposes predominantly land uses that are not commonly associated with substantial odor emissions. Potential odors from the Project site would be temporary and limited (due to the type of land uses, including residential, which are not typically substantial odor-producing land uses) and cumulative projects, among other developments in the SCAB, would be subject to SCAQMD Rule 402 (Nuisance). Therefore, Project impacts would not be cumulatively considerable.

4.2.6 Mitigation Measures

4.2.6.1 Previously Adopted Mitigation Measures

Measures No Longer Applicable: Deleted or Revised/Replaced

Deleted: AQ-1. During grading and construction activities, the applicant shall comply with the requirements of SCAQMD Rule 403.

Deleted: AQ-2. The applicant shall apply soil stabilizers to inactive areas.

Deleted: AQ-3. Ground cover shall be replaced in disturbed areas as quickly as possible

Deleted: AQ-4. All excavating and grading operations shall be suspended when wind speeds (as instantaneous gusts) exceed 25 mph.

Deleted: AQ-5. All haul routes and exposed surfaces shall be watered three times daily except on days when a rain event occurs. Then exposed surfaces would be water as necessary to meet the intent of Rule 403.

Replaced: (See MM-AQ-2)

AQ-6. Applicants for new development projects within the Mesa Verde Specific Plan shall require the construction contractor to use equipment that meets the United States Environmental Protection Agency (EPA)-Certified emissions standards.

All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations.

Prior to construction, the project engineer shall ensure that all demolition and grading plans clearly show the requirement for EPA Tier 4 or equivalent emissions standards for construction equipment over 50 horsepower. During construction, the construction contractor shall maintain a list of all operating equipment in use on the project site for verification by the Building Official or their designee. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449.

Revised: (See MM-AQ-3)

AQ-7. Regularly scheduled engine maintenance shall be performed to minimize equipment emissions.

Revised: (See MM-AQ-4)

AQ-8. Alternative fuels, such as ultra-low sulfur diesel or off-road construction vehicles/equipment shall be used where applicable and feasible.

Replaced: (See MM-AQ-5)

AQ-9. Electric or diesel-powered equipment shall be used rather than gasoline-powered engines where feasible.

Replaced: (See MM-AQ-6)

AQ-10. Applicants for new development projects within the Mesa Verde Specific Plan shall require the construction contractor to use coatings and solvents with a volatile organic compound (VOC) content lower than required under Rule 1113 (i.e., super compliant paints). Where applicable, the application of exterior architectural coatings (i.e., paint, etc.) shall be limited to average no more than 225 gallons per week and/or use "Zero-VOC" paint. Use of low-VOC paints and spray method shall be included as a note on architectural building plans and verified by the Building Official or their designee during construction.

Replaced: (See MM-AQ-10)

AQ-11. Construct, contribute, or dedicate land for the provision of on- site bicycle trails linking the facility to designated bicycle commuting routes.

Replaced: (See MM-AQ-11)

AQ-12. Provide site improvements such as street furniture, route signs, bus turnouts, and sidewalks or pedestrian paths.

Revised: (See MM-GHG-1 of Section 4.7, Greenhouse Gas Emissions)

AQ-13. Build homes that exceed minimum statewide energy construction requirements, such as:

- Use of low emission water heaters. Installation of low emission water heaters shall be verified by the Building Division during plan check.
- Use of energy efficient appliances. Installation of Energy Star appliances shall be verified by the Building Division during plan check.
- Use of light colored/earth tone roof tiles
- Exceed Title 24 energy efficiency requirements and/or offset building energy use through installation of photovoltaic panels on residential and non-residential buildings.
- Level 2 electric vehicle charging stations in single-family residential garages. The location of the electrical outlets shall be specified on building plans, and proper installation shall be verified by the Building Division prior to issuance of a Certificate of Occupancy.

Measures Applicable Carried Forward

No mitigation measures are carried forward as written in the 2017 Mitigation Monitoring and Reporting Program.

4.2.6.2 Project Mitigation Measures

MM-AQ-1 Update the Regional Growth Forecast. The applicant has informed the Southern California Association of Governments (SCAG) of the Project so that SCAG's next Regional Transportation Plan/Sustainable Communities Strategy (anticipated to be 2028) can appropriately reflect residential housing, population, and employment locations and forecasts in the City of Calimesa. The updated information provided to SCAG is anticipated to be used by the South Coast Air Quality Management District (SCAQMD) to update the Air Quality Management Plan (AQMP). The applicant shall prepare and submit a letter notifying SCAQMD of this revised forecast for use in the future updates to the AQMP as required.

MM-AQ-1 *is not a quantifiable measure.*

MM-AQ-2 Construction Equipment Exhaust Minimization. Prior to the commencement of construction activities for the Project, the Applicant shall require its construction contractor to use California Air Resources Board (CARB)-certified Tier 4 Final engines for all diesel-powered equipment pieces that are 50 horsepower or greater throughout all phases of construction.

In the event of changed circumstances (e.g., changes in the availability of specific types of construction equipment), the applicant may submit a request to the City of Calimesa Community Development Department to apply an equivalent method of achieving Project-generated construction emissions that fall below the numeric cancer risk standards established by the South Coast Air Quality Management District (SCAQMD). Documentation using industry-standard emission estimation methodologies shall be furnished to the City of Calimesa Community Development Department demonstrating that estimated Project-generated construction emissions would not exceed the estimated mitigated emissions for mass-daily regional construction

emissions as presented in Section 4.2, Air Quality, of this Draft Environmental Impact Report and SCAQMD's cancer risk threshold of one in a million with the alternate construction method(s). If the documentation demonstrates that Project-generated construction emissions will remain below estimated mitigated emissions for mass-daily regional construction emissions as presented in Section 4.2, Air Quality, of this Draft Environmental Impact Report and SCAQMD's cancer risk threshold of one in a million, then the City of Calimesa Community Development Department Director may approve the alternate construction method(s), at the Director's discretion.

Required construction equipment fleet and methodologies approved by the City shall be included in the contract specifications for the applicant's construction contractor. The construction contractor shall demonstrate that at least three construction fleet owners/operators in Riverside County were contacted and that those owners/operators confirmed Tier 4 Final equipment could not be located within Riverside County during the desired construction schedule.

MM-AQ-2 *is quantified in the construction analysis within the CalEEMod mitigation module, wherein all off-road equipment with engines rated at 50 horsepower or greater were assumed to meet Tier 4 Final regulations.*

MM-AQ-3 Engine Maintenance During Construction. The construction contractor shall include the following recommendations within their contractor plans: regularly scheduled engine maintenance be performed to minimize equipment emissions, and that maintenance records, data sheets, specifications, and emission control tiers be maintained onsite and furnished to the lead agency or other regulators upon request.

MM-AQ-3 *is not quantifiable in CalEEMod and thus no credit was taken in the analysis for this mitigation measure.*

MM-AQ-4 Construction Equipment Alternative Fuels. The construction contractor shall include the following recommendation within their contractor plans: alternative fuels, such as electric or ultra-low sulfur diesel off-road construction vehicles/equipment where applicable and feasible. Such equipment shall be considered feasible if available within Riverside County.

MM-AQ-4 *is not quantifiable in CalEEMod and thus no credit was taken in the analysis for this mitigation measure.*

MM-AQ-5 Electric or Zero-Emission Construction Equipment. Electric or zero-emission construction equipment shall be used rather than diesel or gasoline-powered engines where feasible. Such equipment shall be considered feasible if available within Riverside County. The construction contractor shall demonstrate that at least three construction fleet owners/operators in Riverside County were contacted and that those owners/operators confirmed that electric or non-diesel powered construction equipment could not be located within Riverside County during the desired construction schedule.

MM-AQ-5 *was not incorporated into the analysis. The analysis conservatively assumed all construction equipment would be diesel-powered.*

MM-AQ-6 Use of Super-Compliant Low-VOC Paint During Construction. Applicants for new development projects within the Mesa Verde Specific Plan shall require the construction contractor to use coatings and solvents with a volatile organic compound (VOC) content of 10 grams per liter (g/L) or less for all interior and exterior paint applications for residential and non-residential land uses. Use of paints with VOC content of less than 10 g/L and the spray method shall be included as a note on architectural building plans and verified by the City of Calimesa Building Official or their designee during construction.

MM-AQ-6 *is quantified in the construction analysis within the mitigation module of CalEEMod, wherein 10 grams per liter VOC was selected for residential interior, residential exterior, non-residential interior, and non-residential exterior.*

MM-AQ-7 Construction Idling Minimization. Legible, durable, weather-proof signs shall be placed at construction staging areas within the Project site by the construction contractor. At a minimum, each sign shall include: 1) instructions for construction workers to shut off engines when not in use; 2) instructions for operators of heavy-duty diesel construction equipment to restrict idling to no more than two (2) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager to report violations. The construction contractor shall submit plans for the signs to the City of Calimesa for their review and approval prior to commencement of construction activities. The City of Calimesa shall confirm the content and placement of these signs.

MM-AQ-7 *is not quantified in the construction analysis.*

MM-AQ-8 Electric Tools and Hookups During Construction. The Project Applicant or its designee shall implement the following strategies during construction activities and provide evidence to the City of Calimesa that the Construction Contractor's contract specifications include the following: the construction contractor shall use electric tools and provide electrical connection to the power grid rather than utilize diesel-fueled generators for the powering of electric construction tools such as saws, drills, and compressors, if electricity is readily available at the location of construction activities.

MM-AQ-8 *is not quantifiable in CalEEMod and thus no credit was taken in the analysis for this mitigation measure.*

MM-AQ-9 Transit and Ridesharing During Construction. The construction contractor shall prepare and submit to the City of Calimesa's Community Development Department informational pamphlet on transit and ridesharing programs and services to construction employees for their review and approval. This informational pamphlet shall provide detailed information for construction workers to access alternative means of transportation than solo-occupancy vehicles to the Project site. The informational pamphlet shall then be provided to all on-site construction personnel prior to and throughout the duration of all construction activities.

MM-AQ-9 *is not quantifiable in CalEEMod and thus no credit was taken in the analysis for this mitigation measure.*

MM-AQ-10 On-Site Bicycle Trails. The Project Applicant/Developer shall demonstrate that the design plans for the Project include construction or dedication of land for the provision of on-site bicycle trails linking the facility to designated off-site bicycle commuting routes for the City of Calimesa's review and approval.

MM-AQ-10 *is not quantifiable in CalEEMod and thus no credit was taken in the analysis for this mitigation measure.*

MM-AQ-11 On-Site Improvements. The Project Applicant/Developer shall demonstrate to the City of Calimesa that the design plans for the Project include site improvements such as street furniture, route signs, bus turnouts, and sidewalks or pedestrian paths.

MM-AQ-11 *is not quantifiable in CalEEMod and thus no credit was taken in the analysis for this mitigation measure.*

MM-AQ-12 Electric Vehicle Charging Infrastructure. For the warehouse/industrial portion of the Project, the buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. The Project Applicant shall provide building design plans demonstrating this to the City of Calimesa for their review and approval prior to issuance of a building permit. Conduit shall be installed from the electrical room to tractor trailer parking spaces in a logical location(s) on the site determined by the Project Applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available and the buildings are being served by trucks with electric-powered engines.

MM-AQ-12 *is not quantifiable in CalEEMod and thus no credit was taken in the analysis for this mitigation measure.*

MM-AQ-13 TRU Electric Infrastructure. For the Business Park portion of the Project, the buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed in the future to supply power to trailers with transport refrigeration units (TRUs) during the loading/unloading of refrigerated goods. The Project Applicant shall provide building design plans demonstrating this to the City of Calimesa for their review and approval prior to issuance of a building permit. Conduit should be installed from the electrical room to the loading docks determined by the Project Applicant during construction document plan check as the logical location(s) to receive trailers with TRUs.

MM-AQ-13 *is not quantifiable in CalEEMod and thus no credit was taken in the analysis for this mitigation measure*

MM-AQ-14 Tenant Notifications. For the Business Park portion of the Project, upon occupancy and annually thereafter, the facility operator shall provide information to all tenants, with instructions that the information shall be provided to employees and truck drivers as appropriate, regarding:

- Building energy efficiency, solid waste reduction, recycling, and water conservation.

- Vehicle GHG emissions, electric vehicle charging availability, and alternate transportation opportunities for commuting.
- Participation in the Voluntary Interindustry Commerce Solutions (VICS) "Empty Miles" program to improve goods trucking efficiencies.
- Health effects of diesel particulates, State regulations limiting truck idling time, and the benefits of minimized idling.
- The importance of minimizing traffic, noise, and air pollutant impacts to any residences in the Project vicinity.

MM-AQ-14 *is not quantifiable in CalEEMod and thus no credit was taken in the analysis for this mitigation measure.*

MM-AQ-15 On Site Signage Program. Prior to issuance of a building permit, the Project Applicant/Developer shall provide the City with an on-site signage program that clearly identifies the required on-site circulation system, for the industrial portion of the Project. This shall be accomplished through posted signs and painting on driveways and internal roadways.

MM-AQ-15 *is not quantifiable in CalEEMod and thus no credit was taken in the analysis for this mitigation measure.*

MM-AQ-16 Truck Route Signage. Prior to issuance of an occupancy permit, the City shall confirm that signs clearly identifying approved truck routes have been installed along the truck routes to and from the Project site.

MM-AQ-16 *is not quantifiable in CalEEMod and thus no credit was taken in the analysis for this mitigation measure.*

MM-AQ-17 Signage Regarding Excessive Noise, Dust, Fumes, or Odors. Prior to issuance of an occupancy permit, the Project Applicant/Developer for the industrial portion of the Project shall install a sign on the property with telephone, email, and regular mail contact information for a designated representative of the tenant who would receive complaints about excessive noise, dust, fumes, or odors. The sign shall also identify contact data for the City of Calimesa for perceived Code violations. The tenant's representative shall keep records of any complaints received and actions taken to communicate with the complainant and resolve the complaint. The tenant's representative shall endeavor to resolve complaints within 24 hours.

MM-AQ-17 *is not quantifiable in CalEEMod and thus no credit was taken in the analysis for this mitigation measure.*

MM-AQ-18 Electrical Supply Lines and Panels Documentation. Prior to issuance of a building permit for the Business Park portion of the Project, the Project Applicant/Developer shall provide the City with project specifications, drawings, and calculations that demonstrate that main electrical supply lines and panels have been sized to support heavy truck charging facilities when these trucks become available. The calculations shall be based on reasonable predictions from currently available truck manufacturers' data. Electrical system upgrades that exceed reasonable costs shall not be required.

MM-AQ-18 *is not quantifiable in CalEEMod and thus no credit was taken in the analysis for this mitigation measure.*

MM-AQ-19 Electric or Non-Diesel Fueled Cargo Handling Equipment. Prior to completion of a tenant lease agreement in the Business Park, the Master Business Association shall confirm that the following are included in the lease term and conditions: All on-site outdoor cargo-handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, forklifts, and other on-site equipment) shall be electric or non-diesel fueled. All on-site indoor forklifts shall be powered by electricity.

MM-AQ-19 *conservatively assumed all outdoor cargo-handling equipment would be natural gas-powered.*

MM-AQ-20 Transportation Demand Management (TDM) Program. Prior to issuance of occupancy permits for the Business Park portion of the Project, the Project Applicant/Developer shall prepare and submit a Transportation Demand Management (TDM) program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM Program shall be subject to review and approval by the City of Calimesa. The TDM shall include, but is not limited to the following:

- Provide a transportation information center and on-site TDM coordinator to educate employers, employees, and visitors of surrounding transportation options.
- Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the project site.
- Provide secure bicycle storage space equivalent to two percent of the automobile parking spaces provided.
- Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day.
- Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service.
- Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users.
- Provide meal options on-site or shuttles between the facility and nearby meal destinations.
- Each building shall provide preferred parking for electric, low-emitting and fuel-efficient vehicles equivalent to at least eight percent of the required number of parking spaces.

MM-AQ-20 *is not quantifiable in CalEEMod and thus no credit was taken in the analysis for this mitigation measure.*

MM-AQ-21 Tenant Information Energy Efficiency and HEPA Filters. Prior to tenant occupancy, the Project Applicant/Developer or successor in interest shall provide documentation to the City demonstrating that occupants/tenants of the Project site have been provided informational documentation regarding:

- Information regarding energy efficiency, energy-efficient lighting and lighting control systems, energy management, and existing energy incentive programs
- Information regarding and a recommendation to use electric or alternatively fueled sweepers with high efficiency particulate air (HEPA) filters.

MM-AQ-21 *is not quantifiable in CalEEMod and thus no credit was taken in the analysis for this mitigation measure.*

MM-AQ-22 Electric Vehicle Charging Infrastructure. The Project Applicant/Developer or designee shall provide electric vehicle (EV) charging infrastructure that meets or exceeds 2022 California Green Building Standards Code Tier 2 standards to encourage use of EVs.

MM-AQ-22 *is not quantifiable in CalEEMod and thus no credit was taken in the analysis for this mitigation measure.*

MM-AQ-23 Landscape Equipment Maintenance. The Project Applicant/Developer shall implement the following landscape maintenance equipment reduction measures:

- Prior to the issuance of building permits, the Project applicant or its designee shall provide evidence to the City of Calimesa that the design plans include electrical outlets on the exterior of the structure to facilitate use of electrical lawn and garden equipment.
- The applicant (or its designee) or Project's future Homeowners Association shall educate future residents about the South Coast Air Quality Management District (SCAQMD) Electric Lawn Mower Rebate Program and the Commercial Electric Lawn and Garden Equipment Exchange Program. When conventional gasoline-powered yard equipment (e.g., lawn mowers, leaf blowers and vacuums, shredders, trimmers, and chain saw) are exchanged for electric and rechargeable battery-powered yard equipment, direct greenhouse gas (GHG) emissions from fossil-fuel combustion are displaced by indirect GHG emissions associated with the generation of electricity used to power the equipment.

The analysis conservatively did not take credit for the use of electric-powered landscape maintenance equipment.

MM-AQ-24 Funding Opportunity Documentation. Prior to tenant occupancy, the Project Applicant/Developer or successor(s) in interest shall provide documentation to the City demonstrating that occupants/tenants of the Project site have been provided documentation on funding opportunities, such as the Carl Moyer Program, that provide incentives for using cleaner-than-required engines and equipment. In addition, the tenants shall be required to enroll in the United States Environmental Protection Agency's SmartWay program and be required to utilize carriers that are SmartWay carriers.

MM-AQ-24 *is not quantifiable in CalEEMod and thus no credit was taken in the analysis for this mitigation measure.*

MM-AQ-25 Facility-Owned and Operated Fleet Equipment Requirements. All facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site shall meet or exceed 2010 model year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.

MM-AQ-25 *is not quantifiable in CalEEMod and thus no credit was taken in the analysis for this mitigation measure.*

MM-AQ-26 Green Cleaning Product and Paint Education Program. Prior to the occupancy of any on site development, the Project Applicant/Developer or its designee shall provide evidence to the City of Calimesa that the applicant/phase developer has developed a Green Cleaning Product and Paint education program to be made available at rental and purchasing offices and/or on websites. The educational program shall include a flyer (hardcopy and/or digital) that includes, at a minimum, an explanation of what volatile organic compounds (VOCs) are, how VOCs affect persons, where to find low-VOC alternatives for cleaning supplies and paint, and additional resources for learning more.

MM-AQ-26 *is not quantifiable in CalEEMod and thus no credit was taken in the analysis for this mitigation measure.*

MM-AQ-27 Homeowners Association Zero- or Low-VOC Cleaning Supplies and Super Compliant-VOC Paints. Prior to the issuance of building permits, the Project Applicant/Developer or its designee shall provide evidence to the City of Calimesa that for applicant (or its designee) and Homeowners Association operated spaces that provisions are in place to ensure only zero- or low-volatile organic compound (VOC) cleaning supplies and super compliant-VOC paints (less than 10 grams per liter VOC) are used during Project operation.

MM-AQ-27 *is not quantifiable in CalEEMod and thus no credit was taken in the analysis for this mitigation measure.*

4.2.7 Level of Significance Conclusion

Threshold 4.2a Impacts to a potential conflict with the SCAQMD 2022 AQMP would be significant and unavoidable, even with implementation of mitigation measures.

Threshold 4.2b Regarding cumulatively considerable increases of criteria air pollutants, the Project would result in a significant and unavoidable impact, even with implementation of mitigation measures. Specifically, the Project's construction emissions would result in less than significant cumulative increases of criteria pollutants, but the Project's combined construction and operational emissions (during interim buildout of the Project) and its operational emissions would be significant and unavoidable.

Threshold 4.2c Impacts regarding exposure of sensitive receptors to substantial pollutant concentrations would be less than significant.

Threshold 4.2d The Project would result in a less than significant impact regarding other emissions, including those leading to odors, during construction and operation.

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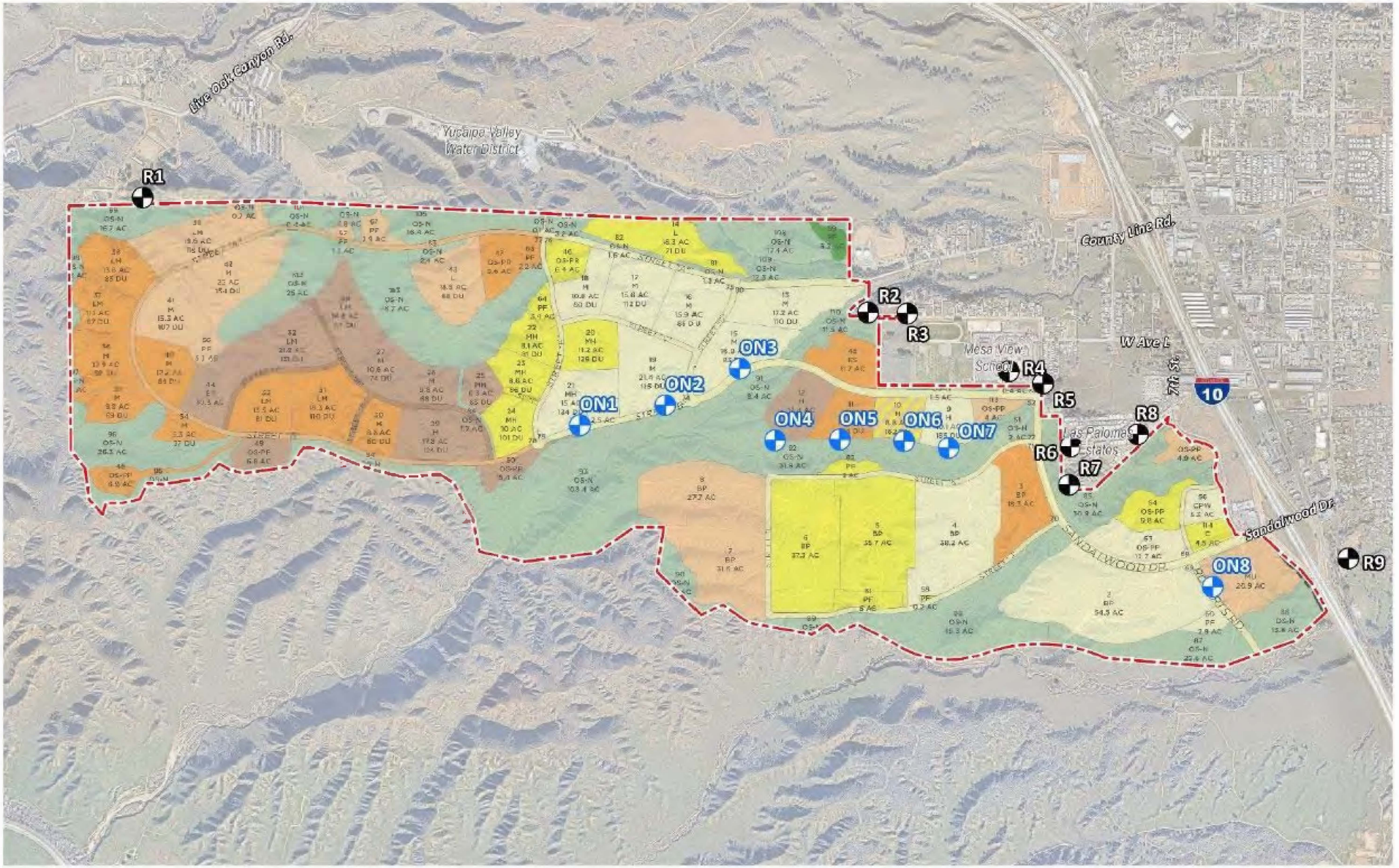

SOURCE: Urban Crossroads 2024

FIGURE 4.2-1

Sensitive On-Site and Off-Site Receptors Locations

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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4.3 Biological Resources

This section describes the existing biological resources conditions of the Mesa Verde Specific Plan Area 2 Amendment 2 Project (Project or Specific Plan Amendment) site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed Project compared to the previously approved Mesa Verde Estates Specific Plan (City of Calimesa 2007), as amended by the 2017 Mesa Verde Specific Plan Area 2 Amendment 1 (2017 Specific Plan or previously approved project; City of Calimesa 2017).

The analyses presented in this section are based on a review of publicly available resources and the Biological Resources Technical Report, Mesa Verde Specific Plan, prepared by Dudek, dated June 2025 (Appendix C of this Draft Subsequent Environmental Impact Report [SEIR]). Other resources that were used are provided in Section 4.3.8, References.

4.3.1 Existing Conditions

4.3.1.1 General Study Area Description

Existing Site and Surrounding Area Conditions

The approximately 1,475.8-acre Project study area (i.e., study area) includes the 1,463.1-acre Project site and 12.7 acres that would be subject to off-site improvements. The 1,475.8-acre study area is depicted in Figure 4.3-1, Biological Resources Study Area. The study area is located immediately west of I-10 and south of the Riverside and San Bernardino County line; however, off-site fuel modification would be required on the within the City of Yucaipa, which is located within San Bernardino County. The study area is intersected by Sandalwood Drive to the east and County Line Road to the north.

The study area consists predominantly of undeveloped lands dominated by upland vegetation but is intersected by incised drainages, dirt roads, and a paved portion of Sandalwood Drive. The majority of the study area burned in 2017 and 2019 during the Palmer and Sandalwood Fires, respectively. Evidence of motor vehicle off-roading is present throughout the study area.

The study area is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), which serves as a habitat conservation plan (HCP) pursuant to Section 10(a)(1)(B) of the federal Endangered Species Act (FESA), as well as a Natural Communities Conservation Plan (NCCP) under the Natural Community Conservation Planning Act of 2001. Under the MSHCP, the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) have granted "take authorization" to participating jurisdictions (including Calimesa) for otherwise lawful actions, such as public and private development that may incidentally take or harm individual species or their habitat outside the MSHCP conservation area, in exchange for the assembly and management of a coordinated MSHCP conservation area.

For additional details related to the Project site's topography, hydrology, and soils, please refer to Section 4.6, Geology, Soils, and Paleontological Resources, and Section 4.9, Hydrology and Water Quality, of this Draft SEIR.

4.3.1.2 Vegetation Communities and Land Cover Types

Dudek biologists characterized and mapped vegetation communities and land cover types within the Project's study area between March and May 2022 and within the off-site improvement areas in April 2023 and February 2024. Vegetation communities were classified based on site factors, descriptions, distribution, and characteristic species present within an area and are shown on Figure 4.3-2, Biological Resources Overview (series Figure 4.3-2A through 4.3-2K).

Thirty-three vegetation communities or land cover types were mapped within the study area. CDFW rankings of 1, 2, or 3 are considered high priority or special status per the California Natural Community List (CDFW 2023a) and impacts to these communities typically require mitigation. Eight of these vegetation communities have a CDFW ranking of 3 (indicated by "S3" in Table 4.3-1) and are therefore considered special status: needle grass–melic grass grassland, chamise–sage chaparral, Eastwood manzanita chaparral, hairy leaf–woolly leaf ceanothus chaparral, sugarbush chaparral, arroyo willow thickets, basket bush–river hawthorn–desert olive patches, and bush penstemon scrub.

Table 4.3-1 summarizes the acreage for each of the vegetation communities and land cover type within the study area, including those that are considered sensitive biological resources by CDFW under the California Environmental Quality Act (CEQA) per the California Natural Community List (CDFW 2023a). Table 4.3-1 also includes the acreages of burned versus unburned vegetation communities. A detailed description of each vegetation community and land cover type is included in Appendix C to this Draft SEIR.

Table 4.3-1. Vegetation Communities and Land Cover Types

Vegetation Community or Land Cover Type	Alliance[1]	Association	State Ranking[2]	Study Area Acreage		
				Unburned	Burned	Total
Grass and Herb Dominated						
Non-native grassland general habitat	Non-native grassland	Non-native grassland	SNA	412.3	243.2	655.5
Needle grass–melic grass grassland[3]	*Nassella* spp.–*Melica* spp.	*Nassella pulchra–Avena* spp.–*Bromus* spp.	S3	0.6	0	0.6
Russian thistle–dyers woad–fivehood bassia fields	*Salsola tragus–Isatis tinctoria–Bassia* spp. [pending]	*Salsola* spp.	SNA	0.6	0	0.6
Sand-aster and perennial buckwheat fields	*Corethrogyne filaginifolia–Eriogonum* (*elongatum, nudum*)	*Corethrogyne filaginifolia*	S4	30.0	0	30.0
Upland mustards or star-thistle fields	*Brassica nigra–Centaurea* (*solstitialis, melitensis*)	*Hirschfeldia incana*	SNA	12.6	0	12.6
		Grass and Herb Dominated Subtotal		*456.1*	*243.2*	*699.3*
Chaparral						
Chamise chaparral	*Adenostoma fasciculatum*	*Adenostoma fasciculatum*	S5	44.4	445.5	489.8
		Adenostoma fasciculatum–(Ceanothus tomentosus)	S5	3.4	21.0	24.4
		Adenostoma fasciculatum–(Lotus scoparius–Eriodictyon spp.*)*	S5	1.6	2.6	4.2
		Adenostoma fasciculatum–Eriogonum fasciculatum	S4	5.7	0.2	6.0
Chamise–sage chaparral		*Adenostoma fasciculatum–Salvia mellifera*	S4	0	5.5	5.5

Table 4.3-1. Vegetation Communities and Land Cover Types

Vegetation Community or Land Cover Type	Alliance[1]	Association	State Ranking[2]	Study Area Acreage		
				Unburned	Burned	Total
	Adenostoma fasciculatum–Salvia spp.	*Adenostoma fasciculatum - Salvia mellifera - Ceanothus crassifolius*	S4	3.1	0	3.1
		Adenostoma fasciculatum–Salvia mellifera–Rhus ovata[3]	S3	0.1	0.3	0.4
Eastwood manzanita chaparral[3]	*Arctostaphylos glandulosa*	*Arctostaphylos glandulosa–Adenostoma fasciculatum–Quercus wislizeni*	S3	1.6	0	1.6
Hairy leaf–woolly leaf ceanothus chaparral[3]	*Ceanothus (oliganthus, tomentosus)*	*Ceanothus tomentosus*	S3	0.1	3.6	3.7
Hoary leaf ceanothus chaparral	*Ceanothus crassifolius*	*Ceanothus crassifolius–Adenostoma fasciculatum–Salvia mellifera*	S4	0	0.6	0.6
Scrub oak chaparral	*Quercus berberidifolia*	*Quercus berberidifolia–Adenostoma fasciculatum*	S4	6.8	0.9	7.7
Sugarbush chaparral[3]	*Rhus ovata*	*Rhus ovata*	S3	7.0	3.3	10.3
			Chaparral Subtotal	*73.7*	*483.6*	*557.3*
Riparian						
Arroyo willow thickets[3]	*Salix lasiolepis*	*Salix lasiolepis*	S3	0.1	0	0.1
Basket bush–river hawthorn –desert olive patches[3]	*Rhus trilobata–Crataegus rivularis–Forestiera pubescens*	*Sambucus nigra*	S3	2.0	0	2.0
			Riparian Subtotal	*2.2*	0	*2.2*
Scrub						
Black sage scrub	*Salvia mellifera*	*Salvia mellifera*	S4	2.6	0	2.6
		Salvia mellifera–Eriogonum fasciculatum/Bromus rubens	S4	0.5	0	0.5
Brittle bush scrub	*Encelia farinosa*	*Encelia farinosa*	S4	10.2	1.6	11.8

Table 4.3-1. Vegetation Communities and Land Cover Types

Vegetation Community or Land Cover Type	Alliance[1]	Association	State Ranking[2]	Study Area Acreage		
				Unburned	Burned	Total
Bush mallow scrub	*Malacothamnus fasciculatus–Malacothamnus* spp.	*Malacothamnus fasciculatus*	S4	20.0	16.1	36.1
Bush penstemon scrub[3]	*Keckiella antirrhinoides*	*Keckiella antirrhinoides*	S3	2.1	0.3	2.4
California buckwheat scrub	*Eriogonum fasciculatum*	*Eriogonum fasciculatum*	S5	17.5	0	17.5
		Eriogonum fasciculatum–Encelia farinosa	S5	0.1	0	0.1
California sagebrush–(purple sage) scrub	*Artemisia californica–(Salvia leucophylla)*	*Artemisia californica–Lotus scoparius*	S5	1.0	0	1.0
Deerweed–silver lupine–yerba santa scrub	*Lotus scoparius–Lupinus albifrons–Eriodictyon* spp.	*Lotus scoparius*	S5	6.3	2.0	8.3
			Scrub Subtotal	*60.3*	*20.0*	*80.3*
Woodland						
Coast live oak woodland and forest	*Quercus agrifolia*	*Quercus agrifolia*	S5	21.7	15.1	36.7
			Woodland Subtotal	*21.7*	*15.1*	*36.7*
Unvegetated Wash and River Bottom						
Unvegetated wash and river bottom	NA		SNA	18.2	0.1	18.3
			Unvegetated Subtotal	*18.2*	0.1	*18.3*

Table 4.3-1. Vegetation Communities and Land Cover Types

Vegetation Community or Land Cover Type	Alliance[1]	Association	State Ranking[2]	Study Area Acreage		
				Unburned	Burned	Total
Disturbed and Developed						
Urban/Developed	NA		SNA	17.5	0	17.5
Disturbed Habitat	NA		SNA	44.0	0	44.0
Ornamental Plantings	NA		SNA	4.3	15.9	20.2
			Disturbed and Developed Subtotal	*65.9*	*15.9*	*81.8*
			Total	**698.0**	**777.8**	**1,475.8**

Notes: Totals may not sum precisely due to rounding.

1 The term semi-natural stands vs. alliance is used in the Manual of California Vegetation to distinguish between natural vegetation communities and vegetation types dominated by non-native plants (Sawyer et al. 2009).

2 The conservation status of a vegetation community is designated by a number from 1 to 5, preceded by a letter reflecting the appropriate geographic scale of the assessment (G = global, N = national, and S = subnational). The numbers and abbreviations have the following meanings (NatureServe 2023):

1 = critically imperiled
2 = imperiled
3 = vulnerable to extirpation or extinction
4 = apparently secure
5 = demonstrably widespread, abundant, and secure
NA = not applicable
SNA = state ranking not assigned
S = state

3 Communities listed by California Department of Fish and Wildlife as high priority for inventory (i.e., State Rank [S] 1, 2, or 3) (CDFW 2023a).

4.3.1.3 Plants and Wildlife

A total of 234 species of native or naturalized plants, 164 native (70%) and 70 non-native (30%), were observed within the study area. A list of all plant species observed by Dudek biologists is provided in Appendix E, Special-Status Plant Potential to Occur, of Appendix C of this Draft SEIR. A total of 76 wildlife species, consisting of 73 native species (96%) and 3 non-native species (4%), were observed within the study area or vicinity during surveys. A list of all wildlife species observed by Dudek biologists is provided in Appendix F, Special-Status Wildlife Species Potential to Occur, of Appendix C to this SEIR.

4.3.1.4 Sensitive Biological Resources

Prior to conducting a field assessment, a literature search and a database review were conducted by Dudek biologists to evaluate the natural resources found or potentially occurring within the study area. The database review included the most recent versions of the California Natural Diversity Database (CNDDB) special-status species lists (CDFW 2023b), and the California Native Plant Society Inventory (CNPS 2023) to identify sensitive biological resources present or potentially present for the U.S. Geological Survey 7.5-minute quadrangles on which the majority of the study area is located (Appendix C). The USFWS occurrence data and critical habitat databases were also queried using geographic information system software based on a 5-mile buffer around the study area.

Based on the reviewed databases, tables of all special-status species whose geographic ranges fall within the general study area vicinity and their potential to occur within the study area are provided in Appendix E (plant species) and Appendix F (wildlife species) to Appendix C. Special-status species' potential to occur within the study area was evaluated based on known species distribution, species-specific habitat preferences, and Dudek biologists' knowledge of regional biological resources. Species potentially occurring within the study area are identified as having moderate or high potential to occur based on habitat conditions on site, and species for which there is little or no suitable habitat are identified as not expected to occur or having low potential to occur.

Special-Status Plants

Special-status plants include those listed, or candidates for listing, as threatened or endangered by USFWS and CDFW, and species with a California Rare Plant Rank (CRPR) of 1 or 2. Dudek biologists performed a desktop review of literature, existing documentation, and geographic information system data to evaluate the potential for special-status plant species to occur within the study area. Each special-status plant species was assigned a rating of "not expected," "low," "moderate," or "high" potential to occur based on relative location to known occurrences, vegetation community, soil, and elevation. Listed species with any potential to occur and non-listed special-status species with a moderate or high potential to occur are evaluated in this section.[1] There is no USFWS-designated critical habitat for listed plant species overlapping the study area (USFWS 2023).

Based on the results of the literature review and database searches, 80 special-status plant species were reported in the CNDDB and California Native Plant Society databases as occurring in the nine U.S. Geological Survey 7.5-minute quadrangles containing and surrounding the study area. Of these 80 species, the following 15 species were determined to have a moderate to high potential to occur based on suitable soils and vegetation communities present within the study area and historical occurrences: chaparral sand-verbena (*Abronia villosa* var. *aurita*) (CRPR

[1] Those special-status plant species that occur in the region but are not expected or have low potential to occur in the study area due to a lack of suitable habitat, the study area being located outside of the species' known geographic or elevation range, or not being observed during the focused 2022 and 2023 special-status plant survey, are included in Appendix E of Appendix C; however, these species are not discussed further because no significant direct or indirect impacts to them are expected.

1B.1), Yucaipa onion (*Allium marvinii*) (CRPR 1B.2; MSHCP Narrow Endemic Plant Species), Jaeger's milk-vetch (*Astragalus pachypus* var. *jaegeri*) (CRPR 1B.1; MSHCP Covered Species), Nevin's barberry (*Berberis nevinii*) (federally and state endangered; CRPR 1B.1; MSHCP Criteria Area Survey Plant Species), thread-leaved brodiaea (*Brodiaea filifolia*) (federally threatened; state endangered; CRPR 1B.1; MSHCP Criteria Area Survey Plant Species), smooth tarplant (*Centromadia pungens* ssp. *laevis*) (CRPR 1B.1; MSHCP Criteria Area Survey Plant Species), Parry's spineflower (*Chorizanthe parryi* var. *parryi*) (CRPR 1B.1; MSHCP Covered Species), white-bracted spineflower (*Chorizanthe xanti* var. *leucotheca*) (CRPR 1B.2), slender-horned spineflower (*Dodecahema leptoceras*) (federally and state endangered; CRPR 1B.1; MSHCP Narrow Endemic Plant Species), Santa Ana River woollystar (*Eriastrum densifolium* ssp*. sanctorum*) (federally and state endangered; CRPR 1B.1; MSHCP Covered Species), California satintail (*Imperata brevifolia*) (CRPR 2B.1), white rabbit-tobacco (*Pseudognaphalium leucocephalum*) (CRPR 2B.2), salt spring checkerbloom (*Sidalcea neomexicana*) (CRPR 2B.2), San Bernardino aster (*Symphyotrichum defoliatum*) (CRPR 1B.2), and California screw moss (*Tortula californica*) (CRPR 1B.2).

Therefore, focused surveys for these species were conducted within the Project site in April/May and September 2022 and within the off-site improvement area in May 2023.[2] No special-status plant species, including the target species, were observed during 2022 or 2023 surveys. These target species are discussed in further detail in Appendix C and their potential to occur has been updated based on the results of 2022 and 2023 special-status plant focused surveys.

Special-Status Wildlife

Special-status wildlife includes those species listed, or candidates for listing, as threatened or endangered by USFWS and CDFW, and those designated as species of special concern by CDFW and as sensitive by USFWS. Similar to the study efforts for special-status plants, Dudek biologists performed a desktop review of literature, existing documentation, and geographic information system data to evaluate the potential for special-status wildlife species to occur within the study area. Each special-status wildlife species was assigned a rating of "not expected," "low," "moderate," or "high" potential to occur based on relative location to known occurrences and vegetation community/habitat association. Listed species with any potential to occur and non-listed special-status species with a moderate or higher potential to occur are evaluated in this section.[3]

Based on the results of the literature review and database searches, 46 special-status wildlife species were reported in the CNDDB and the USFWS database as occurring in the study area. Of these 46 species, 15 special-status wildlife species were determined to have a moderate or high potential to occur within the study area based on habitat present and/or previous known locations in CNDDB records and 4 special-status wildlife species—northern harrier (*Circus hudsonius*), white-tailed kite (*Elanus leucurus*), yellow warbler (*Setophaga petechia*), and red diamondback rattlesnake (*Crotalus ruber*)—were observed within the study area. The details of these 19 species are presented in Table 4.3-2.

Of the 19 special-status wildlife species observed or with moderate or high potential to occur in the study area, 12 are fully covered by the MSHCP (i.e., impacts to the species, or 'take', is covered through payment of the MSHCP Local Development Mitigation Fee). The study area is within a burrowing owl (*Athene cunicularia*) habitat assessment area for the MSHCP. Therefore, a habitat assessment and protocol surveys were conducted for this

[2] The County Line Road portion of the off-site study area does not contain suitable habitat for special-status plants, and therefore rare plant surveys were not conducted. The remainder of the off-site study area did not contain suitable habitat for San Bernardino aster but contained potentially suitable habitat for other target species, and therefore only a May survey pass was conducted.

[3] Those special-status wildlife species that are not expected or have low potential to occur in the study area are also included in Appendix F to Appendix C; however, these species are not discussed further because no significant direct or indirect impacts are expected.

species[4] in accordance with the Burrowing Owl Survey Instructions for the MSHCP Area (County of Riverside 2006), with modifications. Burrowing owl surveys were negative within the study area (i.e., no burrowing owls or burrows with confirmed burrowing owl sign were detected within the study area).

No other non-listed, special-status wildlife species were observed or determined to have at least a moderate potential to occur within the study area. With the exception of coastal California gnatcatcher (*Polioptila californica californica*) and Stephens' kangaroo rat (*Dipodomys stephensi*), no listed special-status species were observed or determined to have at least a low potential to occur within the study area. Surveys were not conducted for the coastal California gnatcatcher or Stephens' kangaroo rat because these species are fully covered by the MSHCP. Stephens' kangaroo rat is additionally covered by the Stephens' Kangaroo Rat HCP. In addition, there is no USFWS-designated critical habitat for listed wildlife species overlapping the study area (USFWS 2023).

[4] The County Line Road portion of the off-site study area does not contain suitable habitat for burrowing owl, and therefore burrowing owl surveys were not conducted within this portion of the study area.

Table 4.3-2. Special-Status Wildlife Species

Scientific Name	Common Name	Status (Federal, State)	MSHCP	Habitat	Potential to Occur
Amphibians					
Spea hammondii	western spadefoot	None/SSC	Covered	Primarily grassland and vernal pools, but also in ephemeral wetlands that persist at least 3 weeks in chaparral, coastal scrub, valley–foothill woodlands, pastures, and other agriculture	**Moderate potential to occur.** The study area contains suitable ephemeral water features in chaparral and valley—foothill woodlands habitat. The nearest mapped CNDDB occurrence is approximately 1 mile west of the study area, observed in 2015 (CDFW 2023b).
Birds					
Aquila chrysaetos (nesting and wintering)	golden eagle	None/FP, WL	Covered	Nests and winters in hilly, open/semi-open areas, including shrublands, grasslands, pastures, riparian areas, mountainous canyon land, open desert rimrock terrain; nests in large trees and on cliffs in open areas and forages in open habitats	**Low potential to nest or winter. Moderate potential to forage.** Golden eagles are an uncommon permanent resident and migrant throughout California, except in the central portion of the Central Valley. Open terrain, rugged terrain, and rolling foothills provide suitable habitat (CDFW 2023c). However, there is only one mapped CNDDB occurrence in the six 7.5-minute quad area, which was an observation from 1980 (CDFW 2023b). Additionally, the species would not be expected to occur near an urban/developed area such as is present immediately to the northeast of the study area.
Circus hudsonius (nesting)	northern harrier	BCC/SSC	Covered	Nests in open wetlands (marshy meadows, wet lightly grazed pastures, old fields, freshwater and brackish marshes); and also, in drier habitats (grassland and grain fields); forages in grassland, scrubs, rangelands, emergent wetlands, and other open habitats	**Observed on site. Low potential to nest.** This species was observed in the study area and has a low potential to nest due to lack of marshy wetlands in the study area. There is suitable open disturbed land, grassland, and scrub habitat present to support foraging.

Table 4.3-2. Special-Status Wildlife Species

Scientific Name	Common Name	Status (Federal, State)	MSHCP	Habitat	Potential to Occur
Elanus leucurus (nesting)	white-tailed kite	None/FP	Covered	Nests in woodland, riparian, and individual trees near open lands; forages opportunistically in grassland, meadows, scrubs, agriculture, emergent wetland, savanna, and disturbed lands	**Observed on site. Moderate potential to nest.** This species was observed in the study area and has a moderate potential to nest within mature oak trees in the study area. There is suitable open disturbed land, grassland, and scrub habitat present to support foraging.
Lanius ludovicianus (nesting)	loggerhead shrike	None/SSC	Covered	Nests and forages in open habitats with scattered shrubs, trees, or other perches	**Moderate potential to occur**. The study area contains open habitats with scattered shrubs and trees suitable for nesting/foraging. However, the nearest CNDDB occurrence is approximately 9 miles away near San Timoteo Canyon Road, and all mapped occurrences within 10 miles are over 20 years old (CDFW 2023b). Additionally, due to the species' tendency to perch conspicuously, loggerhead shrike likely would have been observed during surveys of the study area if present in the study area during the period in which surveys were conducted.
Setophaga petechia (nesting)	yellow warbler	None/SSC	Covered	Nests and forages in riparian and oak woodlands, montane chaparral, open ponderosa pine, and mixed-conifer habitats	**Observed on site. Low potential to nest**. This species was observed within the off-site portion of the study area; however, the Project site contains minimal riparian and oak woodland vegetation that could support nesting for this species. The majority of the riparian habitat on the site is dominated by blue elderberry (*Sambucus mexicana*), which is not traditionally associated with this species (Lowther et al. 2020).

Table 4.3-2. Special-Status Wildlife Species

Scientific Name	Common Name	Status (Federal, State)	MSHCP	Habitat	Potential to Occur
Mammals					
Chaetodipus californicus femoralis	Dulzura pocket mouse	None/SSC	None	Open habitat, coastal scrub, chaparral, oak woodland, chamise chaparral, mixed-conifer habitats; disturbance specialist; 0 to 3,000 feet above mean sea level	**Moderate potential to occur.** The study area contains suitable coastal scrub, oak woodland and open habitat. Additionally, a large portion of the study area has been disturbed by fire, which could be suitable to this disturbance adapted species. The nearest mapped CNDDB occurrence is approximately 10 miles east in Banning (CDFW 2023b). This occurrence is at the edge of their mapped range and is from 1995.
Chaetodipus fallax fallax	northwestern San Diego pocket mouse	None/SSC	Covered	Coastal scrub, mixed chaparral, sagebrush, desert wash, desert scrub, desert succulent shrub, pinyon–juniper, and annual grassland	**High potential to occur.** The study area contains suitable coastal scrub, chaparral, and annual grassland habitat. There are mapped CNDDB occurrences overlapping the study area and multiple occurrences within 5 miles of the study area (CDFW 2023b).
Neotoma lepida intermedia	San Diego desert woodrat	None/SSC	Covered	Coastal scrub, desert scrub, chaparral, cacti, rocky areas	**Moderate potential to occur**. The species is most likely to occur in any areas with boulders/rocky areas within chaparral or coastal scrub habitat in the study area. The nearest CNDDB occurrence is approximately 4 miles north of the study area near Mentone (CDFW 2023b).
Onychomys torridus ramona	southern grasshopper mouse	None/SSC	None	Grassland and sparse coastal scrub	**Moderate potential to occur**. The study area contains suitable grassland and coastal scrub, but the substrate is not as sandy as typically preferred by this species. The nearest CNDDB occurrence is a historical record, mapped approximately 4.5 miles south of the study area (CDFW 2023b).

Table 4.3-2. Special-Status Wildlife Species

Scientific Name	Common Name	Status (Federal, State)	MSHCP	Habitat	Potential to Occur
Perognathus longimembris brevinasus	Los Angeles pocket mouse	None/SSC	Covered	Lower-elevation grassland, alluvial sage scrub, and coastal scrub	**Moderate potential to occur**. The study area contains suitable grassland and coastal scrub. Additionally, the study area is primarily composed of sandy soils, a preferred microhabitat characteristic of the Los Angeles pocket mouse (USDA 2023). The nearest CNDDB occurrence is approximately 4.5 miles southeast of the study area, recorded in 2016 (CDFW 2023b).
Taxidea taxus	American badger	None/SSC	None	Dry, open, treeless areas; grasslands, coastal scrub, agriculture, and pastures, especially with friable soils	**Moderate potential to occur**. The study area contains suitable dry, open, treeless areas, grassland and coastal scrub habitat. Additionally, the study area contains burrows that have potential to support American badger. However, the six 7.5-minute U.S. Geological Survey quadrangles containing and surrounding the study area contain one non-historic CNDDB occurrence, approximately 8.5 miles northeast, recorded in 1989 (CDFW 2023b).
Reptiles					
Anniella stebbinsi	Southern California legless lizard	None/SSC	None	Coastal dunes, stabilized dunes, beaches, dry washes, valley–foothill, chaparral, and scrubs; pine, oak, and riparian woodlands; associated with sparse vegetation and moist sandy or loose, loamy soils	**Moderate potential to occur**. The study area contains suitable dry washes, and valley–foothill, chaparral, oak woodland, and scrub habitat. Potential to occur in microhabitats with moist, loose soil within those areas. The most prominent soils series mapped in the area are described as sandy loam soils. The nearest CNDDB occurrence is a large non-specific area immediately north of the study area in Yucaipa (CDFW 2023b).

Table 4.3-2. Special-Status Wildlife Species

Scientific Name	Common Name	Status (Federal, State)	MSHCP	Habitat	Potential to Occur
Arizona elegans occidentalis	California glossy snake	None/SSC	None	Arid scrub, rocky washes, grasslands, chaparral, open areas with loose soil	**Moderate potential to occur**. The study area contains suitable grassland, scrub, and chaparral habitat with some open areas. Additionally, the most prominent soil series mapped in the area are described as generally loose, sandy loam soils (USDA 2023). The nearest CNDDB occurrence is approximately 8 miles north-northwest of the study area along Greenspot Road near the Santa Ana River (CDFW 2023b).
Aspidoscelis tigris stejnegeri	coastal tiger whiptail	None/SSC	Covered	Hot and dry areas with sparse foliage, including chaparral, woodland, and riparian areas.	**High potential to occur.** The study area contains suitable chaparral and woodland habitat. The nearest CNDDB occurrence is mapped 1 mile west of the study area (CDFW 2023b).
Crotalus ruber	red diamondback rattlesnake	None/SSC	Covered	Coastal scrub, chaparral, oak and pine woodlands, rocky grasslands, cultivated areas, and desert flats	**Observed on site**. The study area contains suitable scrub, chaparral, and oak woodland habitat and the species was observed within a burrow during a survey on April 27, 2022.
Phrynosoma blainvillii	Blainville's horned lizard	None/SSC	Covered	Open areas of sandy soil in valleys, foothills, and semi-arid mountains including coastal scrub, chaparral, valley–foothill hardwood, conifer, riparian, pine–cypress, juniper, and annual grassland habitats	**Moderate potential to occur**. The study area contains suitable scrub, chaparral, and annual grassland habitat. Additionally, the most prominent soils series mapped in the area are described as generally sandy loam soils. The nearest mapped CNDDB occurrence since 1975 is approximately 3.5 miles south of the study area where one adult was observed (CDFW 2023b).
Salvadora hexalepis virgultea	coast patch-nosed snake	None/SSC	None	Brushy or shrubby vegetation; requires small mammal burrows for refuge and overwintering sites	**Moderate potential to occur**. The study area contains suitable shrubby coastal scrub and chaparral vegetation in addition to small mammal burrows. The nearest CNDDB occurrence is approximately 1 mile west of

Table 4.3-2. Special-Status Wildlife Species

Scientific Name	Common Name	Status (Federal, State)	MSHCP	Habitat	Potential to Occur
					the study area near San Timoteo Road (CDFW 2023b).
Invertebrates					
Bombus crotchii	Crotch's bumble bee	None/SC	None	Open grassland and scrub communities supporting suitable floral resources.	**Moderate potential to occur.** The study area contains open grassland and floral resources during the spring months. A *Bombus* sp. was incidentally observed during 2022 surveys and *B. crotchii* has been documented in 2020 in the region of the study area (Richardson 2023).

Notes: MSHCP = Western Riverside County Multiple Species Habitat Conservation Plan; CNDDB = California Natural Diversity Database; study area = Project site and off-site improvement areas.

Federal Status Designations:
BCC: U.S. Fish and Wildlife Service Bird of Conservation Concern
State Status Designations:
FP: Fully Protected Species
SC: State Candidate Species
SSC: California Species of Special Concern
WL: Watch List Species

Potential Jurisdictional Aquatic Resources

Dudek biologists conducted an aquatic resources delineation in 2022. Based on the jurisdictional delineation, summarized in Appendix G, Aquatic Resources Delineation Report, of Appendix C to this SEIR, 4.94 acres of non-wetland waters and 0.04 acres of culverts potentially regulated by the Regional Water Quality Control Board (RWQCB) were delineated within the study area. Approximately 18.40 acres of CDFW streambed (below and above the ordinary high water mark, to top of bank), culverts, and associated riparian habitat occur in the study area.

On August 29, 2023, the U.S. Environmental Protection Agency (EPA) and the U.S. Army Corps of Engineers (USACE) announced the final rule amending the 2023 definition of "waters of the United States," conforming with the *Sackett v. EPA* decision. Some of the key changes include removing the significant nexus test from consideration when identifying tributaries and other waters as federally protected and revising the adjacency test when identifying federally jurisdictional wetlands. Under EPA's new "waters of the United States" definition, a water of the United States is a relatively permanent, standing, or continuously flowing body of water that has an apparent surface connection to a traditional navigable water. No features within the study area contain a relatively permanent connection to a traditional navigable water. To date, USACE has determined that ephemeral waters are not jurisdictional. Therefore, the study area does not contain waters of the United States.

The ultimate decisions on the amount and location of jurisdictional resources are made by the resource agencies (i.e., USACE, CDFW, and RWQCB). Table 4.3-3 includes the features under each agency's jurisdiction and the Figure 4.3-3, Jurisdictional Aquatic Resources Overview (series Figure 4.3-3A through 4.3-3G), shows each feature within the study area.

Table 4.3-3. Aquatic Resources Summary

Feature Type	Feature Name	RWQCB (Acreage)	CDFW (Acreage)
Non-wetland waters	NWW-1 through NWW-10	4.94	—
Streambed	NWW-1 through NWW-10	—	18.30
Culvert	NWW-5B-CUL, NWW-8A-CUL, NWW-10-CUL	0.04	0.04
Riparian	RIP	—	0.05
	Total	**4.98**	**18.40**

Notes: RWQCB = Regional Water Quality Control Board; CDFW = California Department of Fish and Wildlife.
Totals may not sum precisely due to rounding. The RWQCB and CDFW acreage columns should not be summed together due to overlap between aquatic resources.

4.3.1.5 Wildlife Corridors and Habitat Linkages

Wildlife corridors are linear features that connect large patches of natural open space and provide avenues for the migration of animals. Wildlife corridors contribute to population viability by ensuring continual exchange of genes between populations, providing access to adjacent habitat areas for foraging and mating, and providing routes for recolonization of habitat after local extirpation or ecological catastrophes (e.g., fires).

Habitat linkages are small patches that join larger blocks of habitat and help reduce the adverse effects of habitat fragmentation. Habitat linkages provide a potential route for gene flow and long-term dispersal of plants and animals and may also serve as primary habitat for smaller animals such as reptiles and amphibians. Habitat linkages may be continuous habitat or discrete habitat islands that function as steppingstones for dispersal.

Wildlife corridors and linkages can be classified as either regional or local. Regional corridors and linkages are those that link two or more large areas of natural open space, while local corridors and linkages allow resident wildlife to access necessary resources (e.g., food, shelter, water) in smaller areas that might be isolated due to urban development (e.g., roads, housing tracts) or some other form of fragmentation.

Figure 4.3-4, Wildlife Corridors and Linkages, depicts the study area in the context of designated wildlife corridors, linkages, and preservation areas. Additionally, the study area is mapped as an Area of Conservation Emphasis, Rank 1, 3, and 4, as shown on Figure 4.3-5, Terrestrial Connectivity Areas of Conservation Emphasis (CDFW 2023d).

The study area currently provides for local wildlife movement through the open lands and drainages (i.e., tributaries to San Timoteo Creek) within the study area. The southeastern portion of the study area overlaps with the described Western Riverside County MSHCP Proposed Constrained Linkage 23 and with the westernmost linkage of the San Bernardino–San Jacinto Linkage as described by the South Coast Missing Linkages Project. Proposed Constrained Linkage 23 is an upland linkage located in the vicinity of Cherry Valley, which provides a connection to Bogart County Park and San Timoteo Creek for certain species, including bobcat (*Lynx rufus*), Bell's sparrow (or Bell's sage sparrow; *Artemisiospiza belli*), Los Angeles pocket mouse (*Perognathus longimembris brevinasus*), and San Bernardino mountain kingsnake (*Lampropeltis* sp.) (RCA 2003). The San Bernardino–San Jacinto Linkage comprises swaths of land that occur partially in San Bernardino County and continue south into Riverside County that would provide a connection between the San Bernardino and San Jacinto Mountains (Beier et al. 2008). Finally, while the study area is located adjacent to Yucaipa Creek and Oak Glen Creek and may provide wildlife movement opportunities from the San Jacinto Mountains in the south, both of these drainages become rather constrained once they pass under I-10, but both eventually do provide some connectivity north into the San Bernardino Mountains. Refer to Appendix C for further details on Wildlife Corridors and Linkages within the study area.

4.3.1.6 Western Riverside County Multiple Species Habitat Conservation Plan

As previously stated, the Project is located within the Plan Area for the Western Riverside County MSHCP. The MSHCP Plan Area is divided into 16 Area Plans, which are further subdivided into Area Plan subunits. The Project is located along the northern boundary of the Plan Area, in the Pass Area Plan, within Subunit 2 – Badlands/San Bernardino National Forest. Portions of the Project overlap Criteria Cells 225 and 302 located within Cell Group E, as well as Independent Criteria Cells 311, 323, 326, 396, 411, 412, and 417, as shown on Figure 4.3-6, MSHCP. The Reserve Assembly requirements for Criteria Cells that overlap the Project site are summarized below and in Table 4.3-4.

Reserve Assembly Analysis

A previous iteration of the Project underwent Joint Project Review (JPR) for which the Regional Conservation Authority (RCA) issued Findings on September 8, 2016, as JPR 07-01-08-01. However, due to Project design changes that were not originally analyzed in approved JPR 07-01-08-01, the Project is required to process a JPR Amendment with the RCA and Wildlife Agencies (i.e., CDFW and USFWS) for the portions of the Project not previously analyzed under JPR 07- 01- 08- 01. The Findings for JPR 07-01-08-01 determined that the previously approved project was consistent with MSHCP Reserve Assembly requirements. Table 4.3-4 summaries a Reserve Assembly analysis for each Cell and Cell Group under the proposed Project as compared to the previous JPR Findings. The Project's proposed conservation for Cell Group E and all Independent Cells meets or exceeds the conservation proposed in the previous JPR. There would be an additional 9.48 acres added to the MSHCP Reserve compared to the previous JPR. Therefore. the proposed Project is consistent with the 2016 JPR Findings.

The proposed project amended its JPR and the RCA provided Amended JPR Findings on March 10, 2025 and the Wildlife Agencies concurred with the DBESP on May 29, 2025. Based on the 2025 RCA Amended Findings, the current Project has demonstrated that it will conserve equal or greater land in each Criteria Cell or Cell Group to remain consistent with the Reserve Assembly Findings in the previous JPR.

Table 4.3-4. Comparison of the MSHCP Reserve Conservation of Proposed Constrained Linkage 23 within Each Criteria Cell

Criteria Cell	Cell Group	Previously Approved Project Conservation (Acres)	Proposed Project Conservation[1] (Acres)	Overall Change to MSHCP Conservation (Acres)
311	Independent	0	0	None
323	Independent	0	0	None
326	Independent	1.96	3.07	+1.11
396	Independent	3.32	5.14	+1.82
411	Independent	10.83	11.61	+0.78
412	Independent	23.16	26.32	+3.15
417	Independent	15.42	18.04	+2.63
225	E	0	0	None
302	E	0	0	None
	Total	54.69	64.17	+9.48

Notes: MSHCP = Western Riverside County Multiple Species Habitat Conservation Plan.
"+" = greater conservation under the proposed Project than previous JPR; "None" = same conservation under both the proposed Project and previous JPR.
Totals may not sum precisely due to rounding.
[1] Totals for each Criteria Cell include temporary impacts that once restored will be included in the MSHCP Conservation area.

Cell 311

No MSHCP Conservation is proposed in Cell 311 under the proposed Project, which is the same as what was proposed under the previous JPR. Therefore, the amended Project would not conflict with Reserve Assembly for Cell 311.

Cell 323

No MSHCP Conservation is proposed in Cell 323 under the proposed Project, which is the same as what was proposed under the previous JPR. Therefore, the amended Project would not conflict with Reserve Assembly for Cell 323.

Cell 326

A total of 3.07 acres is proposed for MSHCP Conservation in Cell 326 under the proposed Project, which would provide an additional 1.11 acres of MSHCP Conservation compared to the previous JPR. This would ensure that a minimum of 1.96 acres is added to the MSHCP Reserve consistent with the 2016 JPR Findings. Therefore, the amended Project would not conflict with Reserve Assembly for Cell 326.

Cell 396

A total of 5.14 acres is proposed for MSHCP Conservation in Cell 396 under the proposed Project, which would provide an additional 1.82 acres of MSHCP Conservation compared to the previous JPR. This would ensure that a minimum of 3.32 acres is added to the MSHCP Reserve consistent with the 2016 JPR Findings. Therefore, the amended Project would not conflict with Reserve Assembly for Cell 396.

Cell 411

A total of 11.61 acres is proposed for MSHCP Conservation in Cell 411 under the proposed Project, which would provide an additional 0.78 acres of MSHCP Conservation compared to the previous JPR. This would ensure that a minimum of 10.83 acres is added to the MSHCP Reserve consistent with the 2016 JPR Findings. Therefore, the amended Project would not conflict with Reserve Assembly for Cell 411.

Cell 412

A total of 26.32 acres is proposed for MSHCP Conservation in Cell 412 under the proposed Project, which would provide an additional 3.15 acres of MSHCP Conservation compared to the previous JPR. This would ensure that a minimum of 23.16 acres is added to the MSHCP Reserve consistent with the 2016 JPR Findings. Therefore, the amended Project would not conflict with Reserve Assembly for Cell 412.

Cell 417

A total of 18.04 acres is proposed for MSHCP Conservation in Cell 417 under the proposed Project, which would provide an additional 2.63 acres of MSHCP Conservation compared to the previous JPR. This would ensure that a minimum of 15.42 acres is added to the MSHCP Reserve consistent with the 2016 JPR Findings. Therefore, the amended Project would not conflict with Reserve Assembly for Cell 417.

Cell Group E

No MSHCP Conservation is proposed in Cell Group E under the proposed Project, which is the same as what was proposed in the previous JPR. Therefore, the Project would not conflict with Reserve Assembly for Cell Group E.

MSHCP Section 6.1.2 Riparian/Riverine Areas and Vernal Pools

The identification of MSHCP riparian/riverine resources is based on the potential for the habitat to support, or be a tributary to habitat that supports, MSHCP riparian/riverine Covered Species. MSHCP riparian/riverine Covered Species are identified in MSHCP Section 6.1.2. The MSHCP defines riparian/riverine habitat as "lands which contain Habitat dominated by trees, shrubs, or emergent mosses and lichens, which occur close to, or which depend upon soil moisture from a nearby fresh water source; or areas with freshwater flow during all or a portion of the year." The MSHCP defines vernal pools as "seasonal wetlands that occur in depression areas that have wetlands indicators of all three parameters (soils, vegetation, and hydrology) during the wetter portion of the growing season but normally lack wetlands indicators of hydrology and/or vegetation during the drier portion of the growing season." Artificially created wetlands, except for those created intentionally to provide habitat or resulting from the creation of open waters or alteration of natural stream courses, are not considered MSHCP vernal pools. The MSHCP defines mapping for suitable fairy shrimp habitat as follows: "For Riverside, vernal pool and Santa Rosa fairy shrimp, mapping of stock ponds, ephemeral pools and other features shall be undertaken as determined appropriate by a qualified biologist."

The study area contains 18.40 acres of MSHCP riparian/riverine resources. These features range from deeply incised drainages that cross through the majority of the site and connect downstream with San Timoteo Creek to shallow tributaries supporting high disturbance. The Project has been designed to avoid MSHCP riparian/riverine resources to the greatest extent practicable. A total of 17.50 acres (95%) of MSHCP riparian/riverine resources would be included in the open space preserve and placed under long-term protection (i.e., with a conservation easement or deed restriction). Direct permanent impacts to MSHCP riparian/riverine resources total 0.89 acres (5%), and direct temporary impacts to MSHCP riparian/riverine resources total 0.12 acres (less than 1%); therefore, a Determination of Biologically Equivalent or Superior Preservation (DBESP) report is required and has been prepared for the Project.

The study area contains approximately 2.2 acres of vegetation communities considered riparian habitat per the California Natural Community List (CDFW 2023c); however, this habitat is composed of small, isolated patches that are disconnected and primarily dominated by Mexican elderberry (or blue elderberry; *Sambucus mexicanus*), which is not traditionally considered an MSHCP riparian vegetation community requiring special protection. Therefore, only a portion of these areas (0.05 acres) is considered MSHCP riparian/riverine resources. Furthermore, this vegetation is lacking the species composition and habitat structure (i.e., not suitable) to support MSHCP riparian bird species, including least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*), and yellow-billed cuckoo (*Coccyzus americanus*), and protocol surveys are not required.

The study area does not contain vernal pools or vernal pool indicator plants, depressions, cracked soils, or artificial features that may pond water (i.e., no stock ponds, road ruts, and/or human-made depressions occur within the study area). A review of historical aerial imagery did not result in areas that appear to support ponding. Finally, the study area is mapped as containing either well-draining soils (i.e., sandy) not typically associated with holding water or soil types occurring on steep slopes with very high runoff that would not allow for ponding. As such, the study area is not suitable to support vernal pools or other fairy shrimp habitat (e.g., stock ponds, road ruts, human-made depressions) that experience prolonged inundation.

MSHCP Section 6.1.3 Narrow Endemic Plant Species

Part of the study area is located within MSHCP Narrow Endemic Plant Species Survey Area 8, which requires a habitat assessment for Yucaipa onion (synonym: Marvin's onion) and many-stemmed dudleya. The results of the habitat assessment and focused surveys for these species is provided below:

- Yucaipa onion: The study area is located within the species' known elevation range, and suitable chaparral is present to support this species; therefore, focused surveys during the appropriate blooming period are required. Per MSHCP Table 6-1, this species blooms from April through May. Therefore, focused surveys were conducted in April 2022, May 2022, and May 2023. This species was not detected during the focused special-status plant surveys.
- Many-stemmed dudleya: While the study area is located within the species' known elevation range and there is suitable vegetation present, the study area is located north and east of the species' known geographic range (CCH 2022). The nearest mapped occurrence is approximately 25 miles west of the study area (CDFW 2023d). While this species is not expected to occur in the study area, focused botanical surveys were nevertheless conducted during the appropriate blooming period, which is May through June but sometimes as early as March, per MSHCP Table 6-1. Therefore, focused surveys were conducted within the study area in April 2022, May 2022, and May 2023. This species was not detected during the focused special-status plant surveys.

MSHCP Section 6.1.4 Urban/Wildland Interface Guidelines

Proposed developments adjacent to MSHCP Conservation areas may create edge effects that can impact conserved biological resources. The MSHCP provides several guidelines that address potential indirect effects from proposed developments that are in proximity to MSHCP Conservation areas. These guidelines include measures addressing the quantity and quality of runoff generated by the development (i.e., drainage and toxics), night lighting, noise, non-native invasive plant species, barriers to humans and animal predators, and grading/land development encroachment. The Project proposes conservation that will contribute to the MSHCP Conservation areas. In addition, the Project site is adjacent to existing conserved lands. The Project's Applicant/Developer is committed to following the MSHCP Section 6.1.4, Urban/Wildland Interface Guidelines. The proposed Project would not conflict with MSHCP Section 6.1.4.

MSHCP Section 6.3.2 Additional Surveys

The study area is not located within an Additional Survey Needs and Procedures area for amphibians or small mammals. The Project site is located within an MSHCP Criteria Area Species Survey Area (CASSA) for plant species and in an Additional Survey Needs and Procedures area for burrowing owl.

MSHCP Criteria Area Species Survey Area

Part of the study area is located within CASSA 6, which requires a habitat assessment for Nevin's barberry, smooth tarplant, and round-leaved filaree. The results of the habitat assessments and focused surveys for these species are provided below:

- Nevin's barberry: While the study area contains suitable micro-habitat requirements for the species, including steep, north-facing slopes or sandy washes, nearest occurrences are not recent and are at lower elevations. Although this species is not expected to occur, focused botanical surveys were nevertheless conducted during the appropriate blooming period. This species was not detected during the April 2022, May 2022, or May 2023 focused special-status plant surveys.
- Smooth tarplant: The study area is located within the species' known elevation range, and suitable valley and foothill grassland is present to support this species. Focused surveys were conducted during the appropriate blooming period. This species was not detected during the April 2022, May 2022, or May 2023 focused special-status plant surveys.
- Round-leaved filaree: While the study area is located within the species' known elevation range and there is suitable vegetation present, the study area does not contain clay soils. Although this species is not expected to occur, focused botanical surveys were nevertheless conducted during the appropriate blooming period. This species was not detected during the April 2022, May 2022, or May 2023 focused special-status plant surveys.

Burrowing Owl

A Step I habitat assessment and Step II-A focused burrow survey for burrowing owl were conducted concurrently in April and May 2022 for the Project site, and in April 2023 for the off-site improvement area. The 500-foot buffer was not legally accessible and was therefore visually surveyed from the study area boundary. Suitable habitat for burrowing owl was detected throughout the study area and is characterized as herbaceous vegetation and disturbed habitat with openings that could support burrows. The study area contains sandy loam soils that could support burrow formation.

A total of 147 burrow features were mapped during the focused burrow survey. Burrows ranged from erosional features, artificial features that function as burrow surrogates, and fossorial mammal burrows,[5] all with openings 4 inches or greater in diameter. Burrows were scattered fairly evenly across the study area. California ground squirrels (*Otospermophilus beecheyi*) were present in the study area.

Step II-B focused burrowing owl surveys were conducted from April to July 2022 for the Project site, and from April to June 2023 for the off-site improvement area. Burrowing owl surveys were negative within the study area (i.e., no burrowing owls or burrows with confirmed burrowing owl sign were detected within study area). Although burrowing owl was not detected during the survey, due to the presence of potentially suitable habitat, a pre-construction survey is required within 30 days prior to ground disturbance pursuant to the MSHCP to confirm that conditions have not changed prior to construction.

4.3.2 Regulatory Requirements

4.3.2.1 Federal

Federal Endangered Species Act

The FESA of 1973 (16 USC 1531 et seq.), as amended, is administered by USFWS for most plant and animal species, and by the National Oceanic and Atmospheric Administration National Marine Fisheries Service for certain marine species. This legislation is intended to provide a means to conserve the ecosystems upon which endangered and threatened species depend and provide programs for the conservation of those species, thus preventing the extinction of plants and wildlife. FESA defines an endangered species as "any species that is in danger of extinction throughout all or a significant portion of its range." Under FESA, it is unlawful to "take" any listed species; "take" is defined as to "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct."

FESA allows for the issuance of incidental take permits for listed species under Section 7, which is generally available for projects that also require other federal agency permits or other approvals, and under Section 10, which provides for the approval of habitat conservation plans on private property without any other federal agency involvement.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act prohibits the intentional and unintentional take of any migratory bird or any part, nest, or eggs of any such bird. Under the Migratory Bird Treaty Act, "take" is defined as pursuing, hunting, shooting, capturing, collecting, or killing, or attempting to do so (16 USC 703 et seq.). Currently, the Migratory Birds office considers nests that support eggs, nestlings, or juveniles to be active. Additionally, Executive Order 13186, Responsibilities of Federal Agencies to Protect Migratory Birds, requires that any project with federal involvement address impacts of federal actions on migratory birds with the purpose of promoting conservation of migratory bird populations (66 FR 3853–3856). The executive order requires federal agencies to work with USFWS to develop a memorandum of understanding. USFWS reviews actions that might affect these species.

[5] Fossorial animals are species that are adapted to digging and that live primarily, but not solely, underground.

Clean Water Act

Section 404

The objective of the Clean Water Act (CWA) is to restore and maintain the chemical, physical, and biological integrity of the nation's waters. Under Section 404 of the CWA, USACE has the authority to regulate activities that could discharge fill or dredge material or otherwise adversely modify wetlands or other waters of the United States. The USACE implements the federal policy embodied in Executive Order 11990, which, when implemented, is intended to result in no net loss of wetland values or function.

The definition of waters of the United States establishes the geographic scope for authority under Section 404 of the CWA; however, the CWA does not specifically define waters of the United States, leaving the definition open to statutory interpretation and agency rulemaking. The definition of what constitutes "waters of the United States" (provided in 33 Code of Federal Regulations [CFR] Section 328.3[a]) has changed multiple times over the past few decades, starting with the *United States v. Riverside Bayview Homes, Inc.* court ruling in 1985. Subsequent court proceedings, rule makings, and congressional acts in 2001 (*Solid Waste Agency of Northern Cook County v. United States Army Corps of Engineers*), 2006 (*Rapanos v. United States*), 2015 (Clean Water Rule), 2018 (suspension of the Clean Water Rule), 2019 (formal repeal of the Clean Water Rule), 2020 (Navigable Waters Protection Rule), and 2021 (*Pasqua Tribe et al. v. United States Environmental Protection Agency*, resulting in remand and vacation of the Navigable Waters Protection Rule and a return to "the pre-2015 regulatory regime") have attempted to provide greater clarity to the term and its regulatory implementation. On December 30, 2022, the agencies announced the final Revised Definition of "Waters of the United States" rule (Rule) (88 CFR 3004–3144). The Rule, which was published in the Federal Register on January 18, 2023, and became effective on March 20, 2023, restored federal jurisdiction over waters that were protected prior to 2015 under the CWA for traditional navigable waters, the territorial seas, interstate waters, and upstream water resources that significantly affect those waters. The Rule represents a re-expansion of federal jurisdiction over certain water bodies and wetlands previously exempt pursuant to the 2020 Navigable Waters Protection Rule. The Rule also considers various subsequent court decisions, including two notable Supreme Court decisions.

There are two key changes that the Rule incorporates. Firstly, the Rule reinstates the "significant nexus" test. The significant nexus test refers to waters that either alone, or in combination with similarly situated waters in the region, significantly affect the chemical, physical, or biological integrity of traditional navigable waters, interstate waters, or the territorial seas (86 FR 69372–69450). The significant nexus test attempts to establish a scientific connection between smaller water bodies, such as ephemeral or intermittent tributaries, and larger, more traditional navigable waters, such as rivers. Significant nexus evaluations take into consideration hydrologic and ecologic factors including, but not limited to, volume, duration, and the frequency of surface water flow in the resource and its proximity to a traditional navigable water, and the functions performed by the resource on adjacent wetlands. Second, the Rule adopts the "relatively permanent standard" test. To meet the relatively permanent standard, water bodies must be relatively permanent, standing, or continuously flowing and have a continuous surface connection to such waters.

On May 25, 2023, the Supreme Court issued its decision in *Sackett v. EPA*, in which it rejected EPA's claim that waters of the United States, as defined in the CWA, includes wetlands with an ecologically significant nexus to traditional navigable waters. The Supreme Court held that only those wetlands with a continuous surface connection to traditional navigable waterways would be afforded federal protection under the CWA. Specifically, to assert jurisdiction over an adjacent wetland under the CWA a party must establish that (1) the adjacent body of water constitutes water[s] of the United States (i.e., a relatively permanent body of water connected to traditional

interstate navigable waters); and (2) the wetland has a continuous surface connection with that water, making it difficult to determine where the water ends and the wetland begins. The Rule will need to be modified by the Biden administration in light of this decision.

The term "wetlands" (a subset of waters of the United States) is defined in 33 CFR, Section 328.3(c)(16), as "areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas." In the absence of wetlands, the limits of USACE jurisdiction in non-tidal waters, such as intermittent streams, extend to the "ordinary high water mark," which is defined in 33 CFR 328.3(c)(7) as "that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas."

Section 401

The State Water Resources Control Board (SWRCB) has authority over wetlands through Section 401 of the CWA, as well as the Porter–Cologne Water Quality Control Act (Porter–Cologne Act), California Code of Regulations Section 3831(k), and California Wetlands Conservation Policy. The CWA requires that an applicant for a Section 404 permit (to discharge dredge or fill material into waters of the United States) first obtain certification from the appropriate state agency stating that the fill is consistent with the state's water quality standards and criteria. In California, the authority to either grant certification or waive the requirement for permits is delegated by SWRCB to the nine RWQCBs. The Santa Ana RWQCB has authority for Section 401 compliance in the Project area. A request for certification is submitted to the appropriate RWQCB at the same time that an application is filed with USACE. Based on the aquatic resources delineation there are no Waters of the U.S. within the Project area and therefore Section 401 of the CWA would not be applicable. The final aquatic resource impacts would be determined by the USACE through the Approved Jurisdictional Determination process.

4.3.2.2 State

California Endangered Species Act

Under the California Endangered Species Act (CESA), the California Fish and Game Commission has the responsibility of maintaining a list of threatened and endangered species. CESA prohibits the take of state-listed threatened or endangered animals and plants unless otherwise permitted pursuant to CESA. Take under CESA is defined as any of the following: "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill" (California Fish and Game Code Section 86). Unlike FESA, CESA does not include harassment or harm (e.g., habitat degradation) in its definition of take. Species determined by the State of California to be candidates for listing as threatened or endangered are treated as if listed as threatened or endangered and are, therefore, protected from take. Pursuant to CESA, a state agency reviewing a project within its jurisdiction must determine whether any state-listed endangered or threatened species, or candidate species, could be potentially impacted by that project.

California Fish and Game Code

Fully Protected Species

Sections 3511, 4700, 5050, and 5515 of the California Fish and Game Code outline protection for fully protected species of mammals, birds, reptiles, amphibians, and fish. Species that are fully protected by these sections may not be taken or possessed at any time. CDFW cannot issue permits or licenses that authorize the take of any fully protected species, except under certain circumstances, such as scientific research and live capture and relocation of such species pursuant to a permit for the protection of livestock. Furthermore, it is the responsibility of CDFW to maintain viable populations of all native species. Toward that end, CDFW has designated certain vertebrate species as Species of Special Concern, because declining population levels, limited ranges, and/or continuing threats have made them vulnerable to extinction.

Sections 1600–1616

CDFW jurisdiction includes ephemeral, intermittent, and perennial watercourses (including dry washes) and lakes characterized by the presence of (1) definable bed and banks and (2) existing fish or wildlife resources. CDFW takes jurisdiction to the top of bank of the stream, or the limit of the adjacent riparian vegetation, which may include oak woodlands in canyon bottoms. Historical court cases have further extended CDFW jurisdiction to include watercourses that seemingly disappear but reemerge elsewhere. Under the CDFW definition, a watercourse need not exhibit evidence of an ordinary high water mark to be claimed as jurisdictional. CDFW does not have jurisdiction over ocean or shoreline resources.

Under California Fish and Game Code Sections 1600–1616, CDFW has the authority to regulate work that will substantially divert or obstruct the natural flow of, or substantially change or use any material from, the bed, channel, or bank of any river, stream, or lake. CDFW also has the authority to regulate work that will deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake. This regulation takes the form of a requirement for a Lake or Streambed Alteration Agreement and is applicable to all projects. Applications to CDFW must include a complete certified CEQA document.

Nesting Birds

Section 3503 of the California Fish and Game Code states that it is unlawful to take, possess, or needlessly destroy the nests or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto. Section 3503.5 protects all birds of prey (raptors) and their eggs and nests. Section 3511 states that fully protected birds or parts thereof may not be taken or possessed at any time. Section 3513 states that it is unlawful to take or possess any migratory non-game bird as designated in the Migratory Bird Treaty Act.

California Native Plant Protection Act

The Native Plant Protection Act of 1977 (see California Fish and Game Code Section 1900 et seq.) directed CDFW to carry out the Legislature's intent to "preserve, protect and enhance rare and endangered plants in this State." The Native Plant Protection Act gave the California Fish and Game Commission the power to designate native plants as "endangered" or "rare" and to protect endangered and rare plants from take. CESA expanded on the original Native Plant Protection Act and enhanced legal protection for plants, but the Native Plant Protection Act remains part of the California Fish and Game Code. To align with federal regulations, CESA created the categories of "threatened" and "endangered" species. It converted all "rare" animals in the act into "threatened" species but did

not do so for rare plants. Thus, there are three listing categories for plants in California: rare, threatened, and endangered. Because rare plants are not included in CESA, mitigation measures for impacts to rare plants are specified in a formal agreement between CDFW and a project applicant.

California Environmental Quality Act

CEQA requires identification of a project's potentially significant impacts on biological resources and ways that such impacts can be avoided, minimized, or mitigated. The act also provides guidelines and thresholds for use by lead agencies for evaluating the significance of proposed impacts.

The State of California CEQA Guidelines (State CEQA Guidelines) Section 15380(b)(1) defines endangered animals or plants as species or subspecies whose "survival and reproduction in the wild are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, disease, or other factors." A rare animal or plant is defined in Section 15380(b)(2) as a species that, although not presently threatened with extinction, exists "in such small numbers throughout all or a significant portion of its range that it may become endangered if its environment worsens; or … [t]he species is likely to become endangered within the foreseeable future throughout all or a significant portion of its range and may be considered 'threatened' as that term is used in the federal Endangered Species Act." Additionally, an animal or plant may be presumed to be endangered, rare, or threatened if it meets the criteria for listing, as defined further in State CEQA Guidelines Section 15380(c).

CDFW has developed a list of "Special Species" as "a general term that refers to all of the taxa the California Natural Diversity Database (CNDDB) is interested in tracking, regardless of their legal or protection status." This is a broader list than those species that are protected under the FESA, CESA, and other California Fish and Game Code provisions, and includes lists developed by other organizations, including for example the Audubon Watch List Species. Guidance documents prepared by other agencies, including the Bureau of Land Management Sensitive Species and USFWS Birds of Conservation Concern, are also included on this CDFW Special Species list. Additionally, CDFW has concluded that plant species listed as CRPR 1 and 2 by the California Native Plant Society, and potentially some CRPR 3 plants, are covered by State CEQA Guidelines Section 15380.

Section IV, Appendix G (Environmental Checklist Form), of the State CEQA Guidelines requires an evaluation of impacts to "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 the U.S. Fish and Wildlife Service."

Porter-Cologne Water Quality Control Act

Pursuant to provisions of the Porter–Cologne Act, the RWQCBs regulate discharging waste, or proposing to discharge waste, within any region that could affect a water of the state (California Water Code Section 13260[a]). SWRCB defines a water of the state as "any surface water or groundwater, including saline waters, within the boundaries of the state" (California Water Code Section 13050[e]). All waters of the United States are waters of the state. Waters of the state include wetlands, and the SWRCB definition of wetlands includes the following:

1. Natural wetlands
2. Wetlands created by modification of a surface water of the state
3. Artificial wetlands that meet any of the following criteria:
    a. Approved by an agency as compensatory mitigation for impacts to other waters of the state, except where the approving agency explicitly identifies the mitigation as being of limited duration

b. Specifically identified in a water quality control plan as a wetland or other water of the state
c. Resulted from historic human activity, is not subject to ongoing operation and maintenance, and has become a relatively permanent part of the natural landscape
d. Greater than or equal to 1 acre in size unless the artificial wetland was constructed and is currently used and maintained, primarily for one or more of the following purposes: industrial or municipal wastewater treatment or disposal; settling of sediment; detention, retention, infiltration, or treatment of stormwater runoff and other pollutants or runoff subject to regulation under a municipal, construction, or industrial permitting program; treatment of surface waters; agricultural crop irrigation or stock watering; fire suppression; industrial processing or cooling water; active surface mining – even if the site is managed for interim wetlands functions and values; log storage; treatment, storage, or distribution of recycled water; maximizing groundwater recharge (this does not include wetlands that have incidental groundwater recharge benefits); or fields flooded for rice growing.

Wetlands that may not meet all of USACE's wetland delineation criteria are considered wetland waters of the state if, "under normal circumstances, (1) the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both; (2) the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and (3) the area's vegetation is dominated by hydrophytes or the area lacks vegetation" (SWRCB 2019). Additionally, aquatic resources that USACE determines to not be waters of the United States because they lack a significant nexus to a traditional navigable water or are above the ordinary high water mark limit of federal jurisdiction may also be considered waters of the state. If a CWA Section 404 permit is not required for a project, the RWQCB may still require a permit (waste discharge requirements) for impacts to waters of the state under the Porter–Cologne Act.

4.3.2.3 Local

Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County MSHCP is a comprehensive, multi-jurisdictional habitat conservation plan focusing on the permanent conservation of 500,000 acres and the protection of 146 species, including 33 that are currently listed as threatened or endangered. The MSHCP is one of several large, multijurisdictional habitat-planning efforts in Southern California with the overall goal of maintaining biological and ecological diversity within a rapidly urbanizing region. The MSHCP will allow Riverside County and its cities, including the City of Calimesa, to better control local land-use decisions and maintain a strong economic climate in the region while addressing the requirements of the state and federal endangered species acts (RCA 2003).

The MSHCP serves as an HCP pursuant to Section 10(a)(1)(B) of FESA (16 USC 1531 et seq.), as well as an NCCP under the Natural Community Conservation Planning Act of 2001 (California Fish and Game Code Section 2800 et seq.). The MSHCP allows the participating jurisdictions to authorize take of plant and wildlife species identified within the plan area. USFWS and CDFW have authority to regulate the take of threatened, endangered, and rare species. Under the MSHCP, the wildlife agencies (CDFW and USFWS) have granted take authorization for otherwise lawful actions, such as public and private development that may incidentally take or harm individual species or their habitat outside the MSHCP Conservation areas, in exchange for the assembly and management of a coordinated MSHCP Conservation area.

The MSHCP is a criteria-based plan and does not rely on a hardline preserve map. Instead, within the MSHCP area, the MSHCP Reserve will be assembled over time from a smaller subset of the Plan Area referred to as the Criteria Area. The Criteria Area consists of Criteria Cells (Cells) or Cell Groupings, and flexible guidelines (Criteria) for the assembly of conservation within the Cells or Cell Groupings. Cells and Cell Groupings also may be included within larger units known as Cores, Linkages, or Non-Contiguous Habitat Blocks.

Local Development Mitigation Fee

In order to implement the goals and objectives of the Western Riverside County MSHCP and to mitigate the impacts caused by new development, the MSHCP seeks to acquire and conserve certain lands that support covered species. A MSHCP Local Development Mitigation Fee is necessary to supplement the financing of the acquisition of lands supporting species covered by the MSHCP and to pay for new development's fair share of this cost (RCA 2003). The MSHCP Local Development Mitigation Fee assists in the maintenance of biological diversity and protects vegetation communities that are known to support threatened, endangered, or sensitive populations of plant and wildlife species.

Stephens' Kangaroo Rat Habitat Conservation Plan

The Stephens' Kangaroo Rat HCP describes the proposed conservation, mitigation, and monitoring measures to be implemented for the preservation of the federally endangered Stephens' kangaroo rat. The Stephens' Kangaroo Rat HCP establishes a regional system of Core Reserves throughout western Riverside County for the specific conservation of Stephens' kangaroo rat and the ecosystem upon which it depends. A standard fee, known as the Development Mitigation Fee, is charged to development projects to supplement the financing of reserve management for the Stephens' Kangaroo Rat HCP.

The study area is outside the Stephens' Kangaroo Rat HCP Core Reserve Area and is located outside the Stephens' Kangaroo Rat HCP fee area. However, because the Project site is located within the Western Riverside County MSHCP plan area, the Project has take coverage for any Stephens' kangaroo rat potentially occurring on the site through the Western Riverside County MSHCP.

City of Calimesa General Plan

The City of Calimesa adopted its General Plan in 2014 and it has been used as the basis for standards for the development of public and private projects within the City. The General Plan planning area includes all land within the City's limits. The Project was designed to be consistent with all the pertinent goals, objectives and policies outlined in the General Plan (City of Calimesa 2014).

City General Plan Policy RM-13 states that native oak trees should be preserved whenever feasible, and that if preservation is not possible, trees should be replaced with oak trees of the same species at a ratio of 1:1. This policy is implemented through the City's Oak Tree Preservation Ordinance (Chapter 18.80), which protects heritage oak trees, protected oak trees, and stands of oak trees (oak groves), which are defined as the following:

- **Heritage oak tree:** An oak tree of the genus *Quercus* other than a protected oak tree or scrub oak that has a trunk measuring 12 inches or more in diameter as measured 4.5 feet from the natural grade (i.e., diameter at standard height [DSH]).
- **Protected oak tree:** An oak tree of the genus *Quercus*, including Nuttall's scrub oak (*Quercus dumosa*), other than a heritage oak tree or scrub oak, that has a trunk measuring two inches or more in diameter as measured 4.5 feet from the natural grade (i.e., DSH).

- **Protected stand of oak trees (oak grove):** A cluster of four or more oak trees of the same genus *Quercus*, including Nuttall's scrub oaks.

Additionally, Section 18.70.120 of the City's zoning code outlines regulations for the removal or encroachment of any qualifying non-oak trees (i.e., qualifying means any non-oak tree with a DSH of 24 inches or greater). Encroachment is defined as any impact occurring within the protected zone of the tree (i.e., within 5 feet of dripline or 15 feet of the trunk for oak trees, and dripline or within 25 feet of trunk for qualifying non-oak trees). Tree preservation guidelines require a permit, tree survey, and planting of replacement trees. Specific requirements for avoidance of impacts to trees that will be retained applies to all species of trees regulated under Chapter 18.80 and Section 18.70.120 of the City's zoning code.

City of Yucaipa Municipal Code

The City of Yucaipa requires an oak tree permit for the cutting, removal, encroachment into the protected zone, or relocation of any protected oak tree (City of Yucaipa Municipal Code 89.0515), which is defined as any oak tree of the Genus *Quercus*, except for scrub oak (*Quercus dumosa*), that exceeds 2 inches in DSH. For the purposes of the impact analysis, the scrub oak species *Quercus berberidifolia* is considered distinct from the scrub oak species *Quercus dumosa* and therefore *Quercus berberidifolia* is considered protected by the City of Yucaipa. The protected zone of a tree is defined as "a specifically defined area totally encompassing an oak tree … using the dripline as a point of reference, the protected zone shall commence at a point five feet (5') outside of the dripline and extend inward to the trunk of the tree. In no case shall the protected zone be less than fifteen feet (15') from the trunk of an oak tree" (City of Yucaipa Municipal Code 89.0505).

The City of Yucaipa has additional protections that regulate native non-oak trees and heritage trees. Specifically, a removal permit is required for the removal of any native tree with a DSH of 6 inches or greater, as well as for any heritage tree, which is defined as any tree that is in a linear planting of three or more trees that is 50 feet or greater in length within established windrows or parkway plantings (City of Yucaipa Municipal Code 89.0315). The City's regulations for coniferous trees require trees to be treated after removal to prevent the proliferation of pests (City of Yucaipa Municipal Code Division 9 Chapter 2). There are no regulated native non-oak trees, heritage trees, or conifers occurring in the off-site improvement areas in the City of Yucaipa. Therefore, these non-oak tree protections do not apply to the Project.

4.3.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts to biological resources are based on Appendix G of the State CEQA Guidelines. According to Appendix G, a significant impact related to biological resources would occur if the Project would:

A. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
B. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
C. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

D. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
E. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
F. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

4.3.4 Impacts Analysis

4.3.4.1 Summary of Previous Impact Analyses

Mesa Verde Estates Specific Plan EIR (2007)

Development of the 2007 approved project would have resulted in significant direct and indirect impacts to sensitive vegetation communities (coastal sage scrub, oak woodland), indirect impacts to jurisdictional aquatic resources, direct impacts to Criteria Area Species within MSHCP Survey Area 6, direct impacts to burrowing owl, indirect impacts to nine MSHCP covered species, and indirect impacts to MSHCP-designated wildlife corridor areas (City of Calimesa 2007). The 2007 Final EIR determined that although the development of the Project site would have a variety of direct and indirect impacts to biological resources within the Project site, none of them would be considered significant after implementation of mitigation measures (City of Calimesa 2017).

Addendum to the Mesa Verde Specific Plan EIR (2017)

The 2017 Addendum to the Mesa Verde Specific Plan EIR (City of Calimesa 2017) did not substantially change the overall development footprint or land use pattern as compared to the 2007 approved project. Therefore, no new or substantial increases in severity of impacts were identified in the 2017 Addendum to the Mesa Verde Specific Plan EIR. The same mitigation measures identified in the 2007 Final EIR applied to the 2017 Addendum to the Mesa Verde Specific Plan EIR, with slight modifications to reflect the updated biological resources technical report.

4.3.4.2 Project Impact Analysis

The evaluation of Project impacts is organized by the resource potentially affected: riparian and sensitive vegetation communities (special-status vegetation communities), special-status species, jurisdictional waters and wetlands, and wildlife movement.

Definition of Impacts

Direct permanent impacts refer to complete loss of a biological resource. For the purposes of this report, it refers to the area where vegetation clearing, grubbing, or grading replaces biological resources. Direct permanent impacts were quantified by overlaying the proposed impact limits on the biological resources map of the study area. Direct permanent impacts would occur from construction of buildings, associated infrastructure, landscaping, fuel modification, long-term maintenance areas, and manufactured slopes.

Direct temporary impacts refer to temporary loss of a biological resource. For the purposes of this report, it refers to the area where vegetation will be cleared but then restored to pre-existing conditions. Direct temporary impacts consist of an approximately 15-foot construction buffer, which surrounds the on-site permanent impacts, and temporary work areas associated with off-site improvement areas.

Indirect impacts are reasonably foreseeable effects caused by a project's implementation on remaining or adjacent biological resources outside the direct disturbance zone. For the purposes of this report, indirect impacts may affect areas outside the disturbance zone. Indirect impacts may be short term and construction related, or long term and associated with development in proximity to biological resources.

Conservation or conserved in this document refers to land that is intended for MSHCP Conservation and will be protected in perpetuity (e.g., through a conservation easement or through transfer to the RCA in fee title).

Avoidance in this document refers to areas within the study area that will be fully avoided and left in their natural state.

Vegetation Impacts

A total of 1,164.0 acres, including 1,154.2 acres within the Project site and 9.7 acres within the off-site areas, would be permanently impacted with Project implementation. A total of 25.5 acres, including 22.5 acres within the Project site and 3.0 acres within the off-site areas, would be temporarily impacted with Project implementation, as shown on the Figure 4.3-7, Impacts to Biological Resources Overview (series Figure 4.3-7A through 4.3-7K). Table 4.3-5A summarizes permanent direct impacts to vegetation communities and land covers within the study area, Table 4.3-5B summarizes the temporary direct impacts to vegetation communities and land covers within the study area, and Table 4.3-5C summarizes the off-site impacts within the four off-site improvement areas. Additionally, Table 4.3-5D includes the on- and off-site impacts under the proposed Project compared to the previously approved project (i.e. 2017 Specific Plan). The acreages used for the 2017 Specific Plan came directly from the Biological Technical Report prepared by Glenn Lukos Associates (GLA 2016).

Table 4.3-5A. Permanent Direct Impacts to Vegetation Communities and Land Cover Types within the Study Area

Vegetation Community or Land Cover Type	Alliance	Association	State Ranking[1]	Permanent Impact Acreage		
				Off-Site	On-Site	Total
Grass and Herb Dominated						
Non-native grassland general habitat	Non-native grassland	Non-native grassland	SNA	1.2	548.7	549.9
Needle grass–melic grass grassland[2]	*Nassella* spp., *Melica* spp.	*Nassella pulchra–Avena* spp.–*Bromus* spp.	S3	0	0.5	0.5
Russian thistle–dyer's woad–fivehood bassia fields	*Salsola tragus–Isatis tinctoria–Bassia* spp. [pending]	*Salsola* spp.	SNA	0	0.6	0.6
Sand-aster and perennial buckwheat fields	*Corethrogyne filaginifolia–Eriogonum* (*elongatum, nudum*)	*Corethrogyne filaginifolia*	S4	0	28.8	28.8
Upland mustards or star-thistle fields	*Brassica nigra–Centaurea* (*solstitialis, melitensis*)	*Hirschfeldia incana*	SNA	0.5	10.8	11.3
		Grass and Herb Dominated Subtotal		*1.7*	*589.4*	*591.0*
Chaparral						
Chamise chaparral	*Adenostoma fasciculatum*	*Adenostoma fasciculatum*	S5	0.1	373.9	374.0
		Adenostoma fasciculatum–(Ceanothus tomentosus)	S5	0	21.6	21.6
		Adenostoma fasciculatum–(Lotus scoparius–Eriodictyon spp.*)*	S5	0	3.0	3.0
		Adenostoma fasciculatum–Eriogonum fasciculatum	S4	0	6.0	6.0
Chamise–sage chaparral	*Adenostoma fasciculatum–Salvia* spp.	*Adenostoma fasciculatum–Salvia mellifera*	S4	0	3.9	3.9
		Adenostoma fasciculatum–Salvia mellifera–Ceanothus crassifolius	S4	0	3.1	3.1

Table 4.3-5A. Permanent Direct Impacts to Vegetation Communities and Land Cover Types within the Study Area

Vegetation Community or Land Cover Type	Alliance	Association	State Ranking[1]	Permanent Impact Acreage		
				Off-Site	On-Site	Total
		Adenostoma fasciculatum – Salvia mellifera–Rhus ovata[2]	S3	0	0.4	0.4
Eastwood manzanita chaparral[2]	*Arctostaphylos glandulosa*	*Arctostaphylos glandulosa–Adenostoma fasciculatum–Quercus wislizeni*	S3	0	1.6	1.6
Hairy leaf–woolly leaf ceanothus chaparral[2]	*Ceanothus (oliganthus, tomentosus)*	*Ceanothus tomentosus*	S3	0	0.1	0.1
Hoary leaf ceanothus chaparral	*Ceanothus crassifolius*	*Ceanothus crassifolius–Adenostoma fasciculatum–Salvia mellifera*	S4	0	0.6	0.6
Scrub oak chaparral	*Quercus berberidifolia*	*Quercus berberidifolia–Adenostoma fasciculatum*	S4	0	6.8	6.8
Sugarbush chaparral[2]	*Rhus ovata*	*Rhus ovata*	S3	0	5.2	5.2
			Chaparral Subtotal	*0.1*	*426.0*	*426.2*
Riparian						
Arroyo willow thickets[2]	*Salix lasiolepis*	*Salix lasiolepis*	S3	0	0.1	0.1
Basket bush–river hawthorn–desert olive patches[2]	*Rhus trilobata–Crataegus rivularis–Forestiera pubescens*	*Sambucus nigra*	S3	0	<0.1	<0.1
			Riparian Subtotal	*0*	*0.1*	*0.1*
Scrub						
Black sage scrub	*Salvia mellifera*	*Salvia mellifera*	S4	0	2.1	2.1
		Salvia mellifera–Eriogonum fasciculatum/Bromus rubens	S4	<0.1	0.5	0.5
Brittle bush scrub	*Encelia farinosa*	*Encelia farinosa*	S4	0	10.7	10.7
Bush mallow scrub	*Malacothamnus fasciculatus–Malacothamnus* spp.	*Malacothamnus fasciculatus*	S4	0	25.7	25.7

Table 4.3-5A. Permanent Direct Impacts to Vegetation Communities and Land Cover Types within the Study Area

Vegetation Community or Land Cover Type	Alliance	Association	State Ranking[1]	Permanent Impact Acreage		
				Off-Site	On-Site	Total
Bush penstemon scrub[2]	*Keckiella antirrhinoides*	*Keckiella antirrhinoides*	S3	0	2.4	2.4
California buckwheat scrub	*Eriogonum fasciculatum*	*Eriogonum fasciculatum*	S5	0	12.1	12.1
		Eriogonum fasciculatum–Encelia farinosa	S5	0	0.1	0.1
California sagebrush–(purple sage) scrub	*Artemisia californica– (Salvia leucophylla)*	*Artemisia californica–Lotus scoparius*	S5	0	1.0	1.0
Deer weed–silver lupine–yerba santa scrub	*Lotus scoparius–Lupinus albifrons–Eriodictyon* spp.	*Lotus scoparius*	S5	0	7.7	7.7
			Scrub Subtotal	*<0.1*	*62.3*	*62.3*
Woodland						
Coast live oak woodland and forest	*Quercus agrifolia*	*Quercus agrifolia*	S5	0.5	15.1	15.6
			Woodland Subtotal	*0.5*	*15.1*	*15.6*
Unvegetated Wash and River Bottom						
Unvegetated wash and river bottom	NA		SNA	<0.1	0.8	0.8
			Unvegetated Subtotal	*<0.1*	*0.8*	*0.8*
Disturbed and Developed						
Urban/Developed	NA		SNA	7.0	7.5	14.5
Disturbed Habitat	NA		SNA	0.4	34.2	34.6
Ornamental Plantings	NA		SNA	0	18.7	18.7
			Disturbed and Developed Subtotal	*7.4*	*60.5*	*67.9*
			Total	**9.7**	**1,154.2**	**1,164.0**

Notes: Totals may not sum precisely due to rounding.

[1] The conservation status of a vegetation community is designated by a number from 1 to 5, preceded by a letter reflecting the appropriate geographic scale of the assessment (G = global, N = national, and S = subnational). The numbers and abbreviations have the following meanings (NatureServe 2023):

1 = critically imperiled
2 = imperiled
3 = vulnerable to extirpation or extinction

4 = apparently secure
5 = demonstrably widespread, abundant, and secure
NA = not applicable
SNA = state ranking not assigned

[2] Communities listed by California Department of Fish and Wildlife as high priority for inventory (i.e., State Rank [S] 1, 2, or 3) (CDFW 2023c).

Table 4.3-5B. Temporary Direct Impacts to Vegetation Communities and Land Cover Types within the Study Area

Vegetation Community or Land Cover Type	Alliance	Association	State Ranking[1]	Temporary Impact Acreage		
				Off-Site	On-Site	Total
Grass and Herb Dominated						
Non-native grassland general habitat	Non-native grassland	Non-native grassland	SNA	0.7	8.0	8.6
Needle grass–melic grass grassland[2]	*Nassella* spp., *Melica* spp.	*Nassella pulchra–Avena* spp.– *Bromus* spp.	S3	0	<0.1	<0.1
Sand-aster and perennial buckwheat fields	*Corethrogyne filaginifolia–Eriogonum* (*elongatum, nudum*)	*Corethrogyne filaginifolia*	S4	0	0.3	0.3
Upland mustards or star-thistle fields	*Brassica nigra–Centaurea* (*solstitialis, melitensis*)	*Hirschfeldia incana*	SNA	0	0.2	0.2
			Grass and Herb Dominated Subtotal	*0.7*	*8.5*	*9.2*
Chaparral						
Chamise chaparral	*Adenostoma fasciculatum*	*Adenostoma fasciculatum*	S5	0	8.6	8.6
		Adenostoma fasciculatum–(Ceanothus tomentosus)	S5	0	0.7	0.7
		Adenostoma fasciculatum–(Lotus scoparius–Eriodictyon spp.*)*	S5	0	0.2	0.2
Hairy leaf–woolly leaf ceanothus chaparral[2]	*Ceanothus (oliganthus, tomentosus)*	*Ceanothus tomentosus*	S3	0	0.2	0.2
Scrub oak chaparral	*Quercus berberidifolia*	*Quercus berberidifolia–Adenostoma fasciculatum*	S4	0	<0.1	<0.1
Sugarbush chaparral[2]	*Rhus ovata*	*Rhus ovata*	S3	0	0.3	0.3
			Chaparral Subtotal	*0*	*10.0*	*10.0*

Table 4.3-5B. Temporary Direct Impacts to Vegetation Communities and Land Cover Types within the Study Area

Vegetation Community or Land Cover Type	Alliance	Association	State Ranking[1]	Temporary Impact Acreage		
				Off-Site	On-Site	Total
Riparian						
Basket bush–river hawthorn–desert olive patches[2]	*Rhus trilobata–Crataegus rivularis–Forestiera pubescens*	*Sambucus nigra*	S3	0	<0.1	<0.1
			Riparian Subtotal	*0*	*<0.1*	*<0.1*
Scrub						
Black sage scrub	*Salvia mellifera*	*Salvia mellifera*	S4	0	<0.1	<0.1
		Salvia mellifera–Eriogonum fasciculatum/Bromus rubens	S4	<0.1	<0.1	<0.1
Brittle bush scrub	*Encelia farinosa*	*Encelia farinosa*	S4	0	<0.1	<0.1
Bush mallow scrub	*Malacothamnus fasciculatus–Malacothamnus* spp.	*Malacothamnus fasciculatus*	S4	0	0.7	0.7
California buckwheat scrub	*Eriogonum fasciculatum*	*Eriogonum fasciculatum*	S5	0	0.2	0.2
		Eriogonum fasciculatum–Encelia farinosa	S5	0	<0.1	<0.1
			Scrub Subtotal	*<0.1*	*0.9*	*0.9*
Woodland						
Coast live oak woodland and forest	*Quercus agrifolia*	*Quercus agrifolia*	S5	1.1	1.4	2.5
			Woodland Subtotal	*1.1*	*1.4*	*2.5*
Unvegetated Wash and River Bottom						
Unvegetated wash and river bottom	NA		SNA	0	0.1	0.1
			Unvegetated Subtotal	*0*	*0.1*	*0.1*
Disturbed and Developed						
Urban/Developed	NA		SNA	1.0	0.1	1.1
Disturbed Habitat	NA		SNA	0.2	1.1	1.3

Table 4.3-5B. Temporary Direct Impacts to Vegetation Communities and Land Cover Types within the Study Area

Vegetation Community or Land Cover Type	Alliance	Association	State Ranking[1]	Temporary Impact Acreage		
				Off-Site	On-Site	Total
Ornamental Plantings	NA		SNA	0	0.5	0.5
Disturbed and Developed Subtotal				*1.2*	*1.7*	*2.9*
Grand Total				**3.0**	**22.5**	**25.5**

Notes: Totals may not sum due to rounding.

1 The conservation status of a vegetation community is designated by a number from 1 to 5, preceded by a letter reflecting the appropriate geographic scale of the assessment (G = global, N = national, and S = subnational). The numbers and abbreviations have the following meanings (NatureServe 2023):
1 = critically imperiled
2 = imperiled
3 = vulnerable to extirpation or extinction
4 = apparently secure
5 = demonstrably widespread, abundant, and secure
NA = not applicable
SNA = state ranking not assigned

2 Communities listed by California Department of Fish and Wildlife as high priority for inventory (i.e., State Rank [S] 1, 2, or 3) (CDFW 2023c).

Table 4.3-5C. Direct Impacts to Vegetation Communities and Land Cover Types within the Off-Site Areas

Vegetation Community or Land Cover Type	Alliance	Association	State Ranking[1]	Impact Acreage	
				Permanent	Temporary
Fuel Modification Zone					
Non-native grassland general habitat	Non-native grassland	Non-native grassland	SNA	0.9	0
Chamise chaparral	*Adenostoma fasciculatum*	*Adenostoma fasciculatum*	S5	<0.1	0
Disturbed habitat	NA		SNA	<0.1	0
Fuel Modification Zone Subtotal				*0.9*	*0*
County Line Road[2]					
Non-native grassland general habitat	Non-native grassland	Non-native grassland	SNA	0.3	0
Upland mustards or star-thistle fields	*Brassica nigra–Centaurea* (*solstitialis, melitensis*)	*Hirschfeldia incana*	SNA	0.1	0
Coast live oak woodland and forest	*Quercus agrifolia*	*Quercus agrifolia*	S5	0.5	1.1
Disturbed habitat	NA		SNA	0.4	0.2
Urban/Developed	NA		SNA	5.0	0.7

Table 4.3-5C. Direct Impacts to Vegetation Communities and Land Cover Types within the Off-Site Areas

Vegetation Community or Land Cover Type	Alliance	Association	State Ranking[1]	Impact Acreage	
				Permanent	Temporary
		County Line Road Subtotal		*6.3*	*2.0*
Avenue L					
Non-native grassland general habitat	Non-native grassland	Non-native grassland	SNA	0	0.7
Urban/Developed	NA		SNA	0	0.1
		Avenue L Subtotal		*0*	*0.8*
Sandalwood Drive/7th Street					
Non-native grassland general habitat	Non-native grassland	Non-native grassland	SNA	<0.1	0
Upland mustards or star-thistle fields	*Brassica nigra–Centaurea* (*solstitialis, melitensis*)	*Hirschfeldia incana*	SNA	0.4	0
Chamise chaparral	*Adenostoma fasciculatum*	*Adenostoma fasciculatum*	S5	0.1	0
Black sage scrub	*Salvia mellifera*	*Salvia mellifera–Eriogonum fasciculatum/Bromus rubens*	S4	<0.1	<0.1
Coast live oak woodland and forest	*Quercus agrifolia*	*Quercus agrifolia*	S5	<0.1	0
Unvegetated wash and river bottom	NA		SNA	<0.1	0
Disturbed habitat	NA		SNA	<0.1	0
Urban/Developed	NA		SNA	2.0	0.2
		Sandalwood Drive/7th Street Subtotal		*2.5*	*0.2*
		Off-Site Improvements Total		**9.7**	**3.0**

Notes: Totals may not sum due to rounding.

[1] The conservation status of a vegetation community is designated by a number from 1 to 5, preceded by a letter reflecting the appropriate geographic scale of the assessment (G = global, N = national, and S = subnational). The numbers and abbreviations have the following meanings (NatureServe 2023):
1 = critically imperiled
2 = imperiled
3 = vulnerable to extirpation or extinction
4 = apparently secure
5 = demonstrably widespread, abundant, and secure
NA = not applicable
SNA = state ranking not assigned

[2] Impacts for the County Line Road off-site improvements have not been finalized. However, to be conservative, this impact analysis covers the largest possible footprint for the County Line Road improvements.

Table 4.3-5D. Direct Impact Comparison between the Proposed Project and the 2017 Specific Plan

Vegetation Community or Land Cover Type	2017 Specific Plan[1] (Acres)		Proposed Project Impacts (Acres)			
	On-Site Permanent Impacts	Off-Site Permanent Impacts	On-Site Impacts		Off-Site Impacts	
			Permanent	Temporary	Permanent	Temporary
Forest and Woodland Alliances						
Black willow thickets[2]	0.03	0	0.1	0	0	0
Coast live oak woodland	7.66	0.15	15.1	1.4	0.5	1.1
Shrubland Alliances						
Blue elderberry stands	0.17	0	<0.1	<0.1	0	0
Brittle bush scrub	4.04	0	10.7	<0.1	0	0
California buckwheat scrub[3]	17.98	0	12.2	0.2	0	0
Chamise chaparral	396.76	0.79	419.2	9.9	0.1	0
Mulefat thickets[4]	0.06	0.29	0	0	0	0
Scrub oak chaparral	0.68	0	6.8	<0.1	0	0
Other scrub[5]	0	0	39.4	0.7	<0.1	<0.1
Herbaceous Alliances						
Non-native grassland	515.14	0	589.4	8.5	1.7	0.7
Unvegetated Wash and River Bottom[6]						
Unvegetated channel	0	0	0.8	0.1	<0.1	0
Other						
Developed/Disturbed	108.11	10.12	41.8	1.2	7.4	1.2
Olive Stands[7]	0.41	0	0	0	0	0
Ornamental Plantings	11.07	0	18.7	0.5	0	0
Total	**1,062.11**	**11.35**	**1,154.2**	**22.5**	**9.7**	**3.0**

Notes:

1 All acreages included in this table for the 2017 Specific Plan came directly from the Biological Technical Report prepared by Glenn Lukos Associates (GLA 2016).

2 The proposed Project does not include mapping for black willow (*Salix gooddingii*) but does include mapping for arroyo willow (*Salix lasiolepis*). Therefore, the proposed Project's acreage for arroyo willow was included under this vegetation type for comparison.

[3] This is the only vegetation community considered sensitive in the 2017 Addendum to the Mesa Verde Specific Plan EIR. However, the acreage presented in this table was taken directly from the Biological Technical Report prepared by Glenn Lukos Associates (GLA 2016) and does not match the acreage included in the previously approved project's mitigation measure B-1 which was stated as 18.73 acres.
[4] This vegetation community was not mapped within the proposed Project.
[5] The proposed Project included an additional five scrub vegetation communities that were not included in the mapping for the 2017 Specific Plan.
[6] The mapping for the 2017 Specific Plan did not include unvegetated channel.
[7] This land cover type was not mapped within the proposed Project.

Threshold 4.3a 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 Wildlife or U.S. Fish and Wildlife Service?

Direct Impacts to Special-Status Plants

No Impact. Fifteen special-status plant species were determined to have a moderate or high potential to occur within the study area based on known species distribution, species-specific habitat preferences, and habitat conditions on the study area. Focused surveys for special-status plants conducted in 2022 and 2023 as a part of the proposed Project were negative for special-status plants. As such, no special-status plants are expected to occur within the study area. Therefore, no direct impacts to special-status plant species are anticipated and no avoidance or compensatory mitigation measures are required.

The 2017 Addendum to the Mesa Verde Specific Plan EIR included Measure B-5, which required a pre-grading focus survey for Narrow Endemic Plant Species and Criteria Area Species and a plan for a Biologically Equivalent or Superior Preservation alternative if Narrow Endemic Plant Species and Criteria Area Species were observed and could not be avoided (please refer to Section 4.3.6.1, Previously Adopted Mitigation Measures, for the text of all earlier measures). Surveys for Narrow Endemic Plant Species and Criteria Area Species were conducted for the proposed Project, and none were observed within the study area. In summary, the proposed Project would not impact Narrow Endemic Plant Species or Criteria Area Species, which is a reduced impact determination compared to the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Indirect Impacts to Special-Status Plants

Short-Term Impacts

Less-than-Significant Impact with Mitigation. Potential short-term or temporary indirect impacts to special-status plant species resulting from construction activities include inadvertent spillover impacts, including unintentional clearing, trampling, or grading outside of the Project footprint; generation of fugitive dust; changes in hydrology resulting from construction, including sedimentation and erosion; and the release of chemical pollutants. These potential construction-related indirect impacts to special-status plant species would be potentially significant absent mitigation.

Implementation of Mitigation Measure (MM) BIO-1 (Construction-Related Indirect Impacts to Biological Resources) would reduce potential indirect impacts from the proposed Project to a less-than-significant level by requiring biological monitoring and a Worker Environmental Awareness Program Training that would cover the special-status resources and mitigation requirements for the Project, delineation of Project boundaries, implementation of standard dust control measures, developing a stormwater pollution prevention plan (SWPPP), and requiring that all vehicles and equipment be serviced in designated staging areas (refer to Section 4.3.6.2, Project Mitigation Measures, for the text of all Project-specific measures). With implementation of MM-BIO-1, the effect of construction-related indirect impacts to special-status plant species would be minimized to less than significant with mitigation incorporated.

The 2017 Addendum to the Mesa Verde Specific Plan EIR included Measures BR-1 through BR-5, B-10, B-12, and B-13, which would apply during the construction phase of the Project (refer to Section 4.3.6.1). These previously provided mitigation measures have been replaced with MM-BIO-1. In summary, the proposed Project's impacts would be less than significant with incorporation of MM-BIO-1, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Long-Term Impacts

Less-than-Significant Impact with Mitigation. Potential long-term indirect impacts that could result from development near special-status plant species or their suitable habitat include chemical releases, such as oils and grease from vehicles that could degrade habitat; increased human presence that could lead to unauthorized access to potential habitat for special-status plants; increased invasive plant species that may degrade habitat; and trampling of vegetation and soil compaction by humans, which could affect soil moisture, water penetration, surface flows, and erosion. These potential long-term indirect impacts to special-status plant species would be potentially significant absent mitigation.

Implementation of MM-BIO-2 (Long-Term Indirect Impacts to Biological Resources) would reduce potential long-term indirect impacts from the proposed Project to a less-than-significant level by requiring measures to ensure runoff is not altered from existing conditions and toxicants are not discharged, restoration of temporary impact areas (outside of the MSHCP Conservation area), preparation of landscaping plans that will emphasize native species and not include species from the California Invasive Plant Council (Cal-IPC) California Invasive Plant Inventory, and incorporation of barriers to prevent unauthorized public access to areas with potential habitat for special-status plants (refer to Section 4.3.6.2). Additionally, MM-BIO-6 (Open Space Conservation and Avoidance) would reduce potential long-term indirect impacts to a less-than-significant level by requiring restoration of temporary impacts to uplands within the MSHCP Conservation area.

The Project site includes 239.6 acres of avoidance and 64.2 acres of Multiple Species Habitat Conservation Plan (MSHCP) conservation that together form the 303.8 acres of Project open space. The Project site also includes 5.0 acres of road easement.[6]

Open Space

The Project includes 303.8 acres of on-site open space that will be fully avoided and left in its natural state except for the on-site MSHCP riparian/riverine mitigation area and temporary impacts, which will be subjected to restoration activities, further described in Section 4.3.6.2, Project Mitigation Measures. The Project's temporary impacts will be included in the open space once restoration has been completed. All fuel modification, long-term maintenance, landscaping, and manufactured slopes are included as permanent impacts and are located outside of the open space area.

The Project's designated open space includes the following: (1) areas that will be placed under a conservation easement in perpetuity (i.e., over locations proposed for MSHCP Conservation and MSHCP riparian/riverine on-site mitigation areas), (2) areas proposed for long-term protection under a deed restriction (i.e., avoided MSHCP riparian/riverine resources), and (3) additional upland avoidance areas that are designated as Open Space by the Specific Plan (i.e., the Project's remaining open space). Table 4.3-6 summarizes the acreage of conservation and avoidance and the type of protection proposed. The totals included in Table 4.3-6 are inclusive of temporary impacts because temporary impacts will be restored and protected following completion of restoration activities. The amount of temporary impacts included in each total is denoted in parentheses next to each entry.

[6] There are three road easements occurring along the northern boundary of the Project site. Two road easements are designated for future access roads associated with the Yucaipa Valley Water District solar array project, and one road easement represents an existing paved road (i.e., W County Line Lane). No impacts will occur within these easements as a part of the proposed Project, and the easements have not been included in the quantification of Project avoidance or conservation.

Table 4.3-6. Summary of the Protective Mechanisms for the Project's Open Space Areas (Acres)

Type of Protective Mechanism	Conservation Type	Total (Acreage of Temporary Impact)
Conservation Easement	MSHCP Conservation	64.2 (2.9)
	MSHCP Riparian/Riverine On-Site Mitigation	1.8 (0)
Deed Restriction	Avoided MSHCP Riparian/Riverine Resources	16.2 (0.1)
Specific Plan Designated Open Space	Open Space Avoidance Areas	221.6 (19.5)
	Total	**303.8 (22.5)**

Notes: MSHCP = Western Riverside County Multiple Species Habitat Conservation Plan.
Totals may not sum precisely due to rounding.

Apart from the open space, there are approximately 200 acres of fuel modification and manufactured slopes that are considered permanently impacted by the Project but could continue to provide habitat for species after Project build-out. Although these areas would require routine, long-term maintenance (e.g., thinning), they would be landscaped with an emphasis on using native species and would continue to facilitate species dispersal and foraging, as well as serve as a protective buffer between the hardscaped portions of the Project site and the 303.8 acres of open space.

With implementation of MM-BIO-2 and MM-BIO-6, the effect of long-term indirect impacts to special-status plant species would be minimized to less than significant with mitigation incorporated.

The 2017 Addendum to the Mesa Verde Specific Plan EIR included Measures B-3, B-4, B-7, B-8, B-9, and B-11, which would apply after construction of the Project. These previously provided mitigation measures have been replaced with MM-BIO-2. In summary, the proposed Project's impacts would be less than significant with incorporation of MM-BIO-2 and MM-BIO-6, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Direct Impacts to Wildlife Species

Less-than-Significant Impact with Mitigation. A total of 19 special-status wildlife species were observed or determined to have a moderate or high potential to occur within the study area based on known species distribution, species-specific habitat preferences, and habitat conditions on the study area: western spadefoot (*Spea hammondii*), golden eagle (*Aquila chrysaetos*), northern harrier, white-tailed kite, loggerhead shrike (*Lanius ludovicianus*), yellow warbler, Dulzura pocket mouse (*Chaetodipus californicus femoralis*), northwestern San Diego pocket mouse (*C. fallax fallax*), San Diego desert woodrat (*Neotoma lepida intermedia*), southern grasshopper mouse (*Onychomys torridus ramona*), Los Angeles pocket mouse, American badger (*Taxidea taxus*), Southern California legless lizard (*Anniella stebbinsi*), California glossy snake (*Arizona elegans occidentalis*), Coastal tiger whiptail (*Aspidoscelis tigris stejnegeri*), red diamondback rattlesnake, Blainville's horned lizard (*Phrynosoma blainvillii*), coast patch-nosed snake (*Salvadora hexalepis virgultea*), and Crotch's bumble bee (*Bombus crotchii*). Impacts to species covered by the MSHCP shall be mitigated through payment of the Local Development Mitigation Fee as specified in MM-BIO-3 (Local Development Mitigation Fee; refer to Section 4.3.6.2) and are not analyzed further in this document. The following species are not covered by the MSHCP and will be discussed further: Dulzura pocket mouse, southern grasshopper mouse, American badger, Southern California legless lizard, California glossy snake, coast patch-nosed snake, and Crotch's bumble bee. Additionally, burrowing owl was targeted during 2022 and 2023 protocol surveys within the study area and impacts to this species are analyzed below.

The 2017 Addendum to the Mesa Verde Specific Plan EIR did not include a mitigation measure for payment of the Local Development Mitigation Fee (i.e., MM-BIO-3 under the proposed Project) to the City of Calimesa. However, the Local Development Mitigation Fee requirement would have been applicable under the previous reports. In summary, the proposed Project's impacts would be less than significant with incorporation of MM-BIO-3, which is a new mitigation measure but would not change the significance determination set forth in the 2017 Addendum for the Mesa Verde Specific Plan.

Burrowing Owl

Less-than-Significant Impact with Mitigation. No burrowing owls were detected during protocol burrowing owl surveys. However, burrowing owls are a transient species and have potential to occupy the site prior to initiation of construction activities. Implementation of MM-BIO-4 (Pre-Construction Burrowing Owl Survey) would reduce potential direct impacts from the proposed Project to a less-than-significant level by requiring a pre-construction survey for burrowing owl within 30 days prior to ground disturbance pursuant to the MSHCP to confirm conditions have not changed prior to construction (refer to Section 4.3.6.2).

The 2017 Addendum to the Mesa Verde Specific Plan EIR included Measure B-6, which would require a pre-construction burrowing owl survey. This previously provided mitigation measure has been replaced with MM-BIO-4. In summary, the proposed Project's impacts would be less than significant with incorporation of MM-BIO-4, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Small Mammals

Less-than-Significant Impact with Mitigation. No special-status, fossorial small mammals were incidentally detected within the study area during surveys. However, the study area contains suitable habitat for these species and development of the Project would result in the permanent loss of 1,130.6 acres and temporary loss of 23.9 acres of potential habitat for Dulzura pocket mouse, as well as the permanent loss of 653.4 acres and temporary loss of 10.1 acres of potential habitat for southern grasshopper mouse. The potential loss of suitable habitat from the study area has potential to affect the local population dynamics of these species, if present. Adults of these species typically reside belowground during the daytime and therefore are susceptible to injury and mortality during construction activities. This impact would be significant absent mitigation. Implementation of MM-BIO-5 (Pre-Construction Fossorial Small Mammal Clearance Surveys) would reduce potential direct impacts from the proposed Project to a less-than-significant level by requiring a pre-construction survey for special-status wildlife species using appropriate methods and relocation of individuals that may be captured (refer to Section 4.3.6.2). Project implementation of MM-BIO-6 (Open Space Conservation and Avoidance) would ensure that there is a minimum of 303.8 acres of conserved or avoided open space that could support relocated small mammals, if present, and offset impacts to potentially suitable habitat. All temporary impacts to potential habitat would be restored to pre-Project conditions, as required by MM- BIO- 2 (Long-Term Indirect Impacts to Biological Resources) for uplands outside of the MSHCP Conservation area and MM BIO-6 (Open Space Conservation and Avoidance) for uplands occurring within the MSHCP Conservation area, and would be included in the open space once restoration is complete.

In addition, the Project includes an additional 200 acres of buffer areas that include land uses such as fuel modification and manufactured slopes. These areas are quantified as a permanent impact; however, these land uses are expected to provide habitat for these species and can function to facilitate species dispersal and foraging, as well as serve as protective buffer between conserved land and more urbanized land uses. Furthermore, implementation of MM-BIO-3 (Local Development Mitigation Fee) would require that the Project Applicant/Developer pay an MSHCP Local Development Mitigation Fee to the City of Calimesa that would contribute to MSHCP land acquisition and

conserved land management. The MSHCP has identified large and interconnected swaths of conservation land that either have been conserved or are described for conservation to aid in the recovery of Covered Species. While Dulzura pocket mouse and southern grasshopper mouse are not covered under the MSHCP, there is overlap in suitable habitat preferences (e.g., coastal sage scrub, chaparral, open habitats) for these species and MSHCP Covered Species. Therefore, the conservation of land in western Riverside County, supported in part by the Local Development Mitigation Fee required by MM-BIO-3, includes potentially suitable habitat for Dulzura pocket mouse and southern grasshopper mouse that could directly benefit these species.

The 2017 Addendum to the Mesa Verde Specific Plan EIR did not include mitigation measures for pre-construction small mammal surveys (proposed Project MM-BIO-5) or payment of the Local Development Mitigation Fee (proposed Project MM-BIO-3). In summary, the proposed Project's impacts would be less than significant with incorporation of MM-BIO-5, which is a new mitigation measure for an impact that was not identified in the previous 2017 Addendum to the Mesa Verde Specific Plan EIR. The application of mitigation measure MM-BIO-5 under the proposed Project results in additional species protections as compared to the 2017 Addendum to the Mesa Verde Specific Plan EIR. The Local Development Mitigation Fee requirement would have been applicable under the previous reports. The proposed Project's impacts would be less than significant with incorporation of MM-BIO-3, which is a new mitigation measure but would not change the significance determination set forth in the 2017 Addendum to the Mesa Verde Specific Plan. The 2017 Addendum to the Mesa Verde Specific Plan EIR included Measure B-1, which would require on-site preservation of coastal sage scrub; this measure has been replaced with MM-BIO-6 (Open Space Conservation and Avoidance). Therefore, the proposed Project is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR regarding MM-BIO-6.

American Badger

Less-than-Significant Impact with Mitigation. American badger has a moderate potential to occur within the study area due to the presence of suitable dry, open, treeless areas, and grassland and scrub habitat. Development of the Project would result in the direct permanent loss of 1,114.2 acres and temporary loss of 21.3 acres of potential habitat for American badger. The potential loss of suitable habitat from the study area has the potential to affect the local population dynamics of this species, if present. In addition, adults of this species typically reside belowground and therefore are susceptible to injury and mortality during construction activities. The potential impacts to dens and loss of or injury to individual American badgers are considered significant absent mitigation. Implementation of MM-BIO-7 (Pre-Construction American Badger Surveys and Avoidance) would reduce potential direct impacts to a less-than-significant level through pre-construction surveys for winter and natal badger dens and, if badgers are present, implementation of avoidance measures to minimize impacts to badgers (refer to Section 4.3.6.2). Implementation of MM-BIO-6 (Open Space Conservation and Avoidance) would ensure that there is a minimum of 303.8 acres of conserved or avoided open space that could support relocated American badgers, if present, and offset impacts to potentially suitable habitat. All temporary impacts to potential habitat would be restored to pre-Project conditions, as required by MM-BIO-2 (Long-Term Impacts to Biological Resources) for uplands outside of the MSHCP Conservation area and MM BIO-6 (Open Space Conservation and Avoidance) for uplands occurring within the MSHCP Conservation area, and would be included in the open space once restoration is complete.

In addition, the Project includes an additional 200 acres of buffer areas that include land uses such as fuel modification and manufactured slopes. These areas are quantified as a permanent impact; however, these land uses are expected to provide habitat for this species and can function to facilitate species dispersal and serve as a protective buffer between conserved land and more urbanized land uses. Furthermore, implementation of MM- BIO-3 (Local Development Mitigation Fee) would require the Project Applicant/Developer to pay an MSHCP

Local Development Mitigation Fee to the City of Calimesa that would contribute to MSHCP land acquisition and conserved land management. The MSHCP has identified large and interconnected swaths of conservation land that either have been conserved or are described for conservation to aid in the recovery of Covered Species. While American badger is not covered under the MSHCP, there is overlap in suitable habitat preferences (e.g., coastal sage scrub, chaparral, open habitats) for this species and MSHCP Covered Species. Therefore, the conservation of land in western Riverside County, supported in part by the Local Development Mitigation Fee required by MM-BIO- 3, includes potentially suitable habitat for American badger that could directly benefit this species.

The 2017 Addendum to the Mesa Verde Specific Plan EIR did not include mitigation measures for pre-construction American badger surveys (proposed Project MM-BIO-7) or payment of the Local Development Mitigation Fee (proposed Project MM-BIO-3). The proposed Project's impacts would be less than significant with incorporation of MM-BIO-7, which is a new mitigation measure for an impact that was not identified in the previous 2017 Addendum to the Mesa Verde Specific Plan EIR. The application of mitigation measure MM-BIO-7 under the proposed Project results in additional species protections as compared to the 2017 Addendum to the Mesa Verde Specific Plan EIR. The Local Development Mitigation Fee requirement would have been applicable under the previous reports. The proposed Project's impacts would be less than significant with incorporation of MM-BIO-3, which is a new mitigation measure but would not change the significance determination set forth in the 2017 Addendum to the Mesa Verde Specific Plan. The 2017 Addendum to the Mesa Verde Specific Plan EIR did include Measure B-1, which would require on-site preservation of coastal sage scrub; this measure has been replaced with MM-BIO-6. Therefore, the proposed Project is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR regarding MM-BIO-6.

Reptiles

Less-than-Significant Impact with Mitigation. The study area contains suitable habitat for special-status reptiles, including Southern California legless lizard, California glossy snake, and coast patch-nosed snake, and development of the Project would result in the permanent loss of 1,130.7 acres and temporary loss of 23.9 acres of potential habitat for special-status reptiles. The potential loss of this habitat from the study area has the potential to affect the local population dynamics of these species, if present. In addition, these species generally have low mobility to escape and therefore are susceptible to injury and mortality during construction activities. This impact would be significant absent mitigation. Project implementation of MM-BIO-8 (Pre-Construction Reptile Clearance Surveys; refer to Section 4.3.6.2) would reduce potential direct impacts to a less-than-significant level by requiring pre-construction surveys for special-status wildlife species using appropriate methods, avoidance of these species where possible, and relocation of individuals that may be captured. In addition, for any non-listed special-status wildlife species occurring in construction areas, buffers would be established or, if establishing buffers is not feasible, attempts would be made to move the individuals to safety through capture and relocation or through encouraging them to leave the site. Project implementation of MM-BIO-6 (Open Space Conservation and Avoidance) would ensure that there is a minimum of 303.8 acres of conserved or avoided open space that could support relocated special-status lizards and snakes, if present, and offset impacts to potentially suitable habitat.

In addition, the Project includes an additional 200 acres of buffer areas that include land uses such as fuel modification and manufactured slopes. These areas are quantified as a permanent impact; however, these land uses are expected to provide habitat for these species and can function to facilitate species dispersal and serve as a protective buffer between conserved land and more urbanized land uses. Furthermore, implementation of MM- BIO-3 (Local Development Mitigation Fee) would require that the Project's Applicant/Developer pay an MSHCP Local Development Mitigation Fee to the City of Calimesa that would contribute to MSHCP land acquisition and conserved land management. The MSHCP has identified large and interconnected swaths of conservation land that

either have been conserved or are described for conservation to aid in the recovery of Covered Species. While Southern California legless lizard, California glossy snake, and coast patch-nosed snake are not covered under the MSHCP, there is overlap in suitable habitat preferences for these species and MSHCP Covered Species. Therefore, the conservation of land in western Riverside County, supported in part by the Local Development Mitigation Fee required by MM-BIO-3, includes potentially suitable habitat for Southern California legless lizard, California glossy snake, and coast patch-nosed snake that could directly benefit these species.

The 2017 Addendum to the Mesa Verde Specific Plan EIR did not include mitigation measures for pre-construction reptile surveys (proposed Project MM-BIO-8) or payment of the Local Development Mitigation Fee (proposed Project MM-BIO-3). The application of mitigation measure MM-BIO-8 under the proposed Project results in additional species protections as compared to the 2017 Addendum to the Mesa Verde Specific Plan EIR. The Local Development Mitigation Fee requirement would have been applicable under the previous reports. The proposed Project's impacts would be less than significant with incorporation of MM-BIO-3, which is a new mitigation measure but would not change the significance determination set forth in the 2017 Addendum to the Mesa Verde Specific Plan. The 2017 Addendum to the Mesa Verde Specific Plan EIR included Measure B-1, which would require on-site preservation of coastal sage scrub; this measure has been replaced with MM-BIO-6. Therefore, the proposed Project is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR regarding MM-BIO-6.

Crotch's Bumble Bee

Less-than-Significant Impact with Mitigation. Crotch's bumble bee has a moderate potential to occur within the study area. Direct impacts to individuals of this uncommon species could occur with Project implementation. Crotch's bumble bee is a generalist forager and could forage anywhere within the study area where suitable floral resources are present. Although the entire study area supports suitable floral resources, the actual area occupied by specific resources with potential to support nesting for the species is likely a much smaller portion of the entire study area. Nesting is primarily located underground in abandoned holes made by ground squirrels, mice, and rats, but may be aboveground in abandoned bird nests or empty cavities (Osborne et al. 2008; Williams et al. 2014). These microhabitats, such as small mammal burrows where the species may nest, and debris and other loose matter suitable for hibernation, likely occur on site in more limited areas. Because Crotch's bumble bee typically nests underground, individuals would also be highly vulnerable to injury and mortality during construction, which could crush nests and individuals, if present on site. Therefore, the Project has the potential to result in direct impacts to individuals that may be harmed or killed during vegetation removal and grading for Project buildings and/or construction of on-site roadways and other on-site and off-site infrastructure.

Implementation of MM-BIO-9 (Pre-Construction Focused Surveys and Avoidance for Crotch's Bumble Bee) would reduce potential direct impacts from the proposed Project to a less-than-significant level by requiring a pre-construction survey for Crotch's bumble bee and avoidance of nesting resources, if present, until the nesting period has concluded (refer to Section 4.3.6.2). Project implementation of MM-BIO-6 (Open Space Conservation and Avoidance) would ensure that there is a minimum of 303.8 acres of conserved or avoided open space that could support Crotch's bumble bee, if present, and offset Project impacts to potentially suitable nesting habitat. All temporary impacts to potential habitat would be restored to pre-Project conditions, as required by MM-BIO-2 (Long-Term Indirect Impacts to Biological Resources) for uplands outside of the MSHCP Conservation area and MM BIO- 6 (Open Space Conservation and Avoidance) for uplands occurring within the MSHCP Conservation area, and would be included in the open space once restoration is complete.

In addition, the Project includes an additional 200 acres of buffer areas that include land uses such as fuel modification and manufactured slopes. These areas are quantified as a permanent impact; however, these land uses are expected to provide habitat for this species and can function to facilitate species dispersal and foraging, as well as serve as a protective buffer between conserved land and more urbanized land uses. Furthermore, implementation of MM-BIO-3 (Local Development Mitigation Fee) would require that the Project Applicant/ Developer pay an MSHCP Local Development Mitigation Fee to the City of Calimesa that would contribute to MSHCP land acquisition and conserved land management. The MSHCP has identified large and interconnected swaths of conservation land that either have been conserved or are described for conservation to aid in the recovery of Covered Species. While Crotch's bumble bee is not covered under the MSHCP, there is overlap in suitable habitat preferences for this species and MSHCP Covered Species. Therefore, the conservation of land in western Riverside County, supported in part by the Local Development Mitigation Fee required by MM-BIO-3, includes potentially suitable habitat for Crotch's bumble bee that could directly benefit this species.

The 2017 Addendum to the Mesa Verde Specific Plan EIR did not include mitigation measures for pre-construction Crotch's bumble bee surveys (MM-BIO-9) or payment of the Local Development Mitigation Fee (MM-BIO-3). The proposed Project's impacts would be less than significant with incorporation of MM-BIO-9, which is a new mitigation measure for an impact that was not identified in the previous 2017 Addendum to the Mesa Verde Specific Plan EIR. The implementation of MM-BIO-9 under the proposed Project is in response to the CESA listing for this species and would result in additional species protections compared to the 2017 Addendum to the Mesa Verde Specific Plan EIR. The Local Development Mitigation Fee requirement would have been applicable under the previous reports. The proposed Project's impacts would be less than significant with incorporation of MM-BIO-3, which is a new mitigation measure but would not change the significance determination set forth in the 2017 Addendum to the Mesa Verde Specific Plan. The 2007 Final EIR (City of Calimesa 2007) and 2017 Addendum to the Mesa Verde Specific Plan EIR (City of Calimesa 2017) included Measure B-1, which would require on-site preservation of coastal sage scrub. The previously provided Measure B-1 has been replaced with MM-BIO-6. Therefore, the proposed Project is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR regarding MM-BIO-6.

Nesting Birds

Less-than-Significant Impact with Mitigation. The study area contains opportunities for birds of prey (raptors) and other avian species to nest on site. Native nesting bird species are protected by California Fish and Game Code Sections 3503 and 3503.5 and by the federal Migratory Bird Treaty Act (16 USC 703–711). In particular, Section 3503 provides that it is unlawful to take, possess, or needlessly destroy the active nests or eggs of any bird in California; Section 3503.5 protects all raptors and their eggs and active nests; and the Migratory Bird Treaty Act prohibits the take (including killing, capturing, selling, trading, and transport) of native migratory bird species throughout the United States. Currently, California considers any nest that is under construction or modification or is supporting eggs, nestlings, or juveniles as "active." Implementation of MM-BIO-10 (Pre-Construction Nesting Bird Survey; refer to Section 4.3.6.2) would reduce potential direct impacts from the proposed Project to a less-than-significant level through the recommendation that vegetation removal activities be conducted outside the general bird nesting season (January 1 through September 30, depending on the species) and a requirement for a pre-construction nesting bird survey by a qualified biologist to be conducted prior to vegetation removal if vegetation cannot be removed outside the nesting bird season and implementation of avoidance buffers and monitoring if active nests are found.

The 2017 Addendum to the Mesa Verde Specific Plan EIR did not include a mitigation measure for a pre-construction nesting bird survey (MM-BIO-10). However, the nesting bird survey requirement would have been applicable under the previous reports. In summary, the proposed Project's impacts would be less than significant with incorporation of MM-BIO-10, which is a new mitigation measure but would not change a significance determination set forth in the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Indirect Impacts

Short-Term Impacts

Less-than-Significant Impact with Mitigation. Potential short-term or temporary indirect impacts to burrowing owl, special-status fossorial small mammals, special-status reptiles, and Crotch's bumble bee resulting from construction activities include the release of chemical pollutants; generation of fugitive dust; adverse effects from noise, vibration, and increased human presence; and nighttime lighting. These potential construction-related indirect impacts to burrowing owl, special-status fossorial small mammals, special-status reptiles, and Crotch's bumble bee would be potentially significant absent mitigation.

Implementation of MM-BIO-1 (Construction-Related Indirect Impacts to Biological Resources; refer to Section 4.3.6.2) would reduce potential indirect impacts from the proposed Project to a less-than-significant level through biological monitoring, requirement of a Worker Environmental Awareness Program Training that would cover the special-status resources and mitigation requirements for the Project, delineation of Project site boundaries, development of a SWPPP, implementation of standard dust control measures, requirement that all vehicles and equipment be serviced in designated staging areas, and mandate that construction not be conducted at night. In addition, implementation of MM-BIO-4 (Pre-Construction Burrowing Owl Survey), MM-BIO-5 (Pre-Construction Fossorial Small Mammal Clearance Surveys), MM-BIO-7 (Pre-Construction American Badger Surveys and Avoidance), MM-BIO-8 (Pre-Construction Reptile Clearance Surveys), and MM-BIO-9 (Pre-Construction Focused Surveys and Avoidance for Crotch's Bumble Bee) would result in identification, relocation, and avoidance of any special-status wildlife species within areas potentially impacted by the Project, which would minimize indirect impacts from noise, vibration, and increased human presence.

The 2017 Addendum to the Mesa Verde Specific Plan EIR included Measures BR-1 through BR-5, B-10, B-12, and B-13, which would apply during the construction phase of the Project. These previously provided measures have been replaced with MM-BIO-1. The 2017 Addendum to the Mesa Verde Specific Plan included Measure B-6, which would require a pre-construction burrowing owl survey. The previously provided measure has been replaced with MM-BIO-4. In summary, the proposed Project's impacts would be less than significant with incorporation of MM-BIO-1, MM-BIO-4, MM-BIO-5, MM-BIO-7, MM-BIO-8, and MM-BIO-9, which represents an increase of species protections compared to the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Long-Term Impacts

Less-than-Significant Impact with Mitigation. Potential long-term indirect impacts that could result from development near special-status wildlife species or their suitable habitat include chemical releases, such as oils and grease from vehicles, that could degrade habitat; increased human presence that could lead to unauthorized access to potential habitat; increased invasive plant species that may degrade habitat; trampling of vegetation and soil compaction by humans that could affect soil moisture, water penetration, surface flows, and erosion; and nighttime lighting. These potential long-term indirect impacts to special-status wildlife species would be potentially significant absent mitigation.

Implementation of MM-BIO-2 (Long-Term Indirect Impacts to Biological Resources; refer to Section 4.3.6.2) would reduce potential indirect impacts from the proposed Project to a less-than-significant level by requiring measures to ensure that runoff is not altered from existing conditions and toxicants are not discharged, restoration of temporary impact areas (outside of the MSHCP Conservation area), preparation of landscaping plans that will emphasize native species and not include species from the Cal-IPC California Invasive Plant Inventory, incorporation of barriers to prevent unauthorized public access to areas with potential habitat, and stipulations that nighttime lighting will not be directed toward open space areas. In addition, MM-BIO-6 (Open Space Conservation and Avoidance) would further buffer effects of urbanization through establishment of a minimum 303.8 acres of conserved or avoided open space and by requiring restoration of temporary impacts to uplands within the MSHCP Conservation area. Implementation of MM-BIO-2 and MM-BIO-6 would minimize the effect of long-term indirect impacts to special-status wildlife species to less than significant with mitigation incorporated.

The 2017 Addendum to the Mesa Verde Specific Plan EIR included Measures B-3, B-4, B-7, B-8, B-9, and B-11, which would apply after construction of the Project. These previously provided measures have been replaced with MM-BIO-2. The mitigation measure previously provided as Measure B-1 has been replaced with MM-BIO-6. In summary, the proposed Project's impacts would be less than significant with incorporation of MM-BIO-2 and MM- BIO-6, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.3b Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Direct Impacts

Less-than-Significant Impact with Mitigation. CDFW state rankings of 1, 2, or 3 are considered high priority for inventory or special status and impacts to these communities typically require mitigation. The following vegetation communities are considered a sensitive biological resource by CDFW under CEQA: arroyo willow thickets, basket bush–river hawthorn–desert olive patches, bush penstemon scrub, chamise–sage chaparral, Eastwood manzanita chaparral, hairy leaf–woolly leaf ceanothus chaparral, needle grass–melic grass grassland, and sugarbush chaparral.

The Project would result in permanent impacts to 10.1 acres and temporary impacts to 0.5 acres of sensitive vegetation communities, as shown in Table 4.3-7 and on the Figure 4.3-7, Impacts to Biological Resources Overview (series Figure 4.3-7A through 4.3-7K). Implementation of MM-BIO-6 (Open Space Conservation and Avoidance) would ensure that there is a minimum of 303.8 acres of open space, including 10.4 acres of sensitive vegetation communities, that would be conserved and avoided by the proposed Project. Furthermore, all temporary impacts to sensitive vegetation communities would be restored to pre-Project conditions, as required by MM-BIO-2 (Long-Term Indirect Impacts to Biological Resources) for uplands occurring outside of the MSHCP Conservation area and MM-BIO-6 (Open Space Conservation and Avoidance) for uplands occurring within the MSHCP Conservation area, and would be included in the open space once restoration is complete. Project implementation of MM-BIO-3 (Local Development Mitigation Fee) would require that the Project pay an MSHCP Local Development Mitigation Fee to the City of Calimesa that will contribute to MSHCP land acquisition and conserved land management, which would include conservation of sensitive vegetation communities within Riverside County. Therefore, direct impacts to sensitive vegetation communities would be less than significant with mitigation incorporated.

The Project would also result in 1,153.8 acres of permanent impacts and 25.0 acres of temporary impacts to non-sensitive vegetation communities and land cover types that are not considered sensitive by CDFW (refer to Table 4.3-5A in Section 4.3.4, Impacts Analysis, for impacts to non-sensitive vegetation communities and land cover

types within the study area). These direct impacts are considered less than significant under CEQA. However, all temporary impacts to non-sensitive vegetation communities and land cover types would be restored to pre-Project conditions as required by MM-BIO-2 (Long-Term Indirect Impacts to Biological Resources) for uplands occurring outside of the MSHCP Conservation area and MM-BIO-6 (Open Space Conservation and Avoidance) for uplands occurring within the MSHCP Conservation area. Unvegetated wash and river bottom is not recognized by CDFW (2023a); however, unvegetated wash and river bottom may be jurisdictional by the RWQCB pursuant to Porter–Cologne Act or CDFW pursuant to Section 1602 of the California Fish and Game Code. Thus, impacts to unvegetated wash and river bottom may be considered significant under CEQA and are further addressed under Threshold 4.3c.

The 2017 Addendum to the Mesa Verde Specific Plan EIR included Measure B-1, which would require on-site preservation of approximately 9 acres of coastal sage scrub for permanent impacts to 18.73 acres of buckwheat-dominated Riversidean sage scrub. The mitigation measure previously provided as Measure B-1 has been replaced with MM-BIO-6. In summary, the proposed Project's impacts would be less than significant with incorporation of MM-BIO-6, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Table 4.3-7. Impacts to Sensitive Vegetation Communities

Vegetation Community or Land Cover Type	Alliance	Association	State Ranking[1]	Acreage		
				Permanent	Temporary[2]	Open Space Preserve
Sensitive Vegetation Communities						
Grass and Herb Dominated						
Needle grass–melic grass grassland	*Nassella* spp.–*Melica* spp.	*Nassella pulchra–Avena* spp.–*Bromus* spp.	S3	0.5	<0.1	0.1
			Grass and Herb Dominated Subtotal	*0.5*	*<0.1*	*0.1*
Chaparral						
Chamise–sage chaparral	*Adenostoma fasciculatum–Salvia* spp.	*Adenostoma fasciculatum–Salvia mellifera–Rhus ovata*	S3	0.4	0	0
Eastwood manzanita chaparral	*Arctostaphylos glandulosa*	*Arctostaphylos glandulosa – Adenostoma fasciculatum – Quercus wislizeni*	S3	1.6	0	0
Hairy leaf – woolly leaf ceanothus chaparral	*Ceanothus (oliganthus, tomentosus)*	*Ceanothus tomentosus*	S3	0.1	0.2	3.5
Sugarbush chaparral	*Rhus ovata*	*Rhus ovata*	S3	5.2	0.3	4.8
			Chaparral Total	*7.2*	*0.4*	*8.3*

Table 4.3-7. Impacts to Sensitive Vegetation Communities

Vegetation Community or Land Cover Type	Alliance	Association	State Ranking[1]	Acreage		
				Permanent	Temporary[2]	Open Space Preserve
Riparian						
Arroyo willow thickets	*Salix lasiolepis*	*Salix lasiolepis*	S3	0.1	0	0
Basket bush–river hawthorn–desert olive patches	*Rhus trilobata–Crataegus rivularis–Forestiera pubescens*	*Sambucus nigra*	S3	<0.1	<0.1	2.0
			Riparian Total	*0.1*	*<0.1*	*2.0*
Scrub						
Bush penstemon scrub	*Keckiella antirrhinoides*	*Keckiella antirrhinoides*	S3	2.4	0	0
			Scrub Total	*2.4*	*0*	*0*
			Total	**10.1**	**0.5**	**10.4**

Notes: Totals may not sum precisely due to rounding.

1 The conservation status of a vegetation community is designated by a number from 1 to 5, preceded by a letter reflecting the appropriate geographic scale of the assessment (G = global, N = national, and S = subnational). The numbers have the following meanings (NatureServe 2023):
- 1 = critically imperiled
- 2 = imperiled
- 3 = vulnerable to extirpation or extinction
- 4 = apparently secure
- 5 = demonstrably widespread, abundant, and secure

2 All temporary impacts to sensitive vegetation communities will be restored in-place and included in the open space conservation once restoration is complete.

Indirect Impacts

Short-Term Impacts

Less-than-Significant Impact with Mitigation. Special-status vegetation communities may be indirectly impacted during future construction of the proposed Project. Potential short-term or temporary indirect impacts to special-status vegetation communities resulting from construction activities include inadvertent spillover impacts, including unintentional clearing, trampling, or grading outside of the Project footprint; generation of fugitive dust; changes in hydrology resulting from construction, including sedimentation and erosion; the release of chemical pollutants; and the adverse effect of invasive plant species. These potential construction-related, indirect impacts to special-status vegetation communities would be potentially significant absent mitigation.

Project implementation of MM-BIO-1 (Construction-Related Indirect Impacts to Biological Resources; refer to Section 4.3.6.2) would reduce potential indirect impacts to a less-than-significant level by requiring implementation of biological monitoring and a Worker Environmental Awareness Program Training that will cover the special-status resources and mitigation requirements for the Project, delineation of Project boundaries, implementation of standard dust control measures, development of a SWPPP, and servicing of all vehicles and equipment in

designated staging areas. Implementation of MM-BIO-1 would minimize the effect of construction-related indirect impacts to sensitive vegetation communities to less than significant with mitigation incorporated.

The 2017 Addendum to the Mesa Verde Specific Plan EIR included Measures BR-1 through BR-5, B-10, B-12, and B-13, which would apply during the construction phase of the Project. These previously provided measures have been replaced with MM-BIO-1. In summary, the proposed Project's impacts would be less than significant with incorporation of MM-BIO-1, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Long-Term Impacts

Less-than-Significant Impact with Mitigation. Potential long-term indirect impacts that could result from development near sensitive vegetation communities include chemical releases such as oils and grease from vehicles that could degrade habitat; increased invasive plant species that may degrade habitat; and trampling of vegetation and soil compaction by humans that could affect soil moisture, water penetration, surface flows, and erosion. Project implementation of MM-BIO-2 (Long-Term Indirect Impacts to Biological Resources; refer to Section 4.3.6.2) would reduce potential long-term indirect impacts to a less-than-significant level by requiring measures to ensure runoff is not altered from existing conditions and toxicants are not discharged, restoration of temporary impact areas (outside of the MSHCP Conservation area), preparation of landscaping plans that will emphasize native species and not include species from the Cal-IPC California Invasive Plant Inventory, and incorporation of barriers to prevent unauthorized public access to areas with potential habitat for special-status plants. Additionally, MM-BIO-6 (Open Space Conservation and Avoidance) would reduce potential long-term indirect impacts to a less-than-significant level by requiring restoration of temporary impacts to uplands within the MSHCP Conservation area. Implementation of MM-BIO-2 and MM-BIO-6 would minimize the effect of long-term indirect impacts to sensitive vegetation communities to less than significant with mitigation incorporated.

The 2017 Addendum to the Mesa Verde Specific Plan EIR included Measures B-3, B-4, B-7, B-8, B-9, and B-11, which would apply after construction of the Project. These previously provided measures have been replaced with MM-BIO-2. In summary, the proposed Project's impacts would be less than significant with incorporation of MM-BIO-2 and MM-BIO-6, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.3c 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?

Direct Impacts

Less-than-Significant Impact with Mitigation. The Project would result in the permanent loss of 0.32 acres of non-wetland waters of the state potentially under the jurisdiction of RWQCB and 0.89 acres of streambed and riparian habitat potentially under CDFW jurisdiction. The Project would also temporarily impact 0.01 acres of non-wetland waters of the state potentially under the jurisdiction of RWQCB and 0.12 acres of streambeds potentially under CDFW jurisdiction, as shown in Table 4.3-8 and on the Figure 4.3-8, Impacts to Jurisdictional Aquatic Resources Overview (series Figure 4.3-8A through 4.3-8G). The final aquatic resource impacts would be determined by the resource agencies (USACE, RWQCB, and CDFW) through the regulatory permitting process. Implementation of MM-BIO-11 (Aquatic Resource Avoidance, Permitting, and Protection) would reduce potential direct impacts from the proposed Project to a less-than-significant level by providing compensatory mitigation, restoring temporary

impact areas, and obtaining permits from each of the regulatory agencies prior to ground-disturbing activities (refer to Section 4.3.6.2). Mitigation for permanent impacts will occur on site within the avoided tributary to San Timoteo Creek (NWW-5B) and will consist of a 1:1 ratio of impacts to establishment credit and a 1:1 ratio of impacts to rehabilitation credit for a 2:1 mitigation ratio total. All temporary impacts to jurisdictional aquatic resources will be restored in place and protected in perpetuity either via conservation easement or deed restriction (or similar mechanism) once restoration is complete. Project implementation of MM-BIO-6 (Open Space Conservation and Avoidance) would ensure that there is a minimum of 303.8 acres of conserved or avoided open space, including preservation of 4.66 acres of RWQCB aquatic resources and 17.50 acres of CDFW aquatic resources, that would be placed under either a conservation easement or deed restriction. Therefore, direct impacts to aquatic resources would be less than significant with mitigation incorporated.

The 2017 Addendum to the Mesa Verde Specific Plan EIR included Measure B-14, which would require mitigation for impacts to jurisdictional aquatic resources. This previously provided measure has been replaced with MM- BIO- 11. In summary, the proposed Project's impacts would be less than significant with incorporation of MM- BIO-6 and MM-BIO-11, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Table 4.3-8. Impacts to Jurisdictional Aquatic Resources

Feature Type	RWQCB (Acreage)		CDFW (Acreage)	
	Permanent	Temporary	Permanent	Temporary
Non-wetland waters	0.28	0.01	0	0
Streambed	0	0	0.81	0.12
Culvert	0.03	0	0.03	0
Riparian	0	0	0.05	0
Grand Total	**0.32**	**0.01**	**0.89**	**0.12**

Notes: RWQCB = Regional Water Quality Control Board; CDFW = California Department of Fish and Wildlife.
Totals may not sum due to rounding. The RWQCB and CDFW acreage columns should not be summed together due to overlap between aquatic resources.

Indirect Impacts

Short-Term Impacts

Less-than-Significant Impact with Mitigation. Jurisdictional aquatic resources may be indirectly impacted during construction. Potential short-term or temporary indirect impacts to jurisdictional aquatic resources resulting from construction activities include the generation of fugitive dust; changes in hydrology resulting from construction, including sedimentation and erosion; the release of chemical pollutants; and unintentional clearing, trampling, or grading outside of the proposed construction zone. Construction-related indirect impacts to jurisdictional aquatic resources would be potentially significant.

MM-BIO-1 (Construction-Related Indirect Impacts to Biological Resources; refer to Section 4.3.6.2) would minimize construction-related indirect impacts through biological monitoring, requirement of a Worker Environmental Awareness Program Training that will cover the special-status resources and mitigation requirements for the Project, delineation of Project boundaries, implementation of standard dust control measures, development of a SWPPP, and requirement that all vehicles and equipment be serviced in designated staging areas. Therefore, construction-related indirect impacts to aquatic resources would be less than significant with mitigation incorporated.

The 2017 Addendum to the Mesa Verde Specific Plan EIR included Measures BR-1 through BR-5, B-10, B-12, and B-13, which would apply during the construction phase of the Project. These previously provided measures have been replaced with MM-BIO-1. In summary, the proposed Project's impacts would be less than significant with incorporation of MM-BIO-1, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Long-Term Impacts

Less-than-Significant Impact with Mitigation. Potential long-term indirect impacts that could result from development near jurisdictional aquatic resources include pollutants that could degrade water quality and habitat; increased invasive plant species that may degrade habitat; and trampling of vegetation and soil compaction by humans that could affect soil moisture, water penetration, surface flows, and erosion. MM-BIO-2 (Long-Term Indirect Impacts to Biological Resources; refer to Section 4.3.6.2) would minimize long-term indirect impacts by requiring measures to ensure that runoff is not altered from existing conditions and toxicants are not discharged, preparation of landscaping plans that will emphasize native species and not include species from the Cal-IPC California Invasive Plant Inventory, and incorporation of barriers to prevent unauthorized public access to areas with jurisdictional aquatic resources. Therefore, long-term indirect impacts to jurisdictional aquatic resources would be less than significant with mitigation incorporated.

The 2017 Addendum to the Mesa Verde Specific Plan EIR included Measures B-3, B-4, B-7, B-8, B9, and B11, which would apply after construction of the Project. These previously provided measures have been replaced with MM-BIO- 2. In summary, the proposed Project's impacts would be less than significant with incorporation of MM-BIO-2, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.3d 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?

Direct Impacts

Less-than-Significant Impact with Mitigation. The study area does not contain any native wildlife nursery sites. The study area provides local and regional wildlife movement opportunities within the Badlands. The study area supports a large tributary to San Timoteo Creek, and Garden Air Wash flows south of the southeastern boundary of the study area. These drainages provide opportunities for local wildlife movement between the Badlands and open lands within the study area. The study area is partially located within land described as Proposed Constrained Linkage 23 in the MSHCP.

The proposed Project has been designed to support the conservation goals for Proposed Constrained Linkage 23, prioritizing land conservation adjacent to Garden Air Wash and along the large tributary to San Timoteo Creek. The Project includes construction of one clear-span bridge across the tributary to San Timoteo Creek that would be for residential use. The bridge is being designed to avoid jurisdictional resources, with impacts consisting of construction activities that would not be restored or have fuel modification activities, both of which are characterized as permanent impacts. In total, up to 303.8 acres of open space will be put into conservation or avoided through implementation of MM-BIO-6 (Open Space Conservation and Avoidance; refer to Section 4.3.6.2). The conservation of land at the southeastern portion of the Project site would contribute to the Oak Valley Partners Conservation Land along Garden Air Wash, creating a corridor that is between 2,000 feet and 5,600 feet in total (accounting for both the Project conservation and Oak Valley Partners Conservation Land). Garden Air Wash is the feature described as Proposed

Constrained Linkage 23 in the MSHCP. Given that the Project does not conflict with the conservation goals for Proposed Constrained Linkage 23, impacts associated with wildlife movement, wildlife corridors, and wildlife nursery sites would be less than significant.

The 2017 Addendum to the Mesa Verde Specific Plan EIR included Measure B-1, which would require on-site preservation of coastal sage scrub. This previously provided measure has been replaced with MM-BIO-6. In summary, the proposed Project's impacts would be less than significant with incorporation of MM-BIO-6, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Indirect Impacts

Short-Term Impacts

Less-than-Significant Impact with Mitigation. Potential short-term or temporary indirect impacts to wildlife movement resulting from construction activities include adverse effects from noise, vibration, increased human presence, and nighttime lighting. These potential construction-related indirect impacts to wildlife movement would be potentially significant absent mitigation. Implementation of MM-BIO-1 (Construction-Related Indirect Impacts to Biological Resources; refer to Section 4.3.6.2) would reduce potential indirect impacts from the proposed Project to a less-than-significant level through biological monitoring, requirement of a Worker Environmental Awareness Program Training that would cover the special-status resources and mitigation requirements for the Project, delineation of Project site boundaries, and requirement that construction not be conducted at night. In addition, the Project would be constructed in four phases over 20 years; therefore, construction would not be expected to significantly disrupt wildlife movement due to ambient noise conditions and the ability for wildlife to continue to move around the construction area. Implementation of MM-BIO-1 (Construction-Related Indirect Impacts to Biological Resources) would minimize the effect of construction-related indirect impacts to wildlife corridors and habitat linkages to less than significant with mitigation incorporated.

The 2017 Addendum to the Mesa Verde Specific Plan EIR included Measures BR-1 through BR-5, B-10, B-12, and B-13, which would apply during the construction phase of the Project. These previously provided measures have been replaced with MM-BIO-1. In summary, the proposed Project's impacts would be less than significant with incorporation of MM-BIO-1, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Long-Term Impacts

Less-than-Significant Impact with Mitigation. Potential long-term indirect impacts to wildlife movement include chemical releases, such as oils and grease from vehicles, that could degrade habitat; increased human presence; increased invasive plant species that may degrade habitat; trampling of vegetation and soil compaction by humans that could affect soil moisture, water penetration, surface flows, and erosion; and nighttime lighting. These potential long-term indirect impacts would be potentially significant absent mitigation. Implementation of MM-BIO-2 (Long-Term Indirect Impacts to Biological Resources) would reduce potential indirect impacts from the proposed Project to a less-than-significant level by requiring measures to ensure that runoff is not altered from existing conditions and toxicants are not discharged, restoration of temporary impact areas (outside of the MSHCP Conservation area), preparation of landscaping plans that will emphasize native species and not include species from the Cal-IPC California Invasive Plant Inventory, incorporation of barriers to prevent unauthorized public access to open space areas, and stipulations that nighttime lighting will not be directed toward open space areas. Additionally, MM-BIO-6 (Open Space Conservation and Avoidance) would reduce potential long-term indirect impacts to a less-than-

significant level by requiring restoration of temporary impacts to uplands within the MSHCP Conservation area. Implementation of MM-BIO-2 (Long-Term Indirect Impacts to Biological Resources) and MM-BIO-6 (Open Space Conservation and Avoidance) would minimize the effect of long-term indirect impacts to wildlife movement to less than significant with mitigation incorporated.

The 2017 Addendum to the Mesa Verde Specific Plan EIR included Measures B-3, B-4, B-7, B-8, B9, and B11, which would apply after construction of the Project. These previously provided measures have been replaced with MM- BIO-2. In summary, the proposed Project's impacts would be less than significant with incorporation of MM-BIO-2 and MM-BIO-6, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.3e Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less-than-Significant Impact with Mitigation. City General Plan Policy RM-13 states that native oak trees should be preserved whenever feasible, and that if preservation is not possible, trees should be replaced with oak trees of the same species at a ratio of 1:1 (refer to Section 4.3.2.3, Local, for discussion of this policy). This policy is implemented through the City's Oak Tree Preservation Ordinance (Chapter 18.80), which protects heritage oak trees, protected oak trees, and stands of oak trees (oak groves). Additionally, Section 18.70.120 of the City's zoning code outlines regulations for the removal or encroachment of any qualifying non-oak trees (i.e., qualifying means any non-oak tree with a DSH greater than 24 inches).

The portion of the study area that overlaps the City of Calimesa contains 2,077 regulated tree species, including 2,041 protected and heritage oak trees and 36 qualifying mature non-oak trees (e.g., eucalyptus, blue elderberry, olive, etc.) that are subject to regulation under the City of Calimesa Municipal Code (refer to Appendix H for the Arborist Report detailing the tree inventory). The proposed Project would require removal of 1,152 regulated trees (including 887 protected oak trees, 250 heritage oak trees, and 15 qualifying mature non-oak trees) and encroachment of 126 regulated trees (including 50 protected oak trees, 70 heritage oak trees, and 6 qualifying mature non-oak trees). Removal and encroachment of a total of 1,278 regulated trees (i.e., oak and qualifying mature non-oak trees) would be considered a significant impact under CEQA absent mitigation. Implementation of MM-BIO-12 (Tree Removal Mitigation) would require the Project Applicant/Developer to prepare and submit a tree preservation and replacement plan for each phase of construction in conjunction with an application for a tree preservation and replacement permit from the City (refer to Section 4.3.6.2 for text of this measure). Tree replacement shall occur at a 1:1 mitigation ratio with container trees or 9:1 with acorns for oak trees. The tree preservation and replacement plan shall detail long-term maintenance and monitoring for trees planted within and directly adjacent to the Project site. With implementation of MM-BIO-12, the proposed Project would not conflict with the City of Calimesa Development Code and impacts would be less than significant with mitigation incorporated.

The City of Yucaipa requires an oak tree permit for the cutting, removal, encroachment into the protected zone, or relocation of any protected oak tree (City of Yucaipa Municipal Code 89.0515), which is defined as any oak tree of the Genus *Quercus*, except for scrub oak, that exceeds 2 inches in DSH. The protected zone of a tree is defined as "a specifically defined area totally encompassing an oak tree … using the dripline as a point of reference, the protected zone shall commence at a point five feet (5') outside of the dripline and extend inward to the trunk of the tree. In no case shall the protected zone be less than fifteen feet (15') from the trunk of an oak tree" (City of Yucaipa Municipal Code 89.0505). There are no trees that are subject to regulation under the City of Yucaipa Municipal Code within the Project's off-site impact areas (refer to Appendix H for the Arborist Report detailing the tree inventory).

Therefore, no direct impacts to City of Yucaipa–regulated trees are anticipated, and no avoidance or compensatory mitigation measures are required.

The 2017 Addendum to the Mesa Verde Specific Plan EIR included Measure B-2, which would require mitigation for impacts to oak trees. This previously provided measure has been replaced with MM-BIO-12. In summary, the proposed Project's impacts would be less than significant with incorporation of MM-BIO-12, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.3f 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?

Stephens' Kangaroo Rat Habitat Conservation Plan

No Impact. The Project site is located outside the Stephens' Kangaroo Rat HCP area (RCHCA 1996) and therefore is not subject to its requirements. Therefore, no impact would occur related to conflict with this HCP. In summary, the proposed Project would have no impact with no mitigation required, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Western Riverside County Multiple Species Habitat Conservation Plan

Less-than-Significant Impact with Mitigation. An MSHCP Consistency Analysis and DBESP Report for the Project has been prepared and submitted to the RCA as part of the amended JPR. The RCA provided Amended JPR Findings on March 10, 2025, finding the project consistent with the MSHCP. The Wildlife Agencies concurred with the DBESP on May 29, 2025. The following discussion provides information demonstrating that there are no conflicts with the MSHCP. Note that in order for the Project to participate in the MSHCP, the Project Applicant/Developer is required to pay a MSHCP Local Development Mitigation Fee to contribute to the funding required to implement the MSHCP, including acquisition of MSHCP Conservation areas that provide habitat for MSHCP-covered species. The mitigation fee must be paid to the City prior to the issuance of a building permit, and the City transfers MSHCP fees to the RCA, as described in MM-BIO-3 (Local Development Mitigation Fee; refer to Section 4.3.6.2).

The 2017 Addendum to the Mesa Verde Specific Plan EIR did not include a mitigation measure for payment of the Local Development Mitigation Fee to the City of Calimesa. However, the Local Development Mitigation Fee requirement would have been applicable under the previous reports. In summary, the proposed Project's impacts would be less than significant with incorporation of MM-BIO-3, which is a new mitigation measure but would not change the significance determination set forth in the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Reserve Assembly

The study area is located within Subunit 2 (Badlands/San Bernardino National Forest) in the north-central portion of the Pass Area Plan. The southeastern corner of the study area overlaps seven Criteria Cells: independent Cells 311, 323, 326, 396, 411, 412, and 417. Small slivers of the Project site are located within Subunit Area 3 (San Timoteo Creek) along the western border of the study area. These slivers overlap Criteria Cells 225 and 302, both of which are a part of Cell Group E.

The RCA's Findings for JPR 07-01-08-01 found that the previously approved project was consistent with MSHCP Reserve Assembly requirements. Based on the 2025 RCA Amended Findings, the proposed Project has demonstrated that it will conserve equal or greater land in each Criteria Cell or Cell Group to remain consistent with

the Reserve Assembly Findings in the previous JPR. Therefore, a Reserve Assembly analysis for each Cell or Cell Group under the proposed Project as compared to the previous JPR is provided in Appendix C to this SEIR. All of the proposed conservation under the proposed Project for Cell Group E and all Independent Cells meets or exceeds the conservation proposed in the previous JPR. There will be an additional 9.48 acres added to the MSHCP Reserve compared to the previous JPR. Therefore, the proposed Project is consistent with the 2016 JPR Findings.

MSHCP Section 6.1.2 Riparian/Riverine Areas and Vernal Pools

The study area contains 18.40 acres of MSHCP riparian/riverine features, and the Project has been designed to avoid MSHCP riparian/riverine resources to the greatest extent practicable. A total of 17.50 acres (95%) of MSHCP riparian/riverine resources would be included in the open space preserve and placed under long-term protection (i.e., with a conservation easement or other protective mechanism). Direct permanent impacts to MSHCP riparian/riverine resources total 0.89 acres, and direct temporary impacts to MSHCP riparian/riverine resources total 0.12 acres. Pursuant to the MSHCP, a DBESP report has been prepared as detailed in MM-BIO-13 (MSHCP Consistency and Riparian/Riverine Mitigation; refer to Section 4.3.6.2 for full text of this measure).

The study area contains approximately 2.2 acres of vegetation communities considered riparian habitat per the California Natural Community List (CDFW 2023c); however, this habitat is composed of small, isolated patches that are disconnected, and primarily dominated by Mexican elderberry, which is not traditionally considered an MSHCP riparian vegetation community requiring special protection. Therefore, only a portion of these areas (0.05 acres) is considered MSHCP riparian/riverine resources. Furthermore, this vegetation is lacking the species composition and habitat structure (i.e., not suitable) to support MSHCP riparian bird species, including least Bell's vireo, southwestern willow flycatcher, and yellow-billed cuckoo, and protocol surveys are not required.

The study area does not contain vernal pools or vernal pool indicator plants, depressions, cracked soils, or artificial features that may pond water (i.e., no stock ponds, road ruts, and/or human-made depressions occur within the study area). A review of historical aerial imagery did not result in areas that appear to support ponding. Finally, the site is mapped as containing either well-draining soils (i.e., sandy) not typically associated with holding water or soil types occurring on steep slopes with very high runoff that would not allow for ponding. As such, the study area is not suitable to support vernal pools or other fairy shrimp habitat. Therefore, with implementation of MM-BIO-13 (MSHCP Consistency and Riparian/Riverine Mitigation), the Project would not conflict with Section 6.1.2 of the MSHCP.

The 2017 Addendum to the Mesa Verde Specific Plan EIR did not include a mitigation measure for MSHCP consistency. However, MSHCP consistency would have been applicable under the previous reports. Therefore, the proposed Project is not proposing a significant change from the 2017 Addendum to the Mesa Verde Specific Plan EIR regarding MM-BIO-13.

MSHCP Section 6.1.3 Narrow Endemic Plant Species

The study area is located within Narrow Endemic Plant Species Survey Area 8, which requires a habitat assessment for Yucaipa onion and many-stemmed dudleya. These species are generally associated with clay soils within upland habitats. Many-stemmed dudleya can also occur on sandstone outcrops. The study area does not support suitable clay soil or sandstone outcrops. The study area mostly supports loamy and sandy soil types. The study area is located outside the known geographic range for many-stemmed dudleya (CCH 2022), with the nearest mapped occurrence located approximately 25 miles west of the study area (CDFW 2023c). However, given that the study area is located

within the appropriate elevation range and contains suitable vegetation communities, focused surveys were conducted in 2022 and 2023 during the appropriate blooming period. Focused surveys for Yucaipa onion and many-stemmed dudleya were negative. As such, the Project does not conflict with Section 6.1.3 of the MSHCP.

The 2017 Addendum to the Mesa Verde Specific Plan EIR included Measure B-5, which required a pre-grading focus survey for Narrow Endemic Plant Species and a plan for a Biologically Equivalent or Superior Preservation alternative if Narrow Endemic Plant Species were observed and could not be avoided. The proposed Project would not impact Narrow Endemic Plant Species, which is a reduced impact determination compared to the 2017 Addendum to the Mesa Verde Specific Plan EIR.

MSHCP Section 6.1.4 Urban/Wildland Interface Guidelines

Proposed developments adjacent to MSHCP Conservation areas may create edge effects that can impact conserved biological resources. The MSHCP provides several guidelines that address potential indirect effects from proposed developments that are in proximity to MSHCP Conservation areas. These guidelines include measures addressing the quantity and quality of runoff generated by the development (i.e., drainage and toxics), night lighting, noise, non-native invasive plant species, barriers to humans and animal predators, and grading/land development encroachment. The proposed Project includes conservation that would contribute to the MSHCP Conservation areas. In addition, the Project site is adjacent to existing conserved lands. The Project's Applicant/Developer is committed to following Urban/Wildland Interface Guidelines. Therefore, the Project would not conflict with Section 6.1.4 of the MSHCP.

Drainage

The Project would incorporate measures to avoid the discharge of untreated surface runoff that could in any way make its way to any downstream waters. Measures, as outlined in MM-BIO-1 (Construction-Related Indirect Impacts to Biological Resources) and MM-BIO-2 (Long-Term Indirect Impacts to Biological Resources), would include those required for construction pursuant to the SWRCB General Construction Stormwater Permit and those required after construction pursuant to the National Pollutant Discharge Elimination System and Municipal Storm Drain requirements. The development Project shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials, and other elements that might degrade or harm biological resources or ecosystem processes downstream from the study area. In addition, post-construction best management practices are intended to help ensure that post-Project hydrologic conditions remain consistent with pre-Project conditions, thereby minimizing the potential for downstream erosion and/or sedimentation that could otherwise result from implementation of the Project.

The 2017 Addendum to the Mesa Verde Specific Plan EIR included Measures BR-1 through BR-5, B-10, B-12, and B13, which would apply during the construction phase of the Project. These previously provided measures have been replaced with MM-BIO-1. The 2017 Addendum to the Mesa Verde Specific Plan EIR also included Measures B- 3, B-4, B-7, B-8, B9, and B11, which would apply after construction of the Project. These previously provided measures have been replaced with MM-BIO-2.

Toxics

Land uses that use chemicals or generate bio-products that are potentially toxic or may adversely affect wildlife species, habitat, or water quality shall incorporate measures to ensure that the application of such chemicals does not result in discharge into downstream waters. For a detailed analysis of potential impacts related to toxics, please

refer to Section 4.8, Hazards and Hazardous Materials, of this Draft SEIR. Measures such as those implemented to address water quality issues, as described in Section 4.8, would also result in avoidance of potential impacts relative to toxics.

Lighting

Temporary construction lighting and ambient lighting from any proposed development project is required to be selectively placed, directed, and shielded away from any MSHCP Conservation areas. Measures, as outlined in MM-BIO-1 (Construction-Related Indirect Impacts to Biological Resources) and MM-BIO-2 (Long-Term Indirect Impacts to Biological Resources) from the Mesa Verde Specific Plan Biological Technical Report (Appendix C), would include ensuring that all night work shall include lighting that faces active work areas and that shall also be shielded to avoid light spillover. All lighting fixtures shall be located on the interior of work areas with a minimum 50-foot buffer from the edge of conservation lands. All permanent lighting shall be directed away from conservation lands. Refer to Section 4.3.6.2 for full text of these measures. For a detailed analysis of potential impacts related to lighting, please refer to Section 4.1, Aesthetics of this Draft SEIR.

Noise

Proposed noise-generating land uses affecting the MSHCP Conservation areas would be required to incorporate setbacks, berms, or walls to minimize the effects of noise, as is outlined in MM-BIO-2 (Long-Term Indirect Impacts to Biological Resources; refer to Section 4.3.6.2 for full text of this measure). For a detailed analysis of potential impacts related to noise, please refer to Section 4.11, Noise of this Draft SEIR. In summary, the proposed Project's impacts would be less than significant with incorporation of MM-BIO-2, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Invasives

The Project would not include the use invasive plants for erosion control, landscaping, windrows, or other purposes. Specifically, no species listed in MSHCP Table 6-2, Plants that Should Be Avoided Adjacent to the MSHCP Conservation area, would be used in the Project landscape plans (nor in the hydroseed mix used for interim erosion control), as is outlined in MM-BIO-1 (Construction-Related Indirect Impacts to Biological Resources) and MM-BIO-2 (Long-Term Indirect Impacts to Biological Resources). Refer to Section 4.3.6.2 for full text of these measures. In summary, the proposed Project's impacts would be less than significant with incorporation of MM-BIO-1 and MM- BIO-2, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Barriers

Proposed land uses adjacent to the MSHCP Conservation area shall incorporate barriers, where appropriate, in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping into existing and future MSHCP Conservation areas. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms. The study area includes fuel modification zones and manufactured slopes adjacent to, but not within, MSHCP Conservation areas. These land uses would function as a protective buffer between MSHCP Conservation areas and more urbanized land uses.

Grading/Land Development

All manufactured slopes and fuel modification zones are included in the direct impact footprint and analyzed as permanent impacts. As such, there would be no impacts that extend beyond what is identified as the Project footprint.

Fuel Modification

Weed abatement and fuel modification zones are all considered a permanent impact but would not encroach into existing or planned MSHCP Conservation areas. No impacts relating to conflict with the MSHCP would occur.

MSHCP Section 6.3.2 Additional Surveys

The study area is not within a CASSA for amphibians or a mammal survey area. The study area is located within a CASSA for plant species and a habitat assessment area for burrowing owl.

Plants

The study area is located within CASSA 6, which requires a habitat assessment for Nevin's barberry, smooth tarplant, and round-leaved filaree. The study area is generally located outside of geographic range for Nevin's barberry (CCH 2022) and does not contain clay soils that would support round-leaved filaree. The study area does contain suitable grassland habitat for smooth tarplant. However, given that the study area is located withing the appropriate elevation range and contains suitable vegetation communities for these species, focused surveys were conducted in 2022 and 2023 during the appropriate blooming period. Focused surveys for Nevin's barberry, round-leaved filaree, and smooth tarplant were negative. No impact regarding a conflict with the MSHCP would occur.

Burrowing Owl

Based on the results of the Step I habitat assessment, the study area does contain suitable habitat for burrowing owl. A total of 147 burrow features were mapped during the Step II-B focused burrow survey. Step II-B focused burrowing owl surveys were conducted in 2022 for the on-site portion of the study area, and in 2023 for the off-site portion of the study area. All protocol surveys were negative. Although burrowing owl was not detected during the protocol survey, a pre-construction survey is required within 30 days prior to ground disturbance pursuant to the MSHCP to confirm that conditions have not changed prior to construction (refer to MM-BIO-4, Pre-Construction Burrowing Owl Survey, in Section 4.3.6.2). The Project does not conflict with MSHCP Section 6.3.2.

The 2017 Addendum to the Mesa Verde Specific Plan EIR included Measure B-6, which would require a pre-construction burrowing owl survey. This previously provided measure has been replaced with MM-BIO-4.

4.3.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of past, present, and reasonably foreseeable future projects are significant, the lead agency must then determine whether the project has any contribution to the cumulative impact, and if so, whether the project's incremental effect is "cumulatively considerable." The cumulative geographic study area used to assess potential cumulative biological resources impacts of the proposed Project is within the local and regional vicinity (i.e., City of Calimesa, Riverside County, and San Bernardino County). The full list of related projects applicable to the proposed Project's cumulative analyses is provided in Section 2.6, Cumulative Projects, and illustrated on Figure 2-4, Cumulative Projects, in Chapter 2, Environmental Setting, of this Draft SEIR.

The 2017 Addendum to the Mesa Verde Specific Plan EIR did not provide a cumulative impact analysis for biological resources. Therefore, a cumulative impact analysis for biological resources within the proposed Project and regional vicinity is provided in this section.

Threshold 4.3a - Cumulative

Not Cumulatively Considerable. Several of the cumulative projects presented in Table 2-3, List of Cumulative Projects, of this Draft SEIR were built or are planned in undeveloped areas with similar habitat and potential special-status species constraints as present within the Project site. Cumulative projects with the potential to result in cumulative impacts to sensitive plant and wildlife species include the Fairway Canyon Professional Golfers Association, Southern California Section (SCPGA), Yucaipa Freeway Corridor Specific Plan, Yucaipa Valley Water District Solar Installation Project, and others. The majority of projects (32 of the 42 listed in Table 2-3) occur within the Western Riverside County MSHCP (e.g., Fairway Canyon SCPGA). The remaining 10 projects listed in Table 2-3 are located outside the Western Riverside County MSHCP but within the adjacent jurisdiction of San Bernardino County (e.g., Yucaipa Freeway Corridor Specific Plan and the Yucaipa Valley Water District Solar Installation Project).

Outside the Western Riverside County MSHCP Plan Area

Outside the MSHCP, the majority of the evaluated projects include infill developments that contain limited native vegetation; are mostly disturbed, fragmented, and isolated; and are relatively small in scale. Due to their generally developed/disturbed nature and lack of native vegetation, these project sites provide limited amounts of suitable habitat for special-status species. Two large-scale projects, the Yucaipa Freeway Corridor Specific Plan and the Yucaipa Valley Water District Solar Installation Project, contain similar habitat types and pose similar special-status species constraints as the proposed Project. In addition, both of these projects are in the immediate vicinity (i.e., adjacent to the northern boundary) of the proposed Project.

As discussed previously, 19 special-status wildlife species could be directly or indirectly impacted by the proposed Project. All projects would be required to comply with applicable federal and/or state regulations that provide protections for special-status plant and wildlife species, such as FESA or CESA. In addition, projects that affect special-status species may require approval from USFWS and/or CDFW. If significant impacts occur from a particular cumulative project, then project-specific mitigation measures are implemented to reduce impacts to the extent feasible in compliance with applicable federal and/or state regulations.

In addition, there are conservation lands owned by the RCA immediately south and west of the proposed Project site and in the vicinity of the Yucaipa Freeway Corridor Specific Plan and the Yucaipa Valley Water District Solar Installation Project. These RCA conservation lands, in addition to the open space dedicated on the Project site through MM-BIO-6 (Open Space Conservation and Avoidance; refer to Section 4.3.6.2) and any open space areas that would be conserved by the Yucaipa Freeway Corridor Specific Plan and the Yucaipa Valley Water District Solar Installation Project, would continue to provide habitat opportunities for special-status wildlife species. Therefore, the proposed Project's contribution to effects on species outside the MSHCP would not be cumulatively considerable.

Within the Western Riverside County MSHCP Plan Area

All projects are required to comply with applicable federal and/or state regulations that provide protections for special-status plant and wildlife species, such as FESA or CESA. In addition, some projects that affect special-status species may require approval from USFWS and/or CDFW. If significant impacts occur from a particular cumulative project, then project-specific mitigation measures are implemented to reduce impacts to the extent feasible in compliance with applicable federal and/or state regulations.

The proposed Project and the Fairway Canyon SCPGA both occur within the MSHCP and potentially have similar habitat types and potential special-status species constraints. Of the 19 special-status wildlife species that could be directly or indirectly impacted by the Project, 12 are fully covered under the MSHCP. All projects within the MSHCP Plan Area are required to pay an MSHCP Local Development Mitigation Fee. This fee contributes to MSHCP land acquisition and conserved land management for the benefit and recovery of covered species.

A total of 7 special-status wildlife species that are not covered by the MSHCP could be directly or indirectly impacted by the proposed Project. Although these species are not covered under the MSHCP, there is overlap in suitable habitat preferences for these species and MSHCP Covered Species. Therefore, the conservation of land within the MSHCP Plan Area, supported in part by the Local Development Mitigation Fee required by MM-BIO-3 (refer to Section 4.3.6.2), includes potentially suitable habitat for special-status wildlife species not covered under the MSHCP that could directly benefit these non-covered species.

Furthermore, the proposed Project has demonstrated its consistency with the 2016 JPR Findings (07-01-08-01), which determined that the previous project was consistent with the Reserve Assembly requirements of the MSHCP. The Western Riverside County MSHCP establishes conservation goals and objectives to preserve critical biological resources at a sustainable level on a regional scale and set mitigation standards to be applied at the project level to minimize the cumulative effects of projects in the MSHCP planning area. The MSHCP has been prepared to meet NCCP criteria and reduce cumulative project impacts through participation in a regional habitat preservation program. The MSHCP is also intended to provide cumulative mitigation for impacts to Covered Species within its boundaries and to ensure that sufficient biological resources are conserved to assist in the conservation and recovery of Covered Species under the MSHCP. Any project, including the proposed Project, within the MSHCP Plan Area would be required to be consistent with the MSHCP. Because cumulative projects and the proposed Project would be required to meet or exceed MSHCP requirements directed toward regional conservation, and Project-specific mitigation measures would be implemented to reduce the Project's impacts to sensitive plant and wildlife species to below a level of significance, the Project would contribute to species recovery. Therefore, the proposed Project's contribution to adverse effects on species within the MSHCP would not be cumulatively considerable.

Threshold 4.3b -Cumulative

Not Cumulatively Considerable. Cumulative projects located in the vicinity of the Project site have the potential to result in impacts associated with riparian habitat and other sensitive natural communities through direct and indirect loss or degradation. Some of the cumulative projects listed in Table 2-3 would occur in undisturbed areas that affect riparian habitat and other sensitive vegetation communities. Example cumulative projects with the potential to result in cumulative impacts to riparian habitat or sensitive vegetation communities may include the Fairway Canyon SCPGA, Yucaipa Freeway Corridor Specific Plan, Yucaipa Valley Water District Solar Installation Project, and others. These projects occur either within the Western Riverside County MSHCP (e.g., Fairway Canyon SCPGA) or outside the Western Riverside County MSHCP but within the adjacent jurisdiction of San Bernardino County (e.g., Yucaipa Freeway Corridor Specific Plan and the Yucaipa Valley Water District Solar Installation Project).

All projects occurring within or outside the Western Riverside County MSHCP would be required to comply with all applicable federal and/or state regulations, such as the California Lake and Streambed Alteration Program, CEQA (i.e., as determined by CDFW's Sensitive Natural Communities), and/or the California NCCP Act (for projects occurring within the MSHCP). These programs provide protections for riparian habitat and other sensitive natural communities. In addition, projects that affect riparian or other sensitive natural communities may require approval from USFWS and/or CDFW. If potentially significant impacts occur from a particular cumulative project, then mitigation measures would be implemented to reduce impacts to the extent feasible in compliance with state and/or federal regulations, if applicable.

As discussed in Section 4.3.4.2, Project Impact Analysis, development under the Project would have the potential to impact riparian habitat and other sensitive natural communities. The MSHCP has been prepared to meet NCCP criteria and reduce cumulative project impacts through participation in a regional habitat preservation program. Any project, including the proposed Project, within the MSHCP Plan Area would be required to be consistent with the requirements of the MSHCP. Because cumulative projects located within the MSHCP and the proposed Project would be required to meet or exceed MSHCP requirements directed toward regional conservation and Project-specific mitigation measures would mitigate the Project's impacts to riparian habitat or other sensitive natural communities to below a level of significance, the Project would contribute to habitat conservation of riparian habitat and/or other sensitive natural communities. Therefore, the Project's contribution to adverse effects on riparian habitat or other sensitive natural communities would not be cumulatively considerable.

Threshold 4.3c - Cumulative

Not Cumulatively Considerable. Some of the cumulative projects listed in Table 2-3 would occur in undisturbed areas and have the potential to affect federally and/or state-protected wetlands through direct and indirect loss or degradation. Examples of cumulative projects with the potential to result in cumulative impacts to federally and/or state-protected wetlands may include the Fairway Canyon SCPGA, Yucaipa Freeway Corridor Specific Plan, Yucaipa Valley Water District Solar Installation Project, and others.

All projects, regardless of which local jurisdiction they occur in, would be required to comply with all applicable state and federal regulations, such as Sections 401 and 404 of the CWA, the Porter–Cologne Act, and the California Lake and Streambed Alteration Program. These programs provide protections such as no net loss for jurisdictional aquatic resources. In addition, projects that affect jurisdictional aquatic resources would require approval from USACE, RWQCB, and/or CDFW. If potentially significant impacts occur from a particular cumulative project, then mitigation measures would be implemented to reduce impacts to the extent feasible in compliance with state and/or federal agencies.

Existing federal and state regulations would ensure that a significant cumulative impact associated with federally or state-protected waters or wetlands would not occur. If potentially significant impacts occur from a particular cumulative project, then mitigation measures would be implemented to reduce impacts as required to meet the no-net-loss standard. Similarly, the Project would mitigate its direct impacts to a less-than-significant level. Therefore, the Project's contribution to adverse effects on state- or federally protected wetlands would not be cumulatively considerable.

Threshold 4.3d - Cumulative

Not Cumulatively Considerable. Several of the cumulative projects presented in Table 2-3 of this Draft SEIR were built or are planned within undeveloped areas that have the potential to result in the regional loss of wildlife movement corridors and habitat linkages. Cumulative projects with the potential to result in cumulative impacts to wildlife movement corridors and habitat linkages include the Fairway Canyon SCPGA, Yucaipa Freeway Corridor Specific Plan, Yucaipa Valley Water District Solar Installation Project, and others. These projects occur either within the Western Riverside County MSHCP (e.g., Fairway Canyon SCPGA) or outside the Western Riverside County MSHCP but within the adjacent jurisdiction of San Bernardino County (e.g., Yucaipa Freeway Corridor Specific Plan and the Yucaipa Valley Water District Solar Installation Project).

All projects occurring within or outside the Western Riverside County MSHCP would be required to comply with all applicable federal and/or state regulations, such as CEQA (i.e., as determined by CDFW's California Essential Habitat Connectivity Project, the Terrestrial Connectivity Dataset, or through a local jurisdiction's General Plan EIR

[e.g., the City of Yucaipa General Plan EIR includes the design standards for habitat connectivity]), and/or the California NCCP Act (for projects occurring within the MSHCP), which supports the continued provision of wildlife movement corridors. If potentially significant impacts occur from a particular cumulative project, then mitigation measures would be implemented to reduce impacts to the extent feasible in compliance with CEQA.

The study area supports a large tributary to San Timoteo Creek, and Garden Air Wash flows south of the southeastern boundary of the study area. These drainages provide opportunities for local wildlife movement between the Badlands and open lands within the study area. The study area is partially located within land designated as Proposed Constrained Linkage 23, as described by the MSHCP. The Project proposes project design features (i.e., one clear-span bridge across the tributary to San Timoteo Creek) and mitigation measures that would preserve on-site habitat areas designed as wildlife movement corridors and provide links to off-site habitat areas, reducing Project impacts to less than significant. Any project, including the proposed Project, within the MSHCP Plan Area would be required to be consistent with the requirements of the MSHCP. Because cumulative projects and the proposed Project would be required to meet or exceed MSHCP requirements directed toward regional conservation, and Project-specific mitigation measures would be implemented to reduce the Project's impacts to wildlife movement corridors and habitat linkages to below a level of significance, the Project would preserve wildlife movement corridors and habitat linkages. Therefore, the Project's contribution to interference with or impedance of wildlife movement or wildlife corridors or the use of native wildlife nursery sites would not be cumulatively considerable.

Threshold 4.3e - Cumulative

Not Cumulatively Considerable. Several of the cumulative projects presented in Table 2-3 of this Draft SEIR were built or are planned within undeveloped areas that have the potential to result in the regional loss of trees protected under regional or local tree preservation policies or ordinances. Cumulative projects with the potential to result in cumulative impacts to regionally or locally protected trees include the Fairway Canyon SCPGA, Yucaipa Freeway Corridor Specific Plan, Yucaipa Valley Water District Solar Installation Project, and others.

All projects, regardless of which local jurisdiction they occur in, would be required to comply with all applicable regional or local tree preservation policies or ordinances, such as the City of Calimesa and the City of Yucaipa tree preservation ordinances. The City of Calimesa's Oak Tree Preservation Ordinance (Chapter 18.80) protects heritage oak trees, protected oak trees, and stands of oak trees (oak groves). Additionally, Section 18.70.120 of the City of Calimesa's zoning code outlines regulations for the removal of any qualifying non-oak trees (i.e., qualifying means any non-oak tree with a diameter at breast height 24 inches or greater). The City of Yucaipa's Municipal Development Code, Division 9, Plant Protection and Management, includes ordinances related to the removal of trees, including oak trees, as well as the removal of plants within 200 feet of a streambank. If potentially significant impacts occur from a particular cumulative project, then mitigation measures would be implemented to reduce impacts to the extent feasible in compliance with all applicable regional or local tree preservation policies or ordinances.

City review and approval of development plans for the proposed Project and other cumulative projects would ensure that any proposed tree removal must conform to the applicable requirements of the tree preservation ordinances and/or the City's zoning codes. Therefore, the proposed Project and other cumulative projects would be required to comply with all applicable regional or local tree preservation policies or ordinances as a condition of project approval. A significant cumulative impact associated with a conflict with a local tree preservation ordinance would not occur. Therefore, the Project, in combination with other cumulative projects, would not result in a significant cumulative impact. The Project's contribution to conflicts with any local policies or ordinances protecting biological resources would not be cumulatively considerable.

Threshold 4.3f - Cumulative

Not Cumulatively Considerable. Several cumulative projects (e.g., Fairway Canyon SCPGA) presented in Table 2-3 of this Draft SEIR were built or are planned within undeveloped areas that have the potential to result in the regional loss of sensitive biological resources protected under regional or local HCPs, such as the Western Riverside County MSHCP. There are also a few cumulative projects that would occur outside the MSHCP boundary, including the Yucaipa Freeway Corridor Specific Plan and the Yucaipa Valley Water District Solar Installation Project. Because these projects occur outside any HCPs, they would rely on project-specific mitigation measures to reduce significant impacts to biological resources to the greatest extent feasible as required under CEQA.

Development of the proposed Project in combination with the cumulative projects located within the MSHCP would potentially impact sensitive biological resources and result in a conflict with regional or local HCPs. The Project has demonstrated consistency with the 2016 JPR Findings (07-01-08-01), which determined that the previous project was consistent with the Reserve Assembly requirements of the MSHCP. The MSHCP Consistency Analysis and DBESP report for the Project summarizing the Project's consistency with the MSHCP and proposed mitigation for impacts to MSHCP riparian/riverine resources at a no net loss standard was provided to the City of Calimesa, RCA, CDFW, and USFWS as part of the JPR amendment. The RCA provided Amended JPR Findings on March 10, 2025 and the Wildlife Agencies concurred with the DBESP on May 29, 2025. Any project, including the proposed Project, within the MSHCP Plan Area would be required to be consistent with the MSHCP. Because cumulative projects and the proposed Project would be required to meet or exceed MSHCP requirements directed toward regional conservation, and Project-specific mitigation measures would be implemented to reduce the Project's impacts to sensitive plant and wildlife species to below a level of significance, the Project would contribute to the attainment of conservation goals identified in regional or local HCPs. Therefore, the Project's contribution to conflicts with an adopted HCP or NCCP would not be cumulatively considerable.

4.3.6 Mitigation Measures

4.3.6.1 Previously Adopted Mitigation Measures

Measures No Longer Applicable: Deleted or Revised/Replaced

The following previously approved mitigation measures are no longer applicable and have been deleted or replaced by the proposed mitigation measures (refer to Section 4.3.6.2, Project Mitigation Measures). Previously approved mitigation measures are denoted by "Replaced" or "Deleted" in this section.

Replaced: (Refer to MM-BIO-1).

BR-1. Contractors shall employ Best Management Practices (BMPs) to prevent further loss of habitat resulting from erosion caused by construction activities (e.g., grading or road clearing). Any erosion that occurs shall be remedied within two days of detection.

Replaced: (Refer to MM-BIO-1).

BR-2. Construction of new roads or widening of existing roads shall not extend beyond the planned impact area. Construction related vehicles must pass or turn around within the planned impact area or in previously disturbed areas. New access routes shall be clearly marked (flagged and/or staked) prior to the onset of construction to avoid the creation of multiple roadways.

Replaced: (Refer to MM-BIO-1).

BR-3. Soil and material stockpile areas shall be designated in disturbed areas presently lacking native vegetation. Designated stockpile areas must be clearly marked to define the limits where stockpiling may occur.

Replaced: (Refer to MM-BIO-1).

BR-4. Prior to initiation of grading a contractor education program shall be presented by a project biologist to inform the construction crew and any contractors of the biological constraints of the project. The program shall include frequent updates and clear information regarding appropriate action to be taken if a sensitive biological resource is encountered. Contractors and construction crews shall be responsible for unauthorized impacts from construction activities to sensitive biological resources that are outside areas ultimately approved for impacts by the County of Riverside and the resource agencies.

Replaced: (Refer to MM-BIO-1).

BR-5. Equipment fueling shall take place on existing paved roads or in approved containment areas and not within or adjacent to drainages or native vegetation and habitat. Contractor equipment shall be carefully maintained and checked for fluid leaks prior to operation. Leaks shall be repaired prior to operation in the project area.

Replaced: (Refer to MM-BIO-6).

B-1. Permanent direct impacts to 18.73 acres of buckwheat- dominated Riversidean sage scrub shall be partially offset by compliance with the mitigation requirements listed under the MSHCP. These requirements include onsite preservation of coastal sage scrub. The Proposed Project Plan preserves all of the coastal sage scrub on the project site that is within the Criteria Cells, which includes approximately 9 acres of coastal sage scrub habitat Figure 3.3-7, Proposed Conservation Areas, identified in the 2017 Addendum to the Mesa Verde Specific Plan EIR, shows the areas where the applicant intends to set aside with an Open Space designation.

Replaced: (Refer to MM-BIO-12).

B-2. Mitigation requirements to minimize permanent direct impacts to onsite oak tree woodlands, including removal of 289 individual coast live oak trees would include onsite preservation in compliance with MSHCP standards for Criteria Area Cells and implementation of an oak tree planting and restoration plan pursuant to the Project Specific Plan. Approximately 11.60 acres of oak tree woodland would be preserved onsite. Additionally, oak trees would be planted from container stock as well as from acorns collected onsite to ensure that oak seedlings will have the best genetic adaptation for the Mesa Verde Estates development The applicant shall plant oak trees using a combination of acorns, seedlings, and oak saplings in containers ranging from one-gallon to sixty-inch boxes at a ratio required by the adopted City of Calimesa Oak Tree Ordinance as mitigation for the removal of oak trees. This planting program reduces the impact of loss of oak woodland and oak trees to a less than significant level.

Replaced: (Refer to MM-BIO-2).

B-3. The applicant shall apply a seed mix approved by RCA and Fish and Game in the bare areas adjacent to Natural Open Space areas after construction is complete to minimize the potential for exotic species introduction.

Replaced: (Refer to MM-BIO-2).

B-4. Mitigation recommendations for potential permanent indirect impacts to wetland habitats shall be satisfied by applying a native seed mix approved by RCA and Fish and Game to the bare areas adjacent to Natural Open Space areas after construction is complete to minimize the potential for exotic species introductions.

Deleted: B-5. To avoid significant adverse impacts to Narrow Endemic Plant Species and Criteria Area Species (CAS) and to ensure compliance with the MSHCP, pre- grading focused surveys shall be conducted by a qualified biologist according to USFWS and CDFW protocol. If the site is found to be occupied and at least 90% of the area with long-term conservation value cannot be avoided, then the applicant must submit a plan for a Biologically Equivalent or Superior Preservation alternative to the City. Prior to approval of an alternative, the USFWS and CDFW shall be notified of such determinations and shall be provided a 60-day review and response period. A grading permit shall not be issued until the applicant has fulfilled its obligations regarding the approved alternative pursuant to the MSHCP.

Replaced: (Refer to MM-BIO-4).

B-6. A qualified biologist shall conduct a pre-construction presence/absence burrowing owl survey within 30 days prior to site disturbance. If burrowing owls are found to be nesting onsite, then the take of active nests will be avoided. Owl relocation will occur outside of the nesting season following accepted protocols, and subject to the approval of the City of Calimesa, RCA, CDFW, and USFWS.

Replaced: (Refer to MM-BIO-2).

B-7. Prior to the issuance of grading permits, the applicant shall submit a drainage plan showing compliance with NPDES requirements.

Replaced: (Refer to MM-BIO-2).

B-8. The applicant shall incorporate shielding to minimize ambient nighttime lighting in and adjacent to the MSHCP Conservation Area and natural open space areas. Street and parking lot lighting shall be designed with internal baffles to direct lighting toward the ground and have zero side angle cutoff to the horizon. The applicant shall incorporate a prohibition on floodlights and other ambient lighting into the CC&Rs in or adjacent to the MSHCP Conservation Area and natural open space areas.

Replaced: (Refer to MM-BIO-2).

B-9. The applicant shall incorporate measures to reduce noise in and adjacent to the MSHCP Conservation Area and natural open space areas. Vegetation and/or fencing that effectively reduce

noise shall be placed along streets and parking lots in or adjacent to the MSHCP Conservation Area and natural open space areas. The applicant shall incorporate into CC & Rs a prohibition on the use of motorized equipment by homeowners in or adjacent to the MSHCP Conservation Area and natural open space areas.

Replaced: (Refer to MM-BIO-1).

B-10. Prior to the issuance of grading permits, the applicant shall submit a construction staging area plan, identifying areas to be utilized for equipment storage, maintenance, and refueling. These areas shall not be located within the proposed Conservation Area.

Replaced: (Refer to MM-BIO-2).

B-11. Prior to the issuance of grading permits, the applicant shall submit a landscape plan to the City of Calimesa. No invasive species (see MSHCP, Vol. I, Table 6.2, pages 6-44 through 6-46, Plants That Shall Be Excluded From Landscape Adjacent To Conservation Area) shall be part of the landscape plan for areas within the onsite Conservation Area and adjacent to the off-site Conservation Area.

Replaced: (Refer to MM-BIO-1).

B-12. Prior to the issuance of grading permits, the limits of the off-site Conservation Area, where it abuts the project boundary, shall be clearly marked with construction lath and a highly visible tape. Signs shall be placed at regular intervals along the boundary informing workers that the area is off limits.

Replaced: (Refer to MM-BIO-1).

B-13. The applicant shall place signs along the boundaries of the property abutting the off-site Conservation Area indicating that the area is potentially sensitive habitat, and that trespassing is forbidden.

Replaced: (Refer to MM-BIO-11).

B-14. The Project will provide compensatory mitigation at an approved mitigation bank or in-lieu fee program within the Santa Ana River watershed. One such approved in-lieu fee program is the Riverside-Corona Resource Conservation District (RCRCD) In-Lieu Fee Program (ILFP). The applicant is proposing to purchase 2.10 acres of mitigation credits from the RCRCD ILFP, or another approved mitigation bank or in-lieu fee program within the Santa Ana River watershed at a 2:1 mitigation-to-impact ratio.

Applicable Measures Carried Forward

No previously adopted mitigation measures as adopted in the Mitigation Monitoring and Reporting Program for the 2017 Addendum to the Mesa Verde Specific Plan EIR are applicable or carried forward.

4.3.6.2 Project Mitigation Measures

MM-BIO-1 Construction-Related Indirect Impacts to Biological Resources. For each phase of Project implementation, prior to issuance of a grading permit within 500 feet of MSHCP Conservation areas, proposed avoidance (including deed restricted areas), or suitable habitat for special-status species (i.e., all undeveloped land within the study area) with potential to occur in the study area, the Project's Applicant/Developer shall include the following in the construction contractor's plans and specifications to address indirect construction-related impacts to special-status species:

- **Biological Monitoring.** A qualified Project biologist shall monitor ground-disturbing and vegetation clearing activities for the duration of the Project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat, species of concern, and other sensitive biological resources outside the Project footprint. Once ground-disturbing and vegetation clearing activities are complete, the Project biologist shall conduct weekly checks in order to inspect construction fencing and ensure that all applicable requirements from the mitigation measures are being upheld.
- **Worker Environmental Awareness Program Training.** Prior to grading, a pre-construction meeting shall be required that includes a training session for Project personnel by a qualified biologist. The training shall include (1) a description of the species of concern and its habitats; (2) the general provisions of the applicable regulations pertaining to biological resources, including the Endangered Species Act and the Clean Water Act; (3) the need to adhere to the provisions of the Endangered Species Act, the Clean Water Act, and other applicable regulations; (4) the penalties associated with violating the provisions of the Endangered Species Act, Clean Water Act, and other applicable regulations; (5) the general measures that are being implemented to conserve the species of concern as they relate to the Project; and (6) the access routes to and study area boundaries within which the Project activities must be accomplished. Additionally, the training shall include the measures and mitigation requirements for the applicable resources. Copies of the mitigation measures and any required permits from the resource agencies shall be made available to construction personnel. The video can be recorded so that multiple personnel are able to watch the material. The training shall be provided in alternate languages, as needed.
- **Delineation of Property Boundaries.** Before beginning activities that would cause impacts, the contractor shall, in consultation with the biological monitor, clearly delineate the boundaries with fencing, stakes, or flags, consistent with the grading plan, within which the impacts will take place. All impacts outside the fenced, staked, or flagged areas shall be avoided, and all fencing, stakes, and flags shall be maintained until the completion of impacts in that area. In addition, any avoided environmental resources shall be clearly delineated. Prior to implementing construction activities, the biological monitor shall verify that the flagging clearly delineates the construction limits and any sensitive environmental resources to be avoided.
- **Standard Dust Control Measures.** Standard dust control measures as per the South Coast Air Quality Management District shall be implemented to reduce dust impacts on nearby conserved lands, plants, and wildlife. Measures include controlling speed to 15 mph or less on unpaved roads, replacing ground cover in disturbed areas as quickly as possible, frequently watering active work sites, installation of shaker plates, and suspending excavation and grading operations during periods of high winds.

- **Stormwater Pollution Prevention Plan.** Prior to issuance of a grading permit for construction, the Applicant/Developer shall submit a stormwater pollution prevention plan (SWPPP) to the City of Calimesa that specifies best management practices to prevent all construction pollutants from contacting stormwater, with the intent of keeping sedimentation or any other pollutants from moving off site and into receiving waters. The requirements of the SWPPP shall be incorporated into design specifications and construction contracts. Best management practices categories employed on site would include erosion control, sediment control, and non-stormwater (good housekeeping). Best management practices recommended for the construction phase shall include, but not be limited to, the following:
  - Limiting grading to the minimum area necessary for construction, operation, and decommissioning of the Project
  - Limiting vegetation disturbance/removal to the maximum extent practicable
  - Implementing fiber rolls and sandbags around drainage areas and the site perimeter
  - Stockpiling and disposing of demolition debris, concrete, and soil properly
  - Installation of a stabilized construction entrance/exit and stabilization of disturbed areas
  - Proper protections for fueling and maintenance of equipment and vehicles
  - Managing waste, aggressively controlling litter, and implementing sediment controls
  - Soil stabilization in disturbed areas by revegetation

  The following water quality measures will be included in the SWPPP:

  - 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.
  - Projects shall 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. Projects that cannot be conducted without placing equipment or personnel in sensitive habitats shall be timed to avoid the breeding season of riparian species.
  - When stream flows must be diverted, the diversions shall be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing or 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 to prevent debris or sediment from returning to the stream.
  - Water pollution and erosion control plans shall be developed and implemented in accordance with the Regional Water Quality Control Board.
- **Minimize Spills of Hazardous Materials.** All vehicles and equipment shall be maintained in proper condition to minimize the potential for fugitive emissions of motor oil, antifreeze, hydraulic fluid, grease, or other hazardous materials. Hazardous spills and contaminated soil shall be immediately cleaned up and the contaminated soil shall be properly handled or disposed of at a licensed facility. Servicing of construction equipment shall take place only at a designated staging area. Staging areas shall not be located within the MSHCP Conservation areas or avoidance areas.

- **Wildlife Hazards.** The following measures shall be implemented to ensure that wildlife do not become trapped, entangled, injured, or poisoned by construction activities:
  - Structures in which wildlife may become trapped (e.g., open pipes, pits, trenches, etc.) shall be tightly covered at the end of each workday. If covering the structure is not possible, an escape ramp shall be provided to allow any wildlife that falls in to safely escape.
  - Debris piles, construction materials, equipment, and other items that may be used as wildlife refuge shall be inspected for wildlife at the start of each work day and prior to disturbance. If wildlife is discovered, it shall either be moved out of harm's way by a qualified biologist or allowed to move off of the study area on its own.
  - Nets and mesh shall be made of loose weave material that is not fused at the intersections of the weave, as nets with welded weaves present an entanglement risk.
  - Toxic materials and garbage shall be removed from the work site and safely stored or disposed of at the end of each workday.
- **Invasive Weeds.** In order to reduce the spread of invasive plant species, landscape plants shall not be those found in Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Table 6-2, Plants that Should be Avoided Adjacent to the MSHCP Conservation Areas, or on the most recent version of the California Invasive Plant Council (Cal-IPC) California Invasive Plant Inventory (http://www.cal-ipc.org/ip/inventory/index.php). For the duration of construction, if impacted areas are left bare and not under active ground disturbance for a period of 30 days or greater, these areas will be inspected by a qualified biologist for growth of non-native plant species listed as Moderate or High by the Cal-IPC (e.g., stinknet [Oncosiphon pilulifer], Maltese star-thistle [Centaurea melitensis]). If detected, these species, with the exception of non-native grasses, shall be removed by a qualified landscape contractor with experience in native ecosystems by mechanical means (e.g., mowing, string trimming) or application of herbicide by a California licensed applicator within 5 days of detection. These removal efforts will focus on removal prior to seed setting/development. All material from species with a Cal-IPC rating of Moderate or High will be bagged, removed, and disposed of off site.
- **Night Work.** All short-term construction lighting shall be facing active work areas only and shall be shielded to avoid light spillover and shall be directed away from MSHCP Conservation areas and avoidance areas to protect species from direct lighting. If lighting is required during construction activities that would occur during or after sunset, the lighting fixtures shall be located on the interior of work areas with a minimum 50-foot buffer from the edge of any MSHCP Conservation areas or the adjacent open space.

MM-BIO-2 Long-Term Indirect Impacts to Biological Resources. For each phase of Project implementation, prior to issuance of a construction permit within 500 feet of Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Conservation areas, proposed avoidance (including deed restricted areas), or suitable habitat for special-status species (i.e., all undeveloped land within the study area) with potential to occur in the study area, the Project's Applicant/Developer shall include in the construction plans and specifications the following to address indirect impacts to special-status species:

- **Runoff.** Future development within 500 feet of the MSHCP Conservation areas, deed restricted areas, proposed avoidance, or suitable habitat for special-status species shall incorporate measures, including measures required through the National Pollutant Discharge Elimination

System requirements, to ensure that the quantity and quality of runoff discharged is not altered in an adverse way when compared with existing conditions. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into proposed avoidance or suitable habitat for special-status species. Stormwater systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials, or other elements that might degrade or harm biological resources or ecosystem processes. This can be accomplished using a variety of methods including natural detention basins, grass swales, or mechanical trapping devices. Regular maintenance shall occur to ensure effective operations of runoff control systems.

- **Toxicants.** Land uses that use chemicals or generate bioproducts, such as manure, fertilizer, or vineyard waste, which are potentially toxic or may adversely affect plant species, wildlife species, habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharges. Measures such as those employed to address drainage issues shall be implemented.
- **Lighting.** All permanent night lighting shall be shielded and directed downward and away from MSHCP Conservation areas and deed restricted areas to protect species from direct night lighting. All lighting shall be in compliance with Municipal Code Section 18.120.060, which requires preparation and submittal of a Lighting Plan, which must be prepared and certified by a qualified lighting engineer and submitted to the City for review/approval. For any Project areas adjacent to the MSHCP Conservation area, the Lighting Plan shall identify the locations of all lighting fixtures, the orientation of the fixtures, the types of shielding that will be used to avoid the production of nighttime lighting and glare, the type of shielding that would prohibit light spill, and how the effectiveness of the fixtures would be monitored and confirmed to function properly. 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. A responsible party, such as a Homeowners Association or other legally recognized entity, will be assigned prior to occupancy and will be responsible for maintaining the lighting in perpetuity. For the Business Park zone, the property owner will be the legally recognized entity. If the Regional Conservation Authority (RCA) provides notice of lighting issues during their routine monitoring of the MSHCP Conservation area, any lighting issues will be addressed within 30 days of receiving input from the RCA.
- **Noise.** Proposed noise-generating land uses affecting the MSHCP Conservation area and proposed open space areas containing suitable habitat for special-status species 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.
- **Invasive Species.** When approving landscape plans for future development, emphasis shall be placed on using native species that occur in the region. Invasive, non-native plant species listed in MSHCP Table 6-2, Plants that Should be Avoided Adjacent to the MSHCP Conservation Areas, or on the most recent California Invasive Plant Council (Cal-IPC) inventory (https://www.cal-ipc.org/plants/inventory/) with a rating of moderate or high shall not be included in landscaping.
- **Restoration of Temporary Impacts (Uplands Outside of the MSHCP Conservation Area):** Temporary impacts to uplands outside of the MSHCP Conservation area will be restored in-place at a 1:1 ratio. Prior to issuance of a grading or construction permit for the Project, grading

and construction plans shall include the following note regarding any temporary impacts to uplands outside the MSHCP Conservation areas:

- Site construction areas subjected to temporary ground disturbance in undeveloped areas shall be hydroseeded with a native seed mix developed by a qualified biologist and reviewed and approved in writing by the RCA during the first fall (September through October) following the completion of construction and would be subject to non-native plant control methods outlined in MM-BIO-1 if left bare for a period of 30 days or greater prior to hydroseeding. The hydroseeded areas will be inspected by a qualified biologist 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) for 1 year following hydroseeding. All species listed as Moderate or High by Cal-IPC will be removed following the methods outlined in MM-BIO-1. After the first year, the frequency of the maintenance and monitoring may be adjusted based on a determination by a qualified biologist and will cease after 5 years or once the final success criteria have been met (i.e., absolute cover of native species reflects pre-Project conditions 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.

- **Signage and Barriers.** Future development shall incorporate barriers, where appropriate in individual Project designs, to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping in proposed open space areas and/or suitable habitat for special-status wildlife. If fencing is specified, such barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms.

  Fencing shall be designed to prevent access to the MSHCP Conservation area and deed restricted areas by unauthorized public access, domestic animals, and illegal trespass or dumping. The design shall meet the following minimum requirements: barriers with a minimum height of 6 feet with no greater than 2-inch openings (i.e., tubular steel fencing with tines set on 2-inch centers, block chain, chain link-fence, or other barriers impermeable to domestic animals and wildlife) and a metallic or masonry component (i.e., concrete footing or wire mesh cloth) buried to a minimum depth of 12 inches below ground surface level to prevent domestic animals from gaining access to the MSHCP Conservation area or deed restricted areas by digging under. This fencing shall be installed at the interface with the MSHCP Conservation area and deed restricted areas, as well as other portions of the Project where access to the MSHCP Conservation area and deed restricted areas could be achieved. A responsible party, such as a Homeowners Association or other legally recognized entity, will be assigned prior to occupancy and will be responsible for maintaining the fencing in perpetuity. For the Business Park zone, the property owner will be the legally recognized entity. If the RCA provides notice of fencing issues during their routine monitoring of the MSHCP Conservation area, any fencing issues will be fixed within 30 days of receiving input from the RCA.

  The Project shall not include any trailhead connections to existing trails within the MSHCP Conservation area and proposed open space areas, including deed restricted areas, within the Specific Plan area. The Project shall implement appropriate signage to inform users of the onsite

trails to the importance of preservation of native flora and fauna, and shall install barriers, as appropriate, to keep people and domestic animals on the designated on-site trail system.

MM-BIO-3 Local Development Mitigation Fee. The Project shall make payment of the Western Riverside County Multiple Species Habitat Conservation Plan Local Development Mitigation Fee to the City of Calimesa prior to issuance of a Certificate of Occupancy for each phase of Project implementation. Proof of payment shall be provided to the City of Calimesa.

MM-BIO-4 Pre-Construction Burrowing Owl Survey. A qualified biologist shall conduct a 30-day pre-construction survey for burrowing owls prior to initial ground-disturbing activities for each phase of Project implementation (including vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, grading, etc.) to assess whether any burrowing owls have colonized the site in the days or weeks preceding the ground-disturbing activities. The pre-construction survey will occur within suitable habitat for burrowing owl (i.e., all undeveloped habitats). If burrowing owls have colonized the study area prior to the initiation of ground-disturbing activities, the Project Applicant/Developer shall immediately inform the Regional Conservation Authority (RCA), the California Department of Fish and Wildlife (CDFW), and the U.S. Fish and Wildlife Service (USFWS), and will need to coordinate further with RCA, CDFW, and USFWS; occupation of the study area by burrowing owl has the possibility to result in the preparation of a burrowing owl protection 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 shall 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.

MM-BIO-5 Pre-Construction Fossorial Small Mammal Clearance Surveys. Pre-construction clearance surveys for special-status small mammals shall be conducted by a qualified Project biologist within 14 days of the initiation of ground disturbance or vegetation clearing within and adjacent to construction areas. The clearance surveys will occur within habitat for southern grasshopper mouse and Dulzura pocket mouse (i.e., all undeveloped habitat with the exception of riparian and ornamental land covers). A pre-construction survey shall be conducted prior to each phase of Project implementation. Prior to initiation of the clearance surveys, a smooth wildlife exclusion fence (e.g., Animex) shall be installed around the impact area (noting that construction will be phased and the fencing should only surround the present construction phase). The fence shall be installed around the impact area to prevent special-status small mammals from reentering the site during construction after removal from the work area. Prior to the commencement of construction activities, a qualified biologist shall conduct 3 nights of small-mammal trapping within the fenced work area outside of inundated areas, intended to trap special-status small mammal species with potential to occur, including Dulzura pocket mouse and southern grasshopper mouse. If small mammals are captured in the proposed construction area, they shall be relocated to suitable habitat outside of the impact area by a qualified biologist.

Surveys need not be conducted in all areas simultaneously, as long as they are conducted within 14 days of the initiation of ground disturbance or vegetation clearing in each area individually. If possible, non-listed special-status wildlife species may be captured and relocated to suitable habitat nearby where they are safe from construction activities. Surveys and relocation of these species may only be conducted by the qualified Project biologist.

- If non-listed special-status reptiles or small mammals are detected, they shall be moved out of harm's way.
- The Project biologist shall remain available at all times after initiation of ground disturbance or vegetation clearing, in case special-status wildlife species enter the construction area. If non-listed special-status species are detected in the construction area after initiation of ground disturbance or vegetation clearing, the qualified Project biologist shall take measures to move the species, or encourage it to move, to a safe place away from construction activities.

MM-BIO-6 Open Space Conservation and Avoidance. A total of 303.8 acres of on-site open space shall be conserved or avoided with Project implementation. Of that total, 64.2 acres contributing to Proposed Constrained Linkage 23 shall be included in the MSHCP Conservation area and placed under long-term protection (i.e., with a conservation easement or through a transfer of the land to the RCA in fee title), 1.8 acres of MSHCP riparian/riverine on-site mitigation shall be placed under a conservation easement, and 16.2 acres of MSHCP riparian/riverine resources will be placed under a deed restriction. The remaining open space shall be protected via the "open space" designation within the Specific Plan. A summary of the Project's open space protective mechanisms is provided in the table below. The totals included in the table below are inclusive of all on-site temporary impacts because temporary impacts shall be restored and protected following completion of restoration activities, as described below and in MM-BIO-13. The amount of temporary impact included in each total is denotated in parentheses next to each entry.

Temporary impacts to uplands within the MSHCP Conservation area shall be restored on site and in place at a 1:1 ratio. Prior to the issuance of a grading or construction permit that incorporates the temporary impacted areas, a habitat mitigation and monitoring plan shall be prepared for restoration of the temporary impact areas to uplands within the MSHCP Conservation area. The habitat mitigation and monitoring plan shall include but is not limited to a conceptual planting plan including planting zones, grading, and irrigation, as applicable; a conceptual planting plant palette; a long-term maintenance and monitoring plan; annual reporting requirements; and proposed success criteria. Once success criteria are met, the restoration lands will be added to the conservation easement that covers the remainder of the lands incorporated into the MSHCP Conservation area and shall be conserved and managed in perpetuity. Any entity performing long-term management of the restoration lands shall be funded in perpetuity. If long-term management of the restoration lands is conducted by the RCA, an endowment will be needed for the management of those lands where management would occur beyond the requirements described in MSHCP Chapter 5, Management and Monitoring.

Summary of the Protective Mechanisms for the Project's Open Space Areas

Type of Protective Mechanism	Resource Type	Within Criteria Cells (Acreage of Temp Impact)	Outside Criteria Cells (Acreage of Temp Impact)	Total (Acreage of Temp Impact)
Conservation Easement or Fee Title Transfer	MSHCP Conservation	64.2 (2.9)	0 (0)	64.2 (2.9)
	MSHCP Riparian/Riverine On-Site Mitigation	1.8 (0)	0 (0)	1.8 (0)

Summary of the Protective Mechanisms for the Project's Open Space Areas

Type of Protective Mechanism	Resource Type	Within Criteria Cells (Acreage of Temp Impact)	Outside Criteria Cells (Acreage of Temp Impact)	Total (Acreage of Temp Impact)
Deed Restriction	Avoided MSHCP Riparian/Riverine Resources	3.2 (0.1)	13.0 (<0.1)	16.2 (0.1)
Specific Plan Designated Open Space	Open Space Avoidance Areas	41.6 (4.5)	180.0 (15.0)	221.6 (19.5)
	Total	**110.8 (7.5)**	**193.0 (15.0)**	**303.8 (22.5)**

Notes: Temp = temporary; MSHCP = Western Riverside County Multiple Species Habitat Conservation Plan.
Totals may not sum precisely due to rounding.

Conveyance of the MSHCP Conservation area shall occur prior to issuance of the initial grading permit. If a conservation easement is proposed, the entity responsible for managing the lands in perpetuity shall execute a Memorandum of Understanding with the RCA, ensuring that the lands are counted toward the MSHCP Conservation area and allowing the RCA and its contractors access to perform annual monitoring and site inspections.

MM-BIO-7 Pre-Construction American Badger Surveys and Avoidance. For each phase of Project implementation, prior to issuance of a grading permit within 500 feet of Western Riverside County Multiple Species Habitat Conservation Plan Conservation Lands, proposed conserved or avoided open space, or suitable habitat for American badger (i.e., all chaparral, disturbed, grass, and scrub habitat), construction plans and conditions of approval shall include the following to address indirect construction-related impacts to American badger. Specifically, impacts to American badger individuals and wintering and natal dens shall be avoided and minimized during construction activities through the following measures.

Pre-Construction Surveys (Wintering)

During the colder months (generally between November 1 and February 15, when daily temperatures do not exceed 45°F), pre-construction surveys shall be conducted by the Project biologist in suitable habitat no earlier than 14 days prior to construction activities to determine whether American badger winter dens are present within the construction zone or within 100 feet of the construction zone boundary. A pre-construction survey shall be conducted prior to each phase of Project implementation.

Avoidance Measures (Wintering)

If an American badger winter den is occupied within the construction zone or within 100 feet of the construction zone, then the den location shall be clearly marked with fencing or flagging in a manner that does not isolate the badger from intact adjacent habitat or prevent the badger from accessing the den, to avoid inadvertent impacts on the den. If it is not practicable to avoid the wintering den during construction activities, an attempt shall be made to trap or flush the individual and relocate it to suitable open space habitat. Additionally, badgers can be relocated by slowly excavating the burrow, either by hand or mechanized equipment under the direct supervision of

the Project biologist, removing no more than 4 inches at a time. After necessary trapping, flushing, or burrow excavation is completed, construction may proceed, and the vacated winter den may be collapsed. If trapping is required, trapping shall be limited to November 16 through the last day of February in accordance with Section 461, Title 14 of the California Code of Regulations (14 CCR 461). A written report documenting the badger removal shall be provided to the California Department of Fish and Wildlife within 30 days of relocation.

Pre-Construction Surveys (Natal Dens)

During the late winter and summer (generally from March 15 through July 31), when American badgers may use natal dens for birthing and pup rearing, pre-construction surveys shall be conducted by the Project biologist no earlier than 14 days prior to ground-disturbing construction activities to determine whether American badger natal dens are present within the Project construction zone or within 200 feet of the construction zone. A pre-construction survey shall be conducted prior to each phase of Project implementation.

Avoidance Measures (Natal Dens)

If natal dens are detected during construction, construction activities shall be halted within 200 feet of the natal den. This buffer may be reduced based on the location of the den or type of construction activity, based on the direction of the Project biologist. Construction activities shall not preclude the ability of the documented badgers to disperse to on-site open space or off-site habitat when the natal den is vacated (i.e., habitat suitable for dispersal must be maintained until dispersal occurs). Construction shall be postponed or halted in these areas until it is determined by the Project biologist that the young are no longer dependent on the natal den. To avoid inadvertent impacts during construction and to ensure that construction activities are at least 200 feet from active natal dens, any active natal dens within the survey area shall be clearly marked with fencing or flagging in a manner that shall not inhibit normal behavioral activities (e.g., foraging and dispersing from the site) by the mother and pups.

MM-BIO-8 Pre-Construction Reptile Clearance Surveys. Pre-construction clearance surveys for special-status wildlife shall be conducted by a qualified Project biologist within 14 days of the initiation of ground disturbance or vegetation clearing within and adjacent to construction areas. The clearance surveys shall occur within suitable habitat for Southern California legless lizard, California glossy snake, and coast patch-nosed snake (i.e., all undeveloped habitat with the exception of disturbed habitat). A pre-construction survey shall be conducted prior to each phase of Project implementation. Surveys shall be appropriate for detecting potentially occurring species, such as Southern California legless lizard, California glossy snake, and coast patch-nosed snake. Surveys need not be conducted in all areas simultaneously, as long as they are conducted within 14 days of the initiation of ground disturbance or vegetation clearing in each area individually. If special-status species are detected, appropriate buffers shall be established, as necessary and as appropriate for the species, unless it is not feasible to avoid the species. If possible, non-listed special-status wildlife species may be captured and relocated to suitable habitat nearby where they are safe from construction activities. Surveys and relocation of these species may only be conducted by the qualified Project biologist.

- If non-listed special-status reptiles or small mammals are detected, they shall be moved out of harm's way.
- The Project biologist shall remain available at all times after initiation of ground disturbance or vegetation clearing, in case special-status wildlife species enter the construction area. If non-listed special-status species are detected in the construction area after initiation of ground disturbance or vegetation clearing, the qualified Project biologist shall take measures to move the species, or encourage it to move, to a safe place away from construction activities.

MM-BIO-9 Focused Surveys for Crotch's Bumble Bee. Focused surveys for Crotch's bumble bee shall be conducted by a qualified biologist, with expertise in surveying for bumble bees, within the construction footprint prior to the start of ground-disturbing construction activities that would occur during the Crotch's bumble bee queen flight season through the colony active period (February 1 through August 31). The focused surveys shall be conducted prior to each phase of Project implementation and shall include (1) a habitat assessment and (2) focused surveys in accordance with the recommendations described in the Survey Considerations for California Endangered Species Act Candidate Bumble Bee Species, released by the California Department of Fish and Wildlife (CDFW) on June 6, 2023, or the most current version at the time of construction. Focused surveys shall be repeated within suitable habitat each year ground-disturbing construction activities within suitable habitat are scheduled to occur during the queen flight season through the colony active period (February 1 through August 31).

The habitat assessment shall be conducted concurrently with the focused surveys and shall, at a minimum, include historical and current species occurrences; document potential on-site habitat including foraging, nesting, and/or overwintering resources; and identify which plant species are in bloom during the focused surveys, as well as their percent cover. Incidental observations of potential nest resources will also be noted. For the purposes of this mitigation measure, potential nest resources are defined as abandoned small mammal burrows, bunch grasses with a duff layer, grass thatch, hollow trees, rock and brush piles, and human-made structures that may support bumble bee colonies, such as birdhouses. Potential overwintering resources are defined as bare soil, leaf litter, pine needle duff layer, and bunch grasses.

Focused surveys shall include at least three on-site surveys that are spaced 2 to 4 weeks apart. The timing of these surveys shall coincide with the queen flight season through the colony active period (February 1 through August 31); they shall also coincide with the blooming season of floral food sources). Surveys may occur between 1 hour after sunrise and 2 hours before sunset. Surveys shall not be conducted during wet conditions (e.g., foggy, rainy, or drizzling) and surveyors shall wait at least 1 hour following rain. Optimal surveys are conducted when there are sunny to partly sunny skies, temperatures between 65°F and 90°F, and winds less than 8 mph. Surveys may be conducted outside these weather parameters if other bees or butterflies are observed flying. A qualified biologist who is in possession of a valid Memorandum of Understanding with CDFW (and valid Scientific Collecting Permit, if applicable) shall conduct capture surveys and record non-lethal photo vouchers of all captured bumble bees in accordance with the CDFW Survey Considerations for CEQA Candidate Bumble Bee Species document (June 2023).

A written survey report shall be submitted to the City of Calimesa and CDFW within 30 days following completion of the focused surveys. The report shall include survey methods, weather conditions, and survey results, including a detailed habitat assessment, floral resources blooming and percent cover, bumble bee species observed, floral species bumble bees were observed visiting, nesting and overwintering habitat surveyed, and a figure showing the locations of any Crotch's bumble bee nest sites or individuals observed. The survey report shall include the qualifications/resumes of the surveyor(s) and approved taxonomist(s) for identification of photo vouchers. If Crotch's bumble bee nests or individuals are observed, the location information shall be submitted to the California Natural Diversity Database at the time of, or prior to, submittal of the survey report. In addition, if avoidance of take is not feasible, the applicant shall consult with CDFW to determine if take authorization is required. If Crotch's bumble bee is not detected during the focused surveys, no further action or mitigation would be required.

If required, mitigation for direct impacts to Crotch's bumble bee shall be fulfilled through compensatory mitigation at a minimum 1:1 nesting habitat replacement of equal or better functions and values to those impacted by the Project, to be fulfilled through the protection of 303.8 acres of open space, 64.2 acres of which shall be included in the MSHCP Conservation area (MM-BIO-6), along with payment of the Local Development Mitigation Fees that contribute to the conservation of land in western Riverside County (MM-BIO-3). If required by the permitting process, additional mitigation may be required through off-site conservation or through a CDFW-approved mitigation bank. If mitigation is not purchased through a mitigation bank and lands are conserved separately into the MSHCP Conservation area, a cost estimate shall be prepared to estimate the initial start-up costs and ongoing annual costs of management activities for the management of the conservation easement area(s) in perpetuity, in coordination with CDFW. The funding source shall be in the form of an endowment to help the qualified natural lands management entity that is ultimately selected to hold the conservation easement(s). The endowment amount shall be established following the completion of a Project-specific Property Analysis Record to calculate the costs of in-perpetuity land management. The Property Analysis Record shall account for all management activities required to fulfill the requirements of the conservation easement(s), which are currently under review and development by CDFW.

MM-BIO-10 Pre-Construction Nesting Bird Survey. Construction activities shall avoid the migratory bird nesting season (typically January 1 through October 31 for white-tailed kite, and from February 1 through August 31 for all other species), as feasible, to reduce any potential significant impact to birds that may be nesting within the construction area. If construction activities must occur during the migratory bird nesting season, an avian nesting survey of the study area and within 500 feet of all impact areas must be conducted to determine the presence/absence of fully protected species (including white-tailed kite), protected migratory birds, and active nests. A pre-construction survey shall be conducted prior to each phase of Project implementation. The avian nesting survey shall be performed by a qualified wildlife biologist within 72 hours prior to the start of construction in accordance with the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 3513. If an active bird nest is found, the nest shall be flagged and mapped on the construction plans along with an appropriate buffer established around the nest, which shall be determined by the biologist based on the species' sensitivity to disturbance (typically 300 feet for passerines and 500 feet for raptors and special-status species). The nest area shall be avoided until the nest is vacated and the juveniles have fledged. The nest area shall be demarcated in the

field with flagging and stakes or construction fencing. On-site construction monitoring shall also be conducted when an active nest buffer is in place. No Project activities may encroach into established buffers without the consent of a monitoring biologist. The buffer shall remain in place until it is determined the nestlings have fledged and the nest is no longer considered active.

Although protocol-level surveys for coastal California gnatcatcher are not required per the Western Riverside County Multiple Species Habitat Conservation Plan, applicants are required (per the U.S. Fish and Wildlife Service Special Terms and Conditions for Permit TE-088609-0) to avoid clearing coastal California gnatcatcher–occupied habitat in the Criteria Area and in Public-Quasi/Public Lands between March 1 and August 15. If potential occupied habitat is determined present based on incidental observations (e.g., sightings, calls), all habitat clearing, grubbing, grading, and associated construction actions shall be timed to avoid the active breeding season for California gnatcatcher (March 1 to August 15) within the Criteria Cells and/or Public/Quasi-Public Lands. If impacts to potential occupied habitat within the Criteria Cells and/or Public/Quasi-Public Lands cannot be avoided from March 1 through August 15, a focused protocol-level survey for coastal California gnatcatcher shall be implemented to prove species absence from the habitat. If a coastal California gnatcatcher nest is detected, the nest shall be flagged and mapped on the construction plans along with an appropriate buffer established around the nest, which shall be determined by the biologist based on the species' sensitivity to disturbance (typically 500 feet). The nest area shall be avoided until the nest is vacated, and the juveniles have fledged.

MM-BIO-11 Aquatic Resource Avoidance, Permitting, and Protection. Prior to construction activity within waters under Regional Water Quality Control Board (RWQCB) jurisdiction, the Project Applicant/Developer shall coordinate with the Santa Ana RWQCB (Region 8) to assure conformance with the requirements of the Porter–Cologne Water Quality Control Act. Prior to activity within California Department of Fish and Wildlife (CDFW) jurisdictional streambed or associated riparian habitat, the Project Applicant/Developer shall coordinate with CDFW (Inland Deserts Region 6) relative to conformance to the Lake and Streambed Alteration permit requirements. Prior to activity within Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) riparian/riverine resources, the Project Applicant/Developer shall coordinate with the City of Calimesa, the Regional Conservation Authority (RCA), CDFW, and the U.S. Fish and Wildlife Service (USFWS) to demonstrate consistency with the MSHCP.

Future development shall mitigate for permanent impacts to jurisdictional aquatic resources through the completion of a restoration program at an Applicant/Developer-sponsored mitigation site. Completion of the restoration program shall ensure no net loss of waters and include a minimum of a 1:1 ratio of impacts to establishment or re-establishment and a 1:1 ratio of impacts to rehabilitation (2:1 ratio total). A habitat mitigation and monitoring plan shall be prepared in accordance with resource agency guidelines and approved by the agencies (i.e., RCA, CDFW, USFWS, and RWQCB) in accordance with the proposed program permits. The habitat mitigation and monitoring plan shall include but is not limited to a conceptual planting plan including planting zones, grading, and irrigation, as applicable; a conceptual planting plant palette; a long-term maintenance and monitoring plan; annual reporting requirements; and proposed success criteria. Any applicant-sponsored mitigation shall be conserved and managed in perpetuity via a conservation easement. Any entity performing long-term management of the mitigation lands shall be funded in perpetuity. If long-term management of the mitigation lands is conducted by the RCA,

an endowment will be needed for the management of those lands where management would occur beyond the requirements described in MSHCP Chapter 5, Management and Monitoring.

In the event that the Applicant/Developer-sponsored mitigation is not viable, mitigation for permanent impacts shall be completed through a purchase of credits at a 2:1 ratio (which includes a minimum of 1:1 re-establishment and 1:1 re-establishment and/or rehabilitation credits) from an approved mitigation bank within the MSHCP Plan Area.

Temporary impacts to jurisdictional aquatic resources shall be restored in place (i.e., at a 1:1 ratio). Restoration activities shall be described in a habitat mitigation and monitoring plan that shall be reviewed and approved by the appropriate entities (i.e., RCA, CDFW, USFWS, and RWQCB). Following completion of the restoration program, the restored areas shall be protected via a deed restriction.

MM-BIO-12 Tree Removal Mitigation. Prior to the issuance of grading permits for each phase of Project implementation, the Project Applicant/Developer shall prepare and submit an oak tree and qualifying non-oak tree (i.e. qualifying means any non-oak tree with a diameter at breast height greater than 24 inches) preservation and replacement plan for each phase of construction in conjunction with an application for a tree preservation and replacement permit from the City of Calimesa (Chapter 18.80.060 of the City's Oak Tree Preservation Ordinance and Section 18.70.120 of the City's zoning code). This preservation and replacement plan shall detail long-term maintenance and monitoring for trees planted within and directly adjacent to the Project site. This plan shall also require that the Homeowners Association contract and fund an International Society of Arboriculture (ISA) Certified Arborist for long-term monitoring with authority in decisions regarding tree care and maintenance. The plan shall also have requirements for funding replacement tree planting procedures, if necessary.

Tree replacement shall occur at a 1:1 mitigation ratio with container trees or 9:1 with acorns for oak trees. The replacement of mature trees, including oak or qualifying non-oak, shall occur with a minimum of 36-inch box specimen trees at a 1:1 mitigation ratio. Per the City's tree mitigation requirements and based on the proposed Project's impacts, the proposed mitigation planting shall include a mixture of acorns, 1-gallon, 15-gallon, 24-inch box, 36-inch box, 48-inch box, and 60-inch box trees to mitigate the removal and encroachment of 1,257 protected/heritage oak trees and 21 qualifying mature non-oak trees. Therefore, to mitigate the removal and encroachment of up to 1,257 oak trees, a minimum of 3,394 acorns, 251 1-gallon trees, 189 15-gallon trees, 189 24-inch box trees, 126 36-inch box trees, 63 48-inch box trees, and 63 60-inch box oak trees shall be planted. The 3,394 acorns, 251 1-gallon trees, and 189 15-gallon trees shall be planted within the site's preserved oak woodlands and open space conservation areas, and the 189 24-inch box trees, 126 36-inch box trees, 63 48-inch box trees, and 63 60-inch box trees shall be incorporated into the site's developed landscape, parks, and street master plan. Furthermore, to mitigate the removal and encroachment of the 21 qualifying mature non-oak trees, a minimum of 21 36-inch box trees shall be planted within the site's developed landscape. Replacement tree species shall be selected from a list of pre-approved species from the City of Calimesa.

The City of Calimesa Municipal Codes state that if all the mitigation trees cannot be accommodated on site, an in-lieu payment of the replacement cost for each tree removed may be accepted. Based on a review of the July 2023 Land Use Plans for the proposed Project, the site can accommodate all the required mitigation trees. However, should it be found that the site cannot accommodate all

mitigation trees, the Project Applicant/Developer shall work closely with the City of Calimesa to identify off-site planting locations and/or pay the in-lieu fee for the replacement cost of those trees that cannot be accommodated on site.

Because impacts associated with the County Line Road off-site improvements have not been finalized, prior to commencement of any earthwork occurring within the off-site improvement areas associated with County Line Road, an International Society of Arboriculture certified arborist shall be retained to confirm whether findings in the Arborist Report for the Mesa Verde Specific Plan Area 2 Amendment 2 (Dudek 2024) are still accurate, or whether adjustments in tree replacements are needed.

MM-BIO-13 MSHCP Consistency and Riparian/Riverine Mitigation. Prior to Project approval, the Project Applicant/Developer shall complete a Joint Project Review (JPR) with the City of Calimesa, Regional Conservation Authority (RCA), California Department of Fish and Wildlife (CDFW), and the U.S. Fish and Wildlife Service (USFWS). The complete JPR shall include the Project Applicant/Developer's final Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis and final Determination of Biologically Equivalent or Superior Preservation (DBESP) Report. The DBESP Report shall include the proposed mitigation for MSHCP riparian/riverine resources, as summarized below.

Future development shall mitigate for permanent impacts to MSHCP riparian/riverine resources through the completion of a restoration program at an Applicant/Developer-sponsored mitigation site. Completion of the restoration program shall ensure no net loss of MSHCP riparian/riverine resources and include a minimum of a 1:1 ratio of impacts to establishment or re-establishment and a 1:1 ratio of impacts to rehabilitation (2:1 ratio total). A habitat mitigation and monitoring plan shall be prepared in accordance with resource agency guidelines and approved by the appropriate entities (RCA and the Wildlife Agencies [CDFW and USFWS]), as well as any applicable water-regulating entities (e.g., Regional Water Quality Control Board) in accordance with the received permits. The habitat mitigation and monitoring plan shall include but is not limited to a conceptual planting plan including planting zones, grading, and irrigation, as applicable; a conceptual planting plant palette; a long-term maintenance and monitoring plan; annual reporting requirements; and proposed success criteria. Any Applicant/Developer-sponsored mitigation shall be conserved and managed in perpetuity via a conservation easement. Any entity performing long-term management of the mitigation lands shall be funded in perpetuity. If long-term management of the mitigation lands is conducted by the RCA, an endowment will be needed for the management of those lands where management would occur beyond the requirements described in MSHCP Chapter 5, Management and Monitoring.

In the event that the Applicant/Developer-sponsored mitigation is not viable, mitigation for permanent impacts shall be completed through a purchase of credits at a 2:1 ratio (which includes a minimum of 1:1 re-establishment and 1:1 re-establishment and/or rehabilitation credits) from an approved mitigation bank within the MSHCP Plan Area.

Temporary impacts to MSHCP riparian/riverine resources shall be restored in place (i.e., at a 1:1 ratio). Restoration activities shall be described in a habitat mitigation and monitoring plan that shall be reviewed and approved by the appropriate entities. Following completion of the restoration program, the restored areas shall be protected via a deed restriction. The temporarily impacted

MSHCP riparian/riverine resources are not located within the MSHCP Conservation area and therefore a conservation easement is not required.

4.3.7 Level of Significance Conclusion

Threshold 4.3a With implementation of MM-BIO-1 through MM-BIO-10, the Project would have a less than significant impact, 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.

Threshold 4.3b With implementation of MM-BIO-1, MM-BIO-2, MM-BIO-3, and MM-BIO-6, the Project would have a less than significant impact 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.

Threshold 4.3c With implementation of MM-BIO-1, MM-BIO-2, MM-BIO-6, and MM-BIO-11, the Project would have a less than significant impact 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.

Threshold 4.3d With implementation of MM-BIO-1, MM-BIO-2, and MM-BIO-6, the Project would have a less than significant impact on 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.

Threshold 4.3e With implementation of MM-BIO-12, the Project would have a less than significant impact related to conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Threshold 4.3f With implementation of MM-BIO-1, MM-BIO-2, MM-BIO-3, MM-BIO-4, MM-BIO-6, MM-BIO-10, and MM-BIO-13, the Project would have a less than significant impact related to conflicts with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

4.3.8 References

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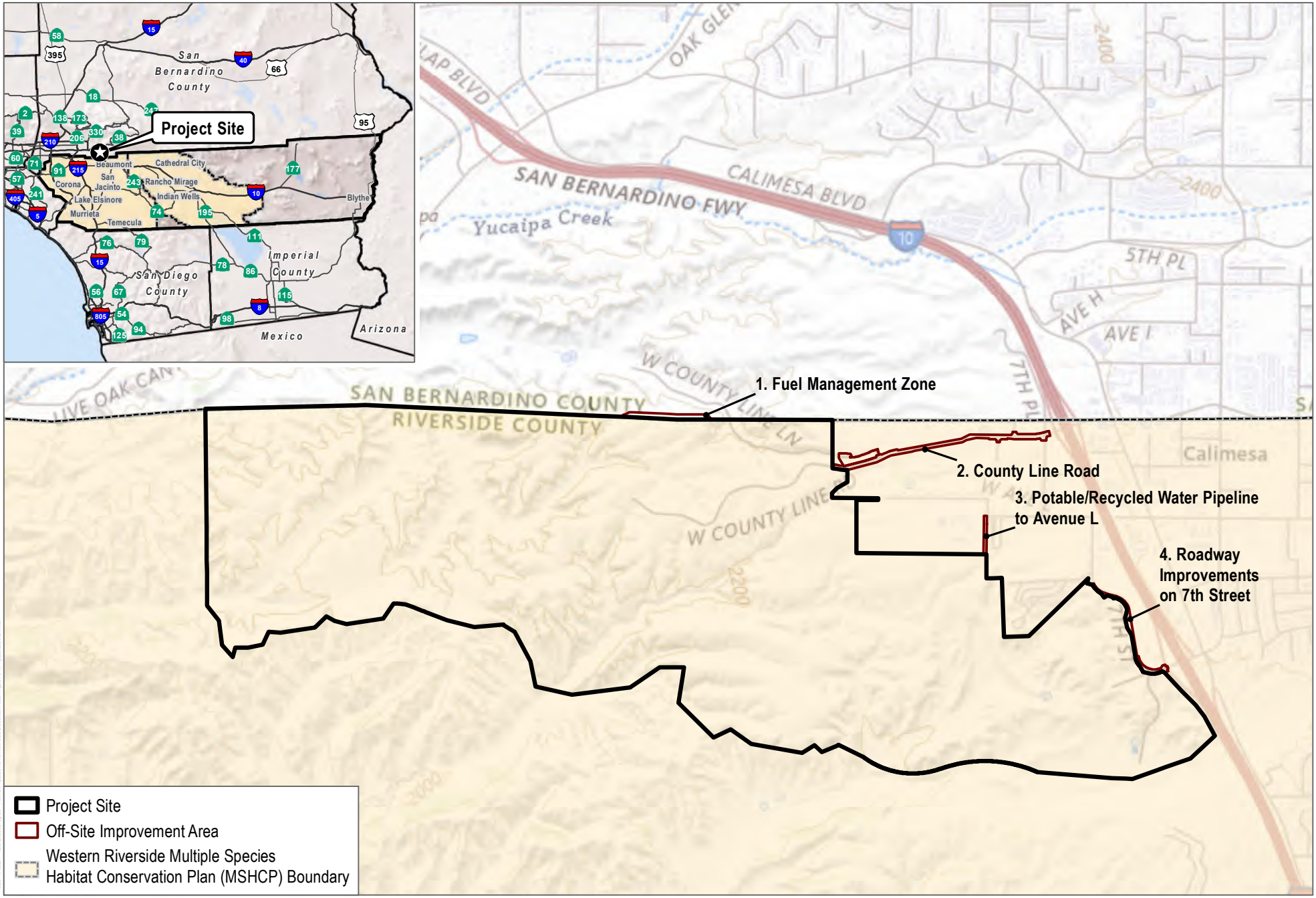

SOURCE: USGS 7.5-Minute Series El Casco and Yucaipa Quadrangles; Township 2S / Range 2W / Sections 08, 09, 14, 15, 16, 17, 22, 23

DUDEK

0 1,000 2,000 Feet

FIGURE 4.3-1

Biological Resources Study Area

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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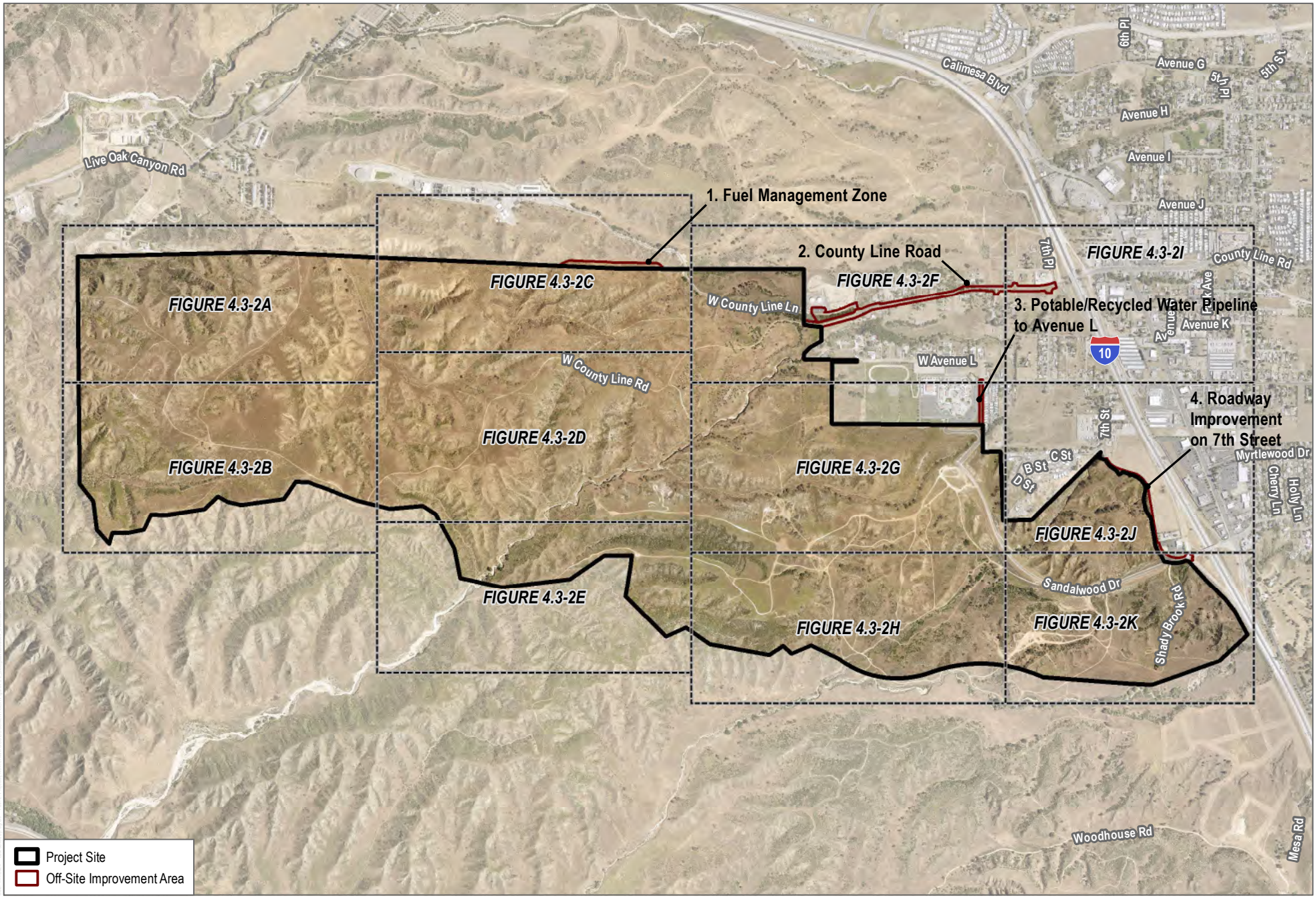


SOURCE: Hunsaker 2024; Riverside County; Open Street Map

DUDEK

0 1,000 2,000 Feet

FIGURE 4.3-2

Biological Resources Overview

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

INTENTIONALLY LEFT BLANK

- Project Site
- Suitable Burrowing Owl Burrows
- Rare/Sensitive Vegetation Communities
- **Chaparral**
  - Adefas/Ceatom/Erifas/Lotsco/Eri - Chamise chaparral
  - Adefas-Salmel - Chamise-Sage chaparral
  - Arcgla-Adefas-Quewis - Eastwood manzanita chaparral
  - Ceacra-Adefas-Salmel - Hoary leaf ceanothus chaparral
  - Rhuova - Sugarbush chaparral
- **Grass and Herb Dominated**
  - Corfil - Sand-aster and perennial buckwheat fields
  - Hirinc - Upland mustards or star-thistle fields
  - NNG - Non-Native Grassland
- **Scrub**
  - Artcal-Lotsco - California sagebrush-(purple sage) scrub
  - Erifas/Encfar - California buckwheat scrub
  - Kecant - Bush penstemon scrub
  - Lotsco - Deerweed-silver lupine-yerba santa scrub
  - Malfas - Bush mallow scrub
  - Salmel/Erifas/BrorubBlack sage scrub
- **Unvegetated**
  - NWW - Unvegetated wash and river bottom
- **Disturbed and Developed**
  - DH - Disturbed Habitat

SOURCE: Hunsaker 2024; Riverside County; NAIP

DUDEK

0 150 300 Feet

FIGURE 4.3-2A

Biological Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

INTENTIONALLY LEFT BLANK

- Project Site
- Suitable Burrowing Owl Burrows
- Rare/Sensitive Vegetation Communities
- **Chaparral**
  - Adefas/Ceatom/Erifas/Lotsco/Eri - Chamise chaparral
  - Adefas-Salmel - Chamise-Sage chaparral
  - Cermon - Hairy leaf-woolly leaf ceanothus chaparral
- **Grass and Herb Dominated**
  - Corfil - Sand-aster and perennial buckwheat fields
  - NNG - Non-Native Grassland
- **Scrub**
  - Lotsco - Deerweed-silver lupine-yerba santa scrub
  - Malfas - Bush mallow scrub
- **Unvegetated**
  - NWW - Unvegetated wash and river bottom
- **Disturbed and Developed**
  - ORN - Ornamental Plantings
  - DH - Disturbed Habitat

SOURCE: Hunsaker 2024; Riverside County; NAIP

DUDEK

0 150 300 Feet

FIGURE 4.3-2B

Biological Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

INTENTIONALLY LEFT BLANK

- Project Site
- Off-Site Improvement Area
- Suitable Burrowing Owl Burrows

Special-Status Wildlife

- yellow warbler
- Rare/Sensitive Vegetation Communities

Chaparral

- Adefas/Ceatom/Erifas/Lotsco/Eri - Chamise chaparral
- Rhuova - Sugarbush chaparral

Grass and Herb Dominated

- Corfil - Sand-aster and perennial buckwheat fields
- Hirinc - Upland mustards or star-thistle fields
- NNG - Non-Native Grassland

Scrub

- Malfas - Bush mallow scrub

Woodland

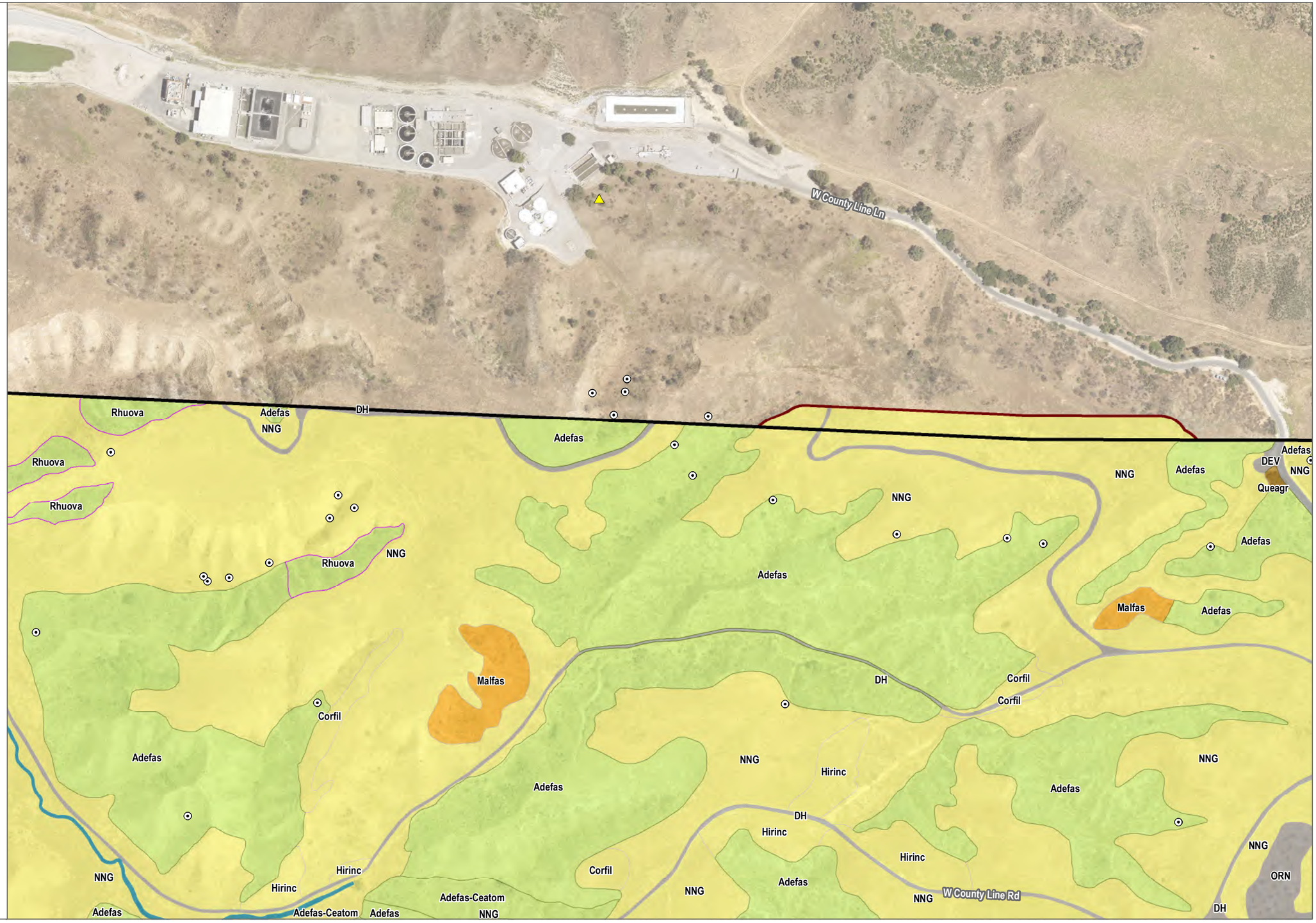
- Queagr - Coast live oak woodland and forest

Unvegetated

- NWW - Unvegetated wash and river bottom

Disturbed and Developed

- ORN - Ornamental Plantings
- DH - Disturbed Habitat
- DEV - Urban/Developed



SOURCE: Hunsaker 2024; Riverside County; NAIP

DUDEK

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FIGURE 4.3-2C

Biological Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

INTENTIONALLY LEFT BLANK

- Project Site
- Suitable Burrowing Owl Burrows
- Rare/Sensitive Vegetation Communities
- **Chaparral**
  - Adefas/Ceatom/Erifas/Lotsco/Eri - Chamise chaparral
  - Adefas-Salmel - Chamise-Sage chaparral
- **Grass and Herb Dominated**
  - Corfil - Sand-aster and perennial buckwheat fields
  - Hirinc - Upland mustards or star-thistle fields
  - NNG - Non-Native Grassland
- **Scrub**
  - Kecant - Bush penstemon scrub
  - Lotsco - Deerweed-silver lupine-yerba santa scrub
  - Malfas - Bush mallow scrub
- **Woodland**
  - Queagr - Coast live oak woodland and forest
- **Unvegetated**
  - NWW - Unvegetated wash and river bottom
- **Disturbed and Developed**
  - ORN - Ornamental Plantings
  - DH - Disturbed Habitat

SOURCE: Hunsaker 2024; Riverside County; NAIP

DUDEK

0 150 300 Feet

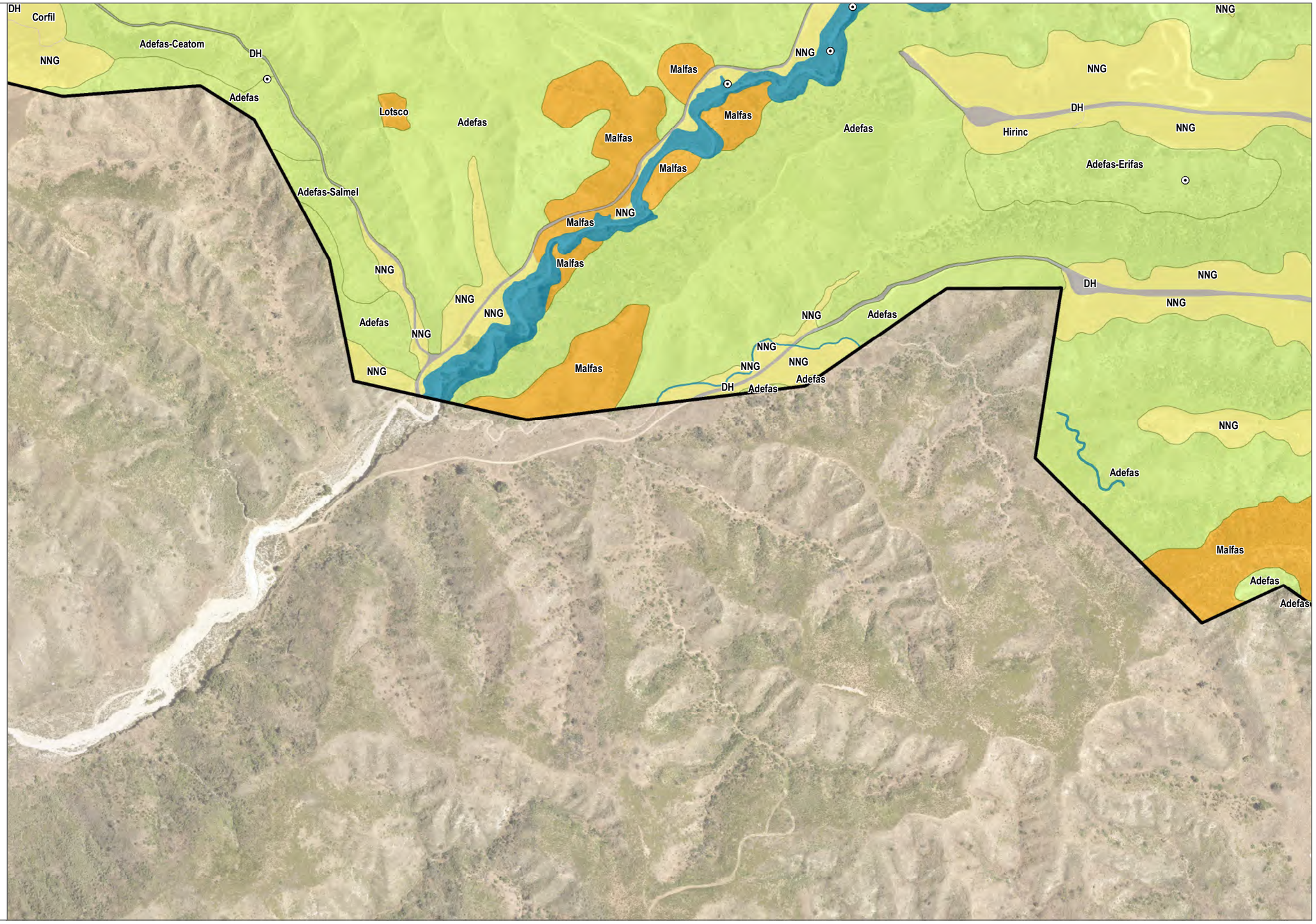
FIGURE 4.3-2D

Biological Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

INTENTIONALLY LEFT BLANK

- Project Site
- Suitable Burrowing Owl Burrows
- **Chaparral**
  - Adefas/Ceatom/Erifas/Lotsco/Eri - Chamise chaparral
  - Adefas-Salmel - Chamise-Sage chaparral
- **Grass and Herb Dominated**
  - Corfil - Sand-aster and perennial buckwheat fields
  - Hirinc - Upland mustards or star-thistle fields
  - NNG - Non-Native Grassland
- **Scrub**
  - Lotsco - Deerweed-silver lupine-yerba santa scrub
  - Malfas - Bush mallow scrub
- **Unvegetated**
  - NWW - Unvegetated wash and river bottom
- **Disturbed and Developed**
  - DH - Disturbed Habitat



SOURCE: Hunsaker 2024; Riverside County; NAIP

DUDEK

0 150 300 Feet

FIGURE 4.3-2E

Biological Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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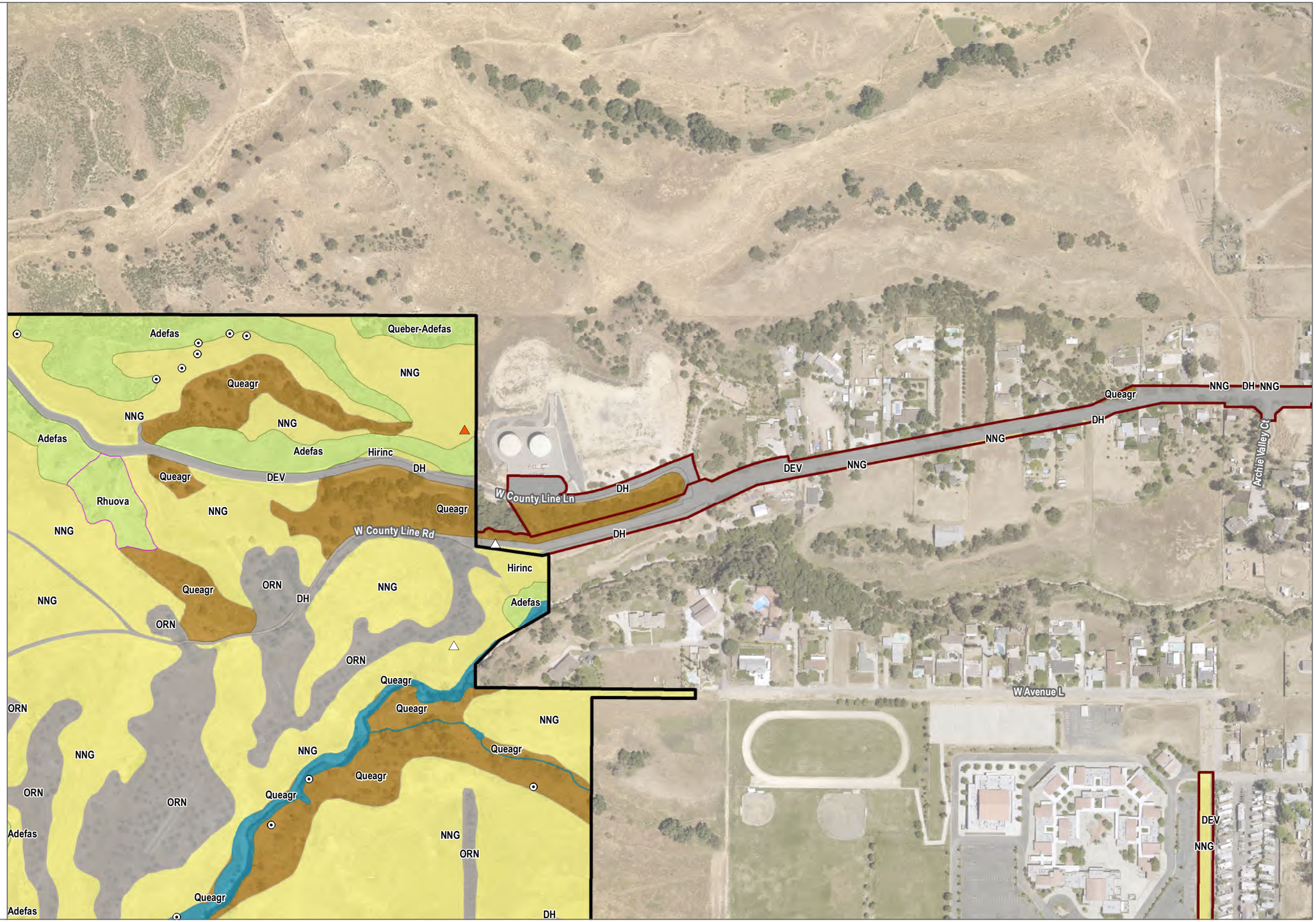
- Project Site
- Off-Site Improvement Area
- Suitable Burrowing Owl Burrows

Special-Status Wildlife

- red diamond rattlesnake
- white-tailed kite

- Rare/Sensitive Vegetation Communities
- **Chaparral**
  - Adefas/Ceatom/Erifas/Lotsco/Eri - Chamise chaparral
  - Queber-Adefas - Scrub oak chaparral
  - Rhuova - Sugarbush chaparral
- **Grass and Herb Dominated**
  - Hirinc - Upland mustards or star-thistle fields
  - NNG - Non-Native Grassland
- **Woodland**
  - Queagr - Coast live oak woodland and forest
- **Unvegetated**
  - NWW - Unvegetated wash and river bottom
- **Disturbed and Developed**
  - ORN - Ornamental Plantings
  - DH - Disturbed Habitat
  - DEV - Urban/Developed



SOURCE: Hunsaker 2024; Riverside County; NAIP

DUDEK

0 150 300 Feet

FIGURE 4.3-2F

Biological Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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- Project Site
- Off-Site Improvement Area
- Suitable Burrowing Owl Burrows

Special-Status Wildlife

- northern harrier
- Rare/Sensitive Vegetation Communities

Chaparral

- Adefas/Ceatom/Erifas/Lotsco/Eri - Chamise chaparral
- Adefas-Salmel - Chamise-Sage chaparral
- Queber-Adefas - Scrub oak chaparral
- Rhuova - Sugarbush chaparral

Grass and Herb Dominated

- Hirinc - Upland mustards or star-thistle fields
- NNG - Non-Native Grassland
- Naspul-Ave-Bro - Needle grass-Melic grass grassland

Scrub

- Encfar - Brittle bush scrub
- Erifas/Encfar - California buckwheat scrub

Woodland

- Queagr - Coast live oak woodland and forest

Riparian

- Sallas - Arroyo willow thickets

Unvegetated

- NWW - Unvegetated wash and river bottom

Disturbed and Developed

- ORN - Ornamental Plantings
- DH - Disturbed Habitat
- DEV - Urban/Developed

SOURCE: Hunsaker 2024; Riverside County; NAIP

DUDEK

0 150 300 Feet

FIGURE 4.3-2G

Biological Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

INTENTIONALLY LEFT BLANK

- Project Site
- Suitable Burrowing Owl Burrows

Special-Status Wildlife

- northern harrier
- Rare/Sensitive Vegetation Communities

Chaparral

- Adefas/Ceatom/Erifas/Lotsco/Eri - Chamise chaparral
- Adefas-Salmel - Chamise-Sage chaparral
- Queber-Adefas - Scrub oak chaparral
- Rhuova - Sugarbush chaparral

Grass and Herb Dominated

- NNG - Non-Native Grassland
- Sal - Russianthistle-dyers woad-fivehood bassia fields

Scrub

- Encfar - Brittle bush scrub
- Erifas/Encfar - California buckwheat scrub
- Malfas - Bush mallow scrub

Woodland

- Queagr - Coast live oak woodland and forest

Riparian

- Samnig - Basket bush-river hawthorn-desert olive patches

Unvegetated

- NWW - Unvegetated wash and river bottom

Disturbed and Developed

- ORN - Ornamental Plantings
- DH - Disturbed Habitat
- DEV - Urban/Developed

SOURCE: Hunsaker 2024; Riverside County; NAIP

DUDEK

0 150 300 Feet

FIGURE 4.3-2H

Biological Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

INTENTIONALLY LEFT BLANK

- Off-Site Improvement Area
- Suitable Burrowing Owl Burrows
- **Grass and Herb Dominated**
  - NNG - Non-Native Grassland
- **Disturbed and Developed**
  - DH - Disturbed Habitat
  - DEV - Urban/Developed



SOURCE: Hunsaker 2024; Riverside County; NAIP

DUDEK

0 150 300 Feet

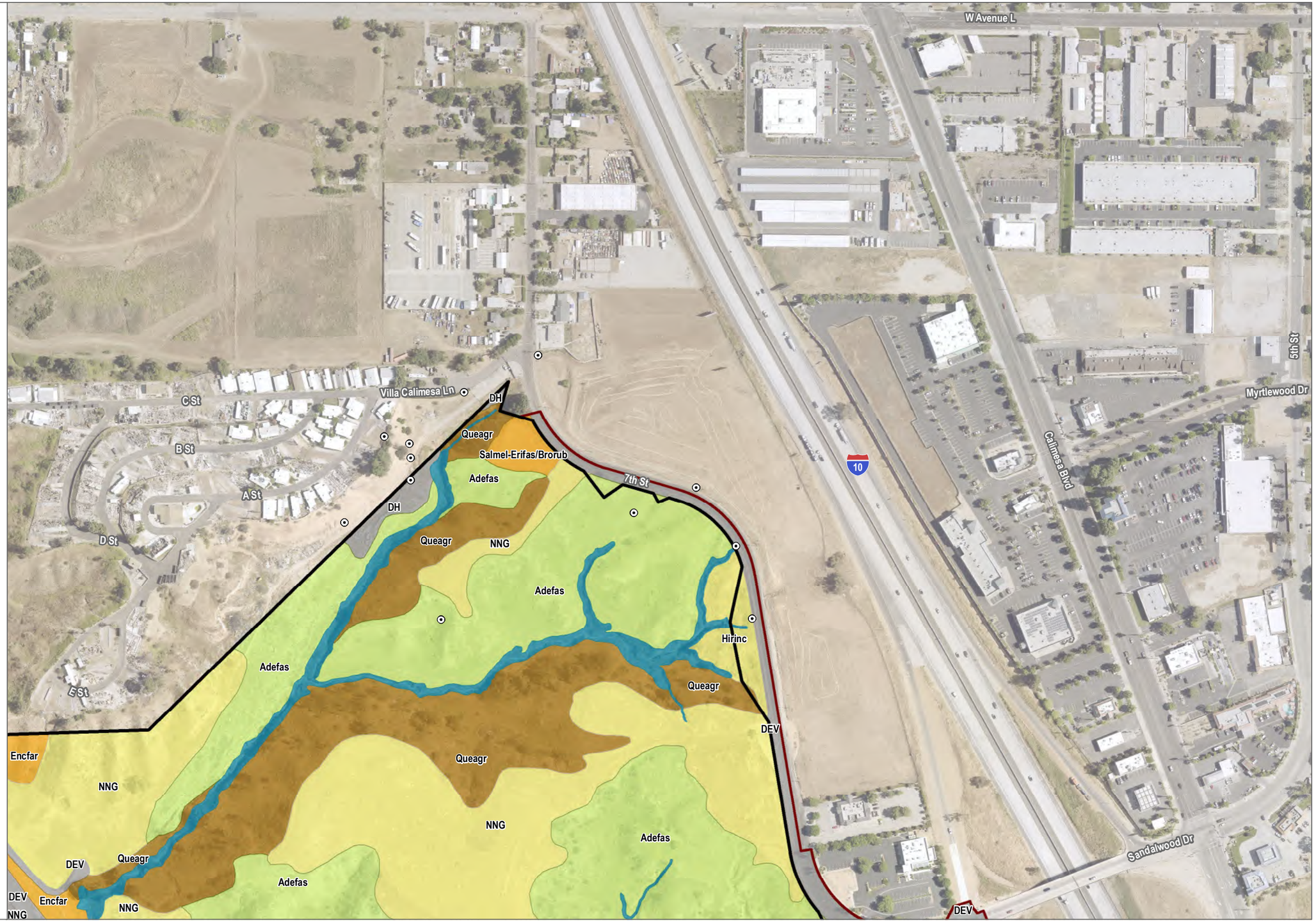
FIGURE 4.3-2I

Biological Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

INTENTIONALLY LEFT BLANK

- Project Site
- Off-Site Improvement Area
- Suitable Burrowing Owl Burrows
- **Chaparral**
  - Adefas/Ceatom/Erifas/Lotsco/Eri - Chamise chaparral
- **Grass and Herb Dominated**
  - Hirinc - Upland mustards or star-thistle fields
  - NNG - Non-Native Grassland
- **Scrub**
  - Encfar - Brittle bush scrub
  - Salmel/Erifas/BrorubBlack sage scrub
- **Woodland**
  - Queagr - Coast live oak woodland and forest
- **Unvegetated**
  - NWW - Unvegetated wash and river bottom
- **Disturbed and Developed**
  - DH - Disturbed Habitat
  - DEV - Urban/Developed



SOURCE: Hunsaker 2024; Riverside County; NAIP

DUDEK

0 150 300 Feet

FIGURE 4.3-2J

Biological Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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- Project Site
- Off-Site Improvement Area
- Suitable Burrowing Owl Burrows

Special-Status Wildlife

- red diamond rattlesnake

- **Chaparral**
  - Adefas/Ceatom/Erifas/Lotsco/Eri - Chamise chaparral
  - Queber-Adefas - Scrub oak chaparral
- **Grass and Herb Dominated**
  - NNG - Non-Native Grassland
- **Scrub**
  - Encfar - Brittle bush scrub
  - Erifas/Encfar - California buckwheat scrub
- **Woodland**
  - Queagr - Coast live oak woodland and forest
- **Unvegetated**
  - NWW - Unvegetated wash and river bottom
- **Disturbed and Developed**
  - ORN - Ornamental Plantings
  - DH - Disturbed Habitat
  - DEV - Urban/Developed

SOURCE: Hunsaker 2024; Riverside County; NAIP

DUDEK

0 150 300 Feet

FIGURE 4.3-2K

Biological Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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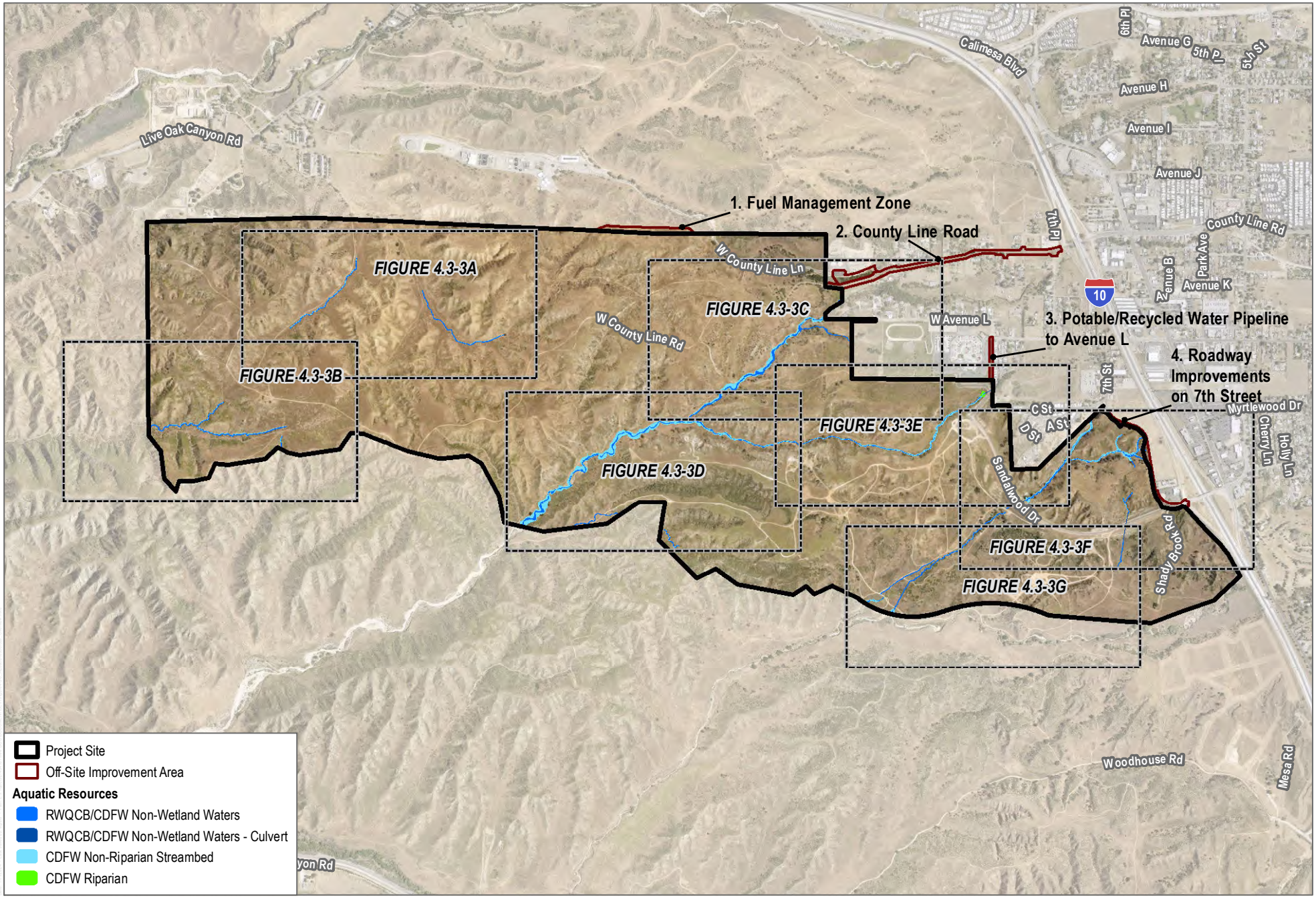

SOURCE: Hunsaker 2024; Riverside County; Open Street Map

DUDEK

0 1,000 2,000 Feet

FIGURE 4.3-3

Jurisdictional Aquatic Resources Overview

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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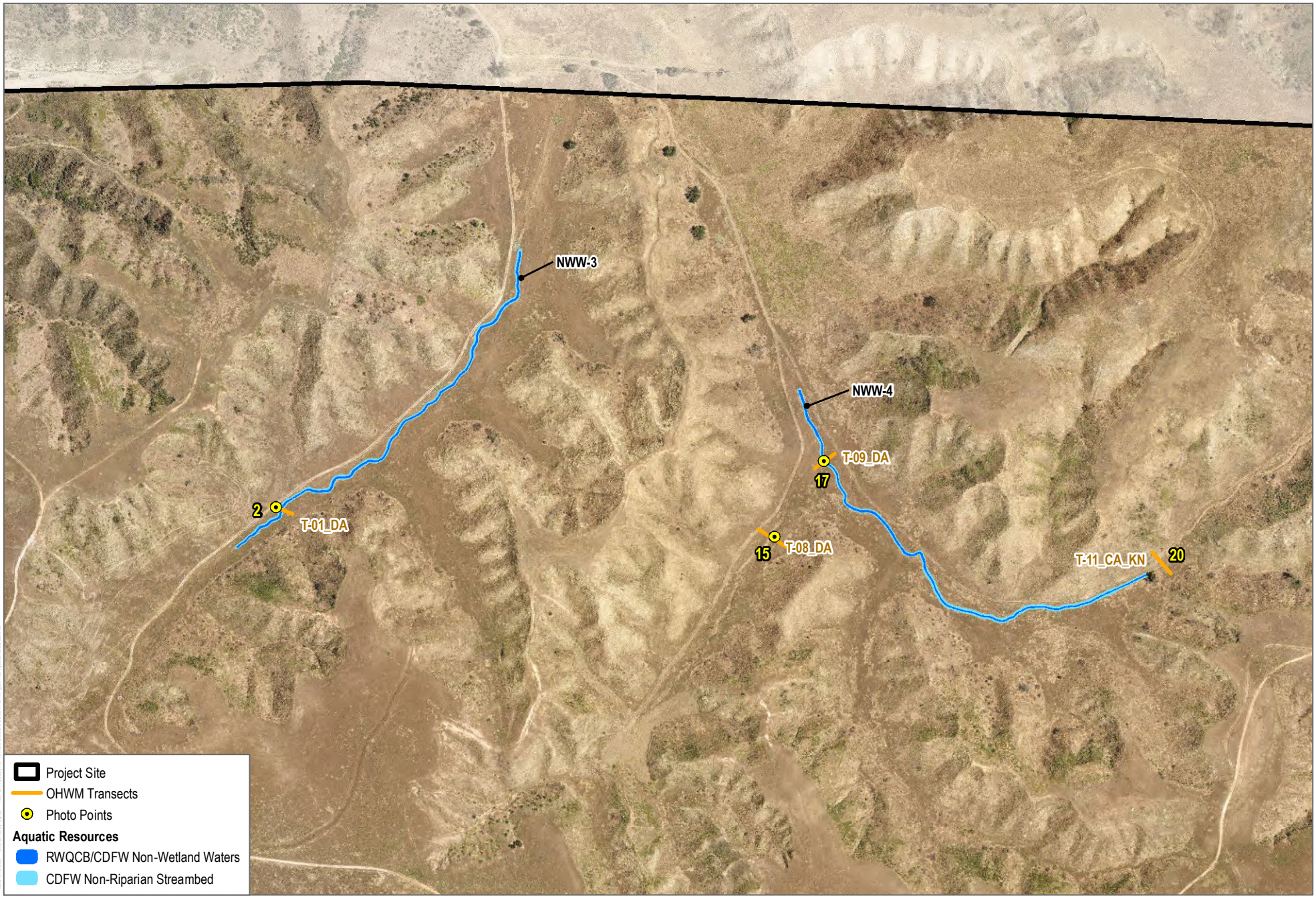

SOURCE: Husaker 2024; Riverside County; Open Street Map

DUDEK

0 250 500 Feet

FIGURE 4.3-3A

Jurisdictional Aquatic Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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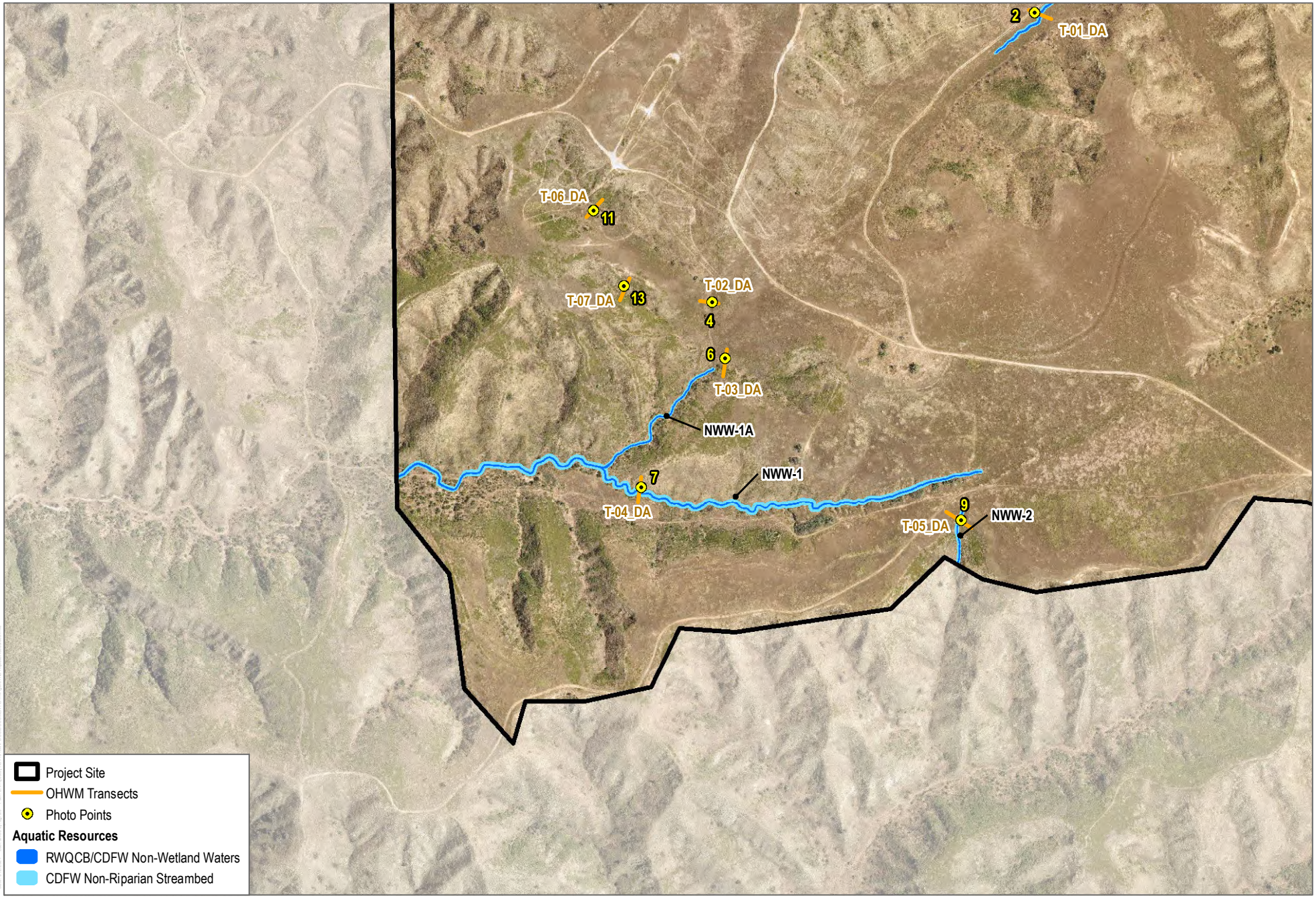

SOURCE: Husaker 2024; Riverside County; Open Street Map

DUDEK

0 250 500 Feet

FIGURE 4.3-3B

Jurisdictional Aquatic Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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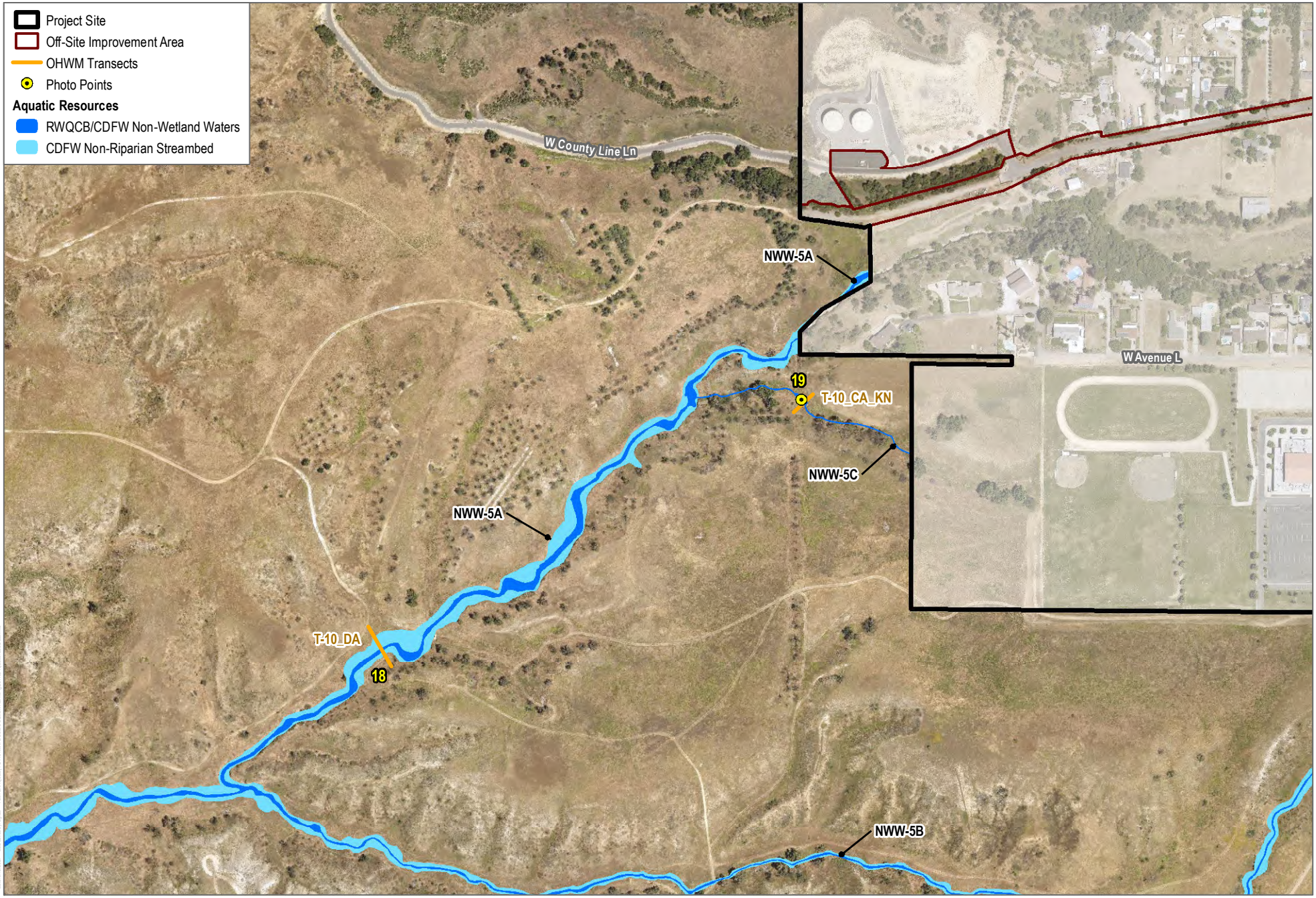

SOURCE: Husaker 2024; Riverside County; Open Street Map

DUDEK

0 250 500 Feet

FIGURE 4.3-3C

Jurisdictional Aquatic Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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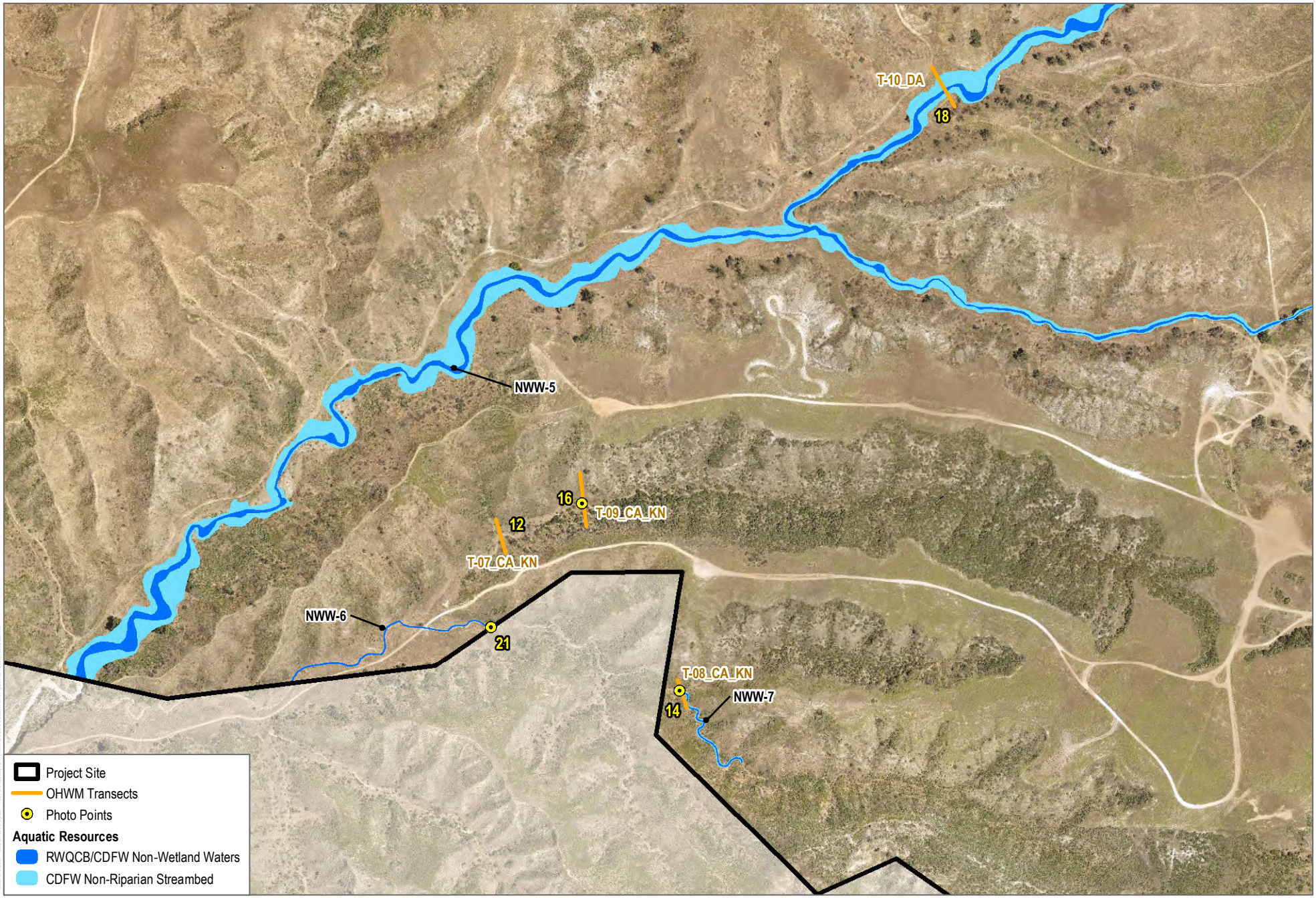

SOURCE: Husaker 2024; Riverside County; Open Street Map

DUDEK

0 250 500 Feet

FIGURE 4.3-3D

Jurisdictional Aquatic Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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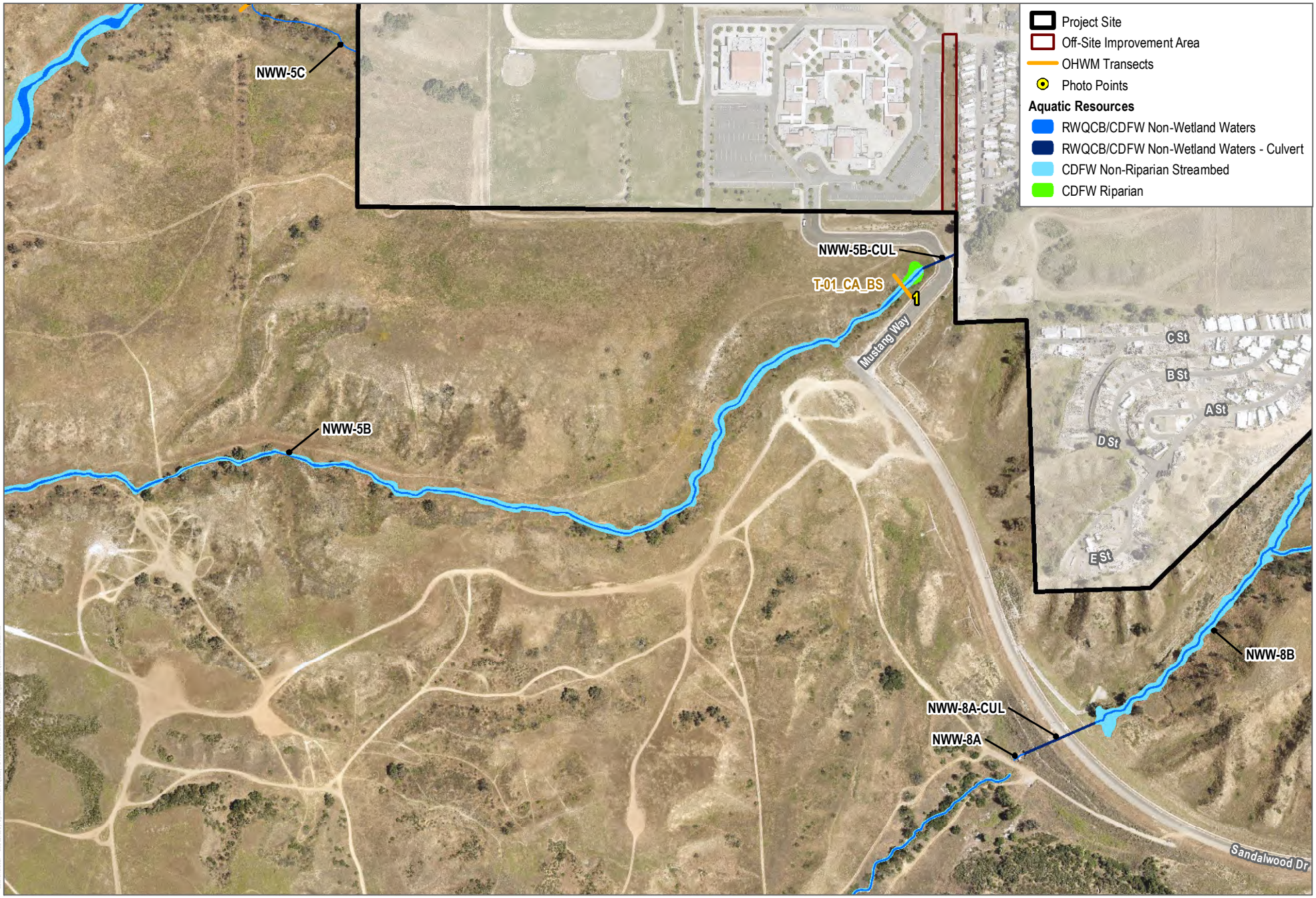

SOURCE: Husaker 2024; Riverside County; Open Street Map

DUDEK

0 250 500 Feet

FIGURE 4.3-3E

Jurisdictional Aquatic Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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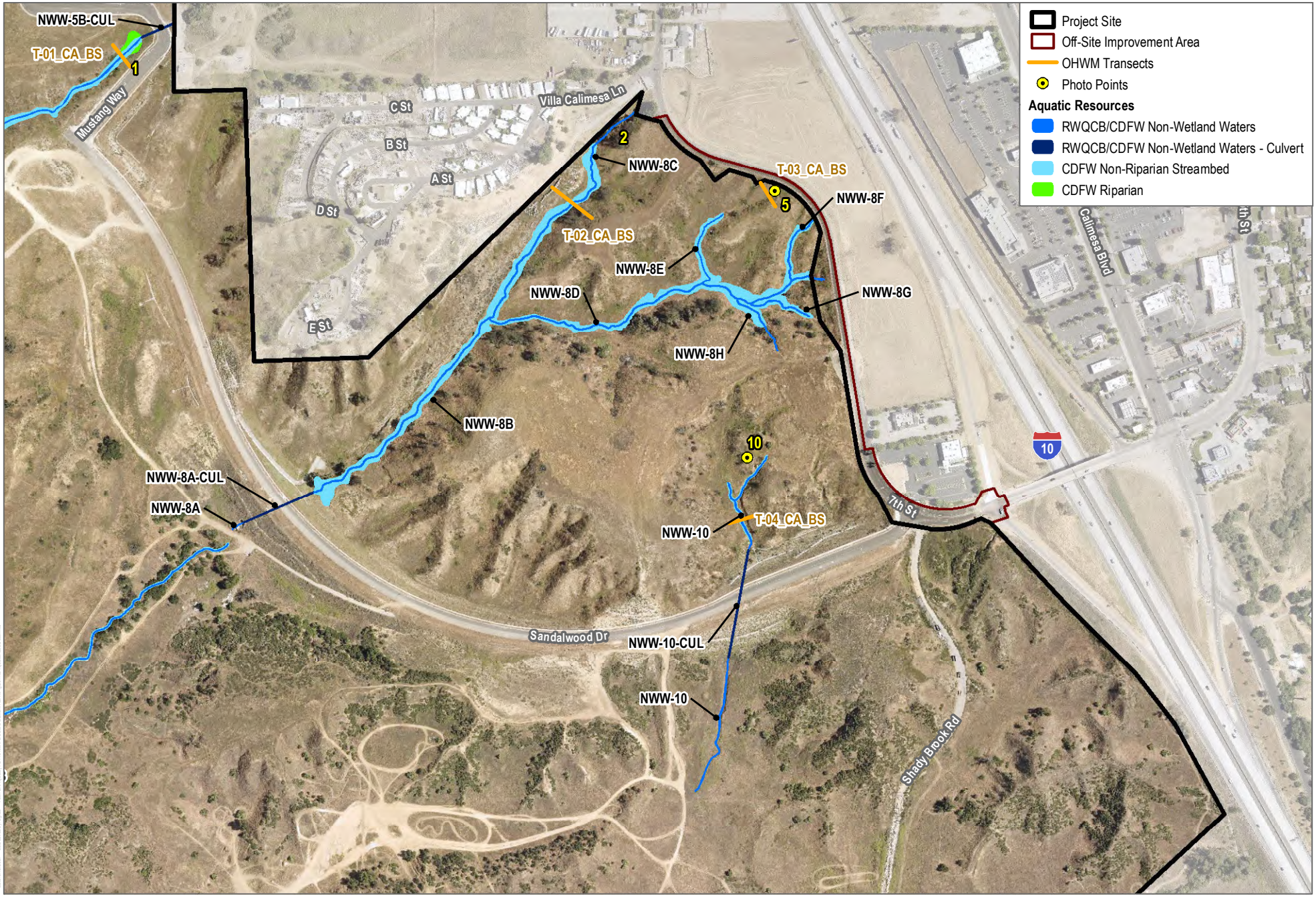

SOURCE: Husaker 2024; Riverside County; Open Street Map

DUDEK

0 250 500 Feet

FIGURE 4.3-3F

Jurisdictional Aquatic Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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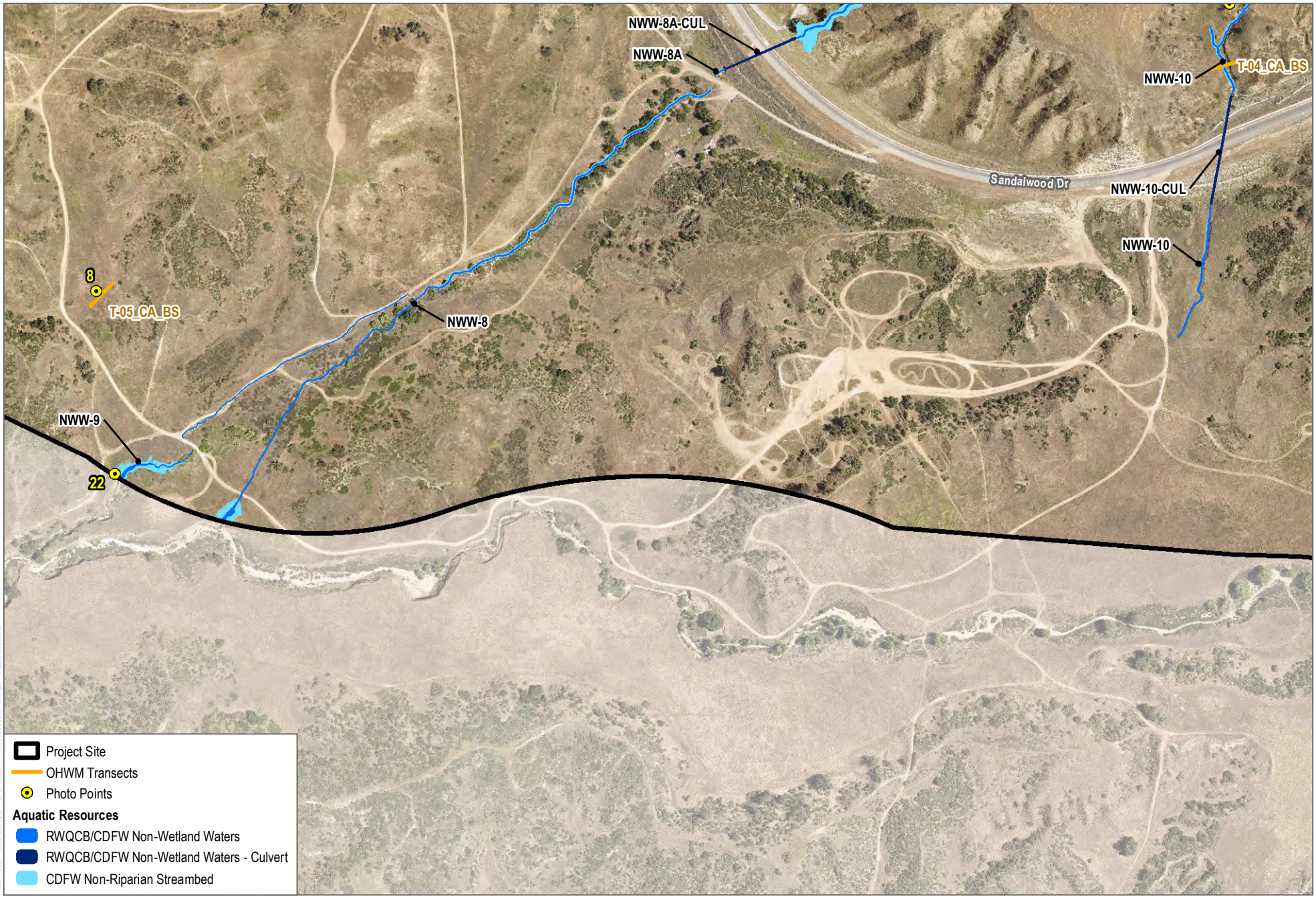

SOURCE: Husaker 2024; Riverside County; Open Street Map

DUDEK

0 250 500 Feet

FIGURE 4.3-3G

Jurisdictional Aquatic Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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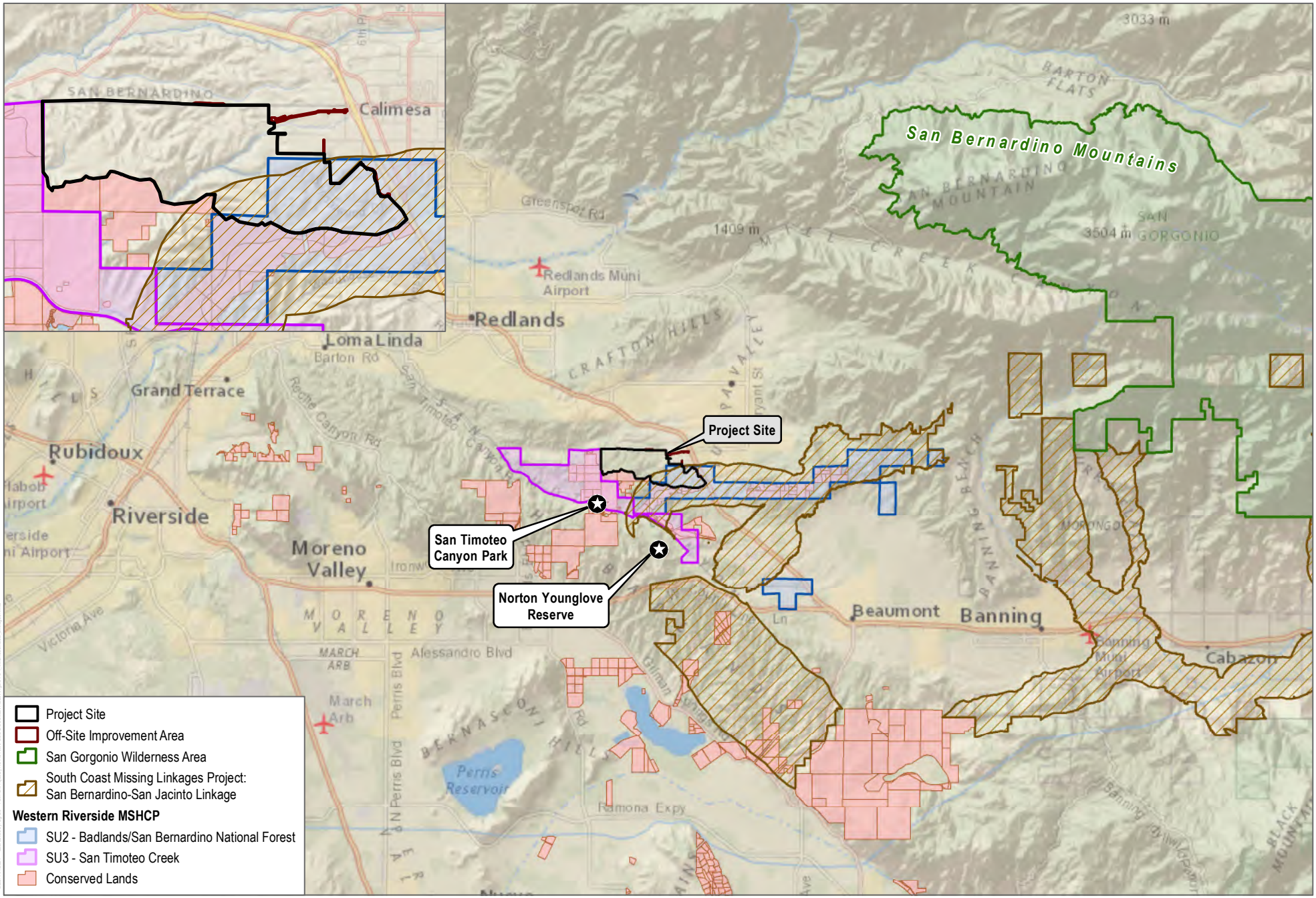

SOURCE: Riverside County; San Bernardino County; USGS; USFS; CDFW; National Geographic Basemap

DUDEK

0 2.5 5 Miles

FIGURE 4.3-4

Wildlife Corridors and Linkages

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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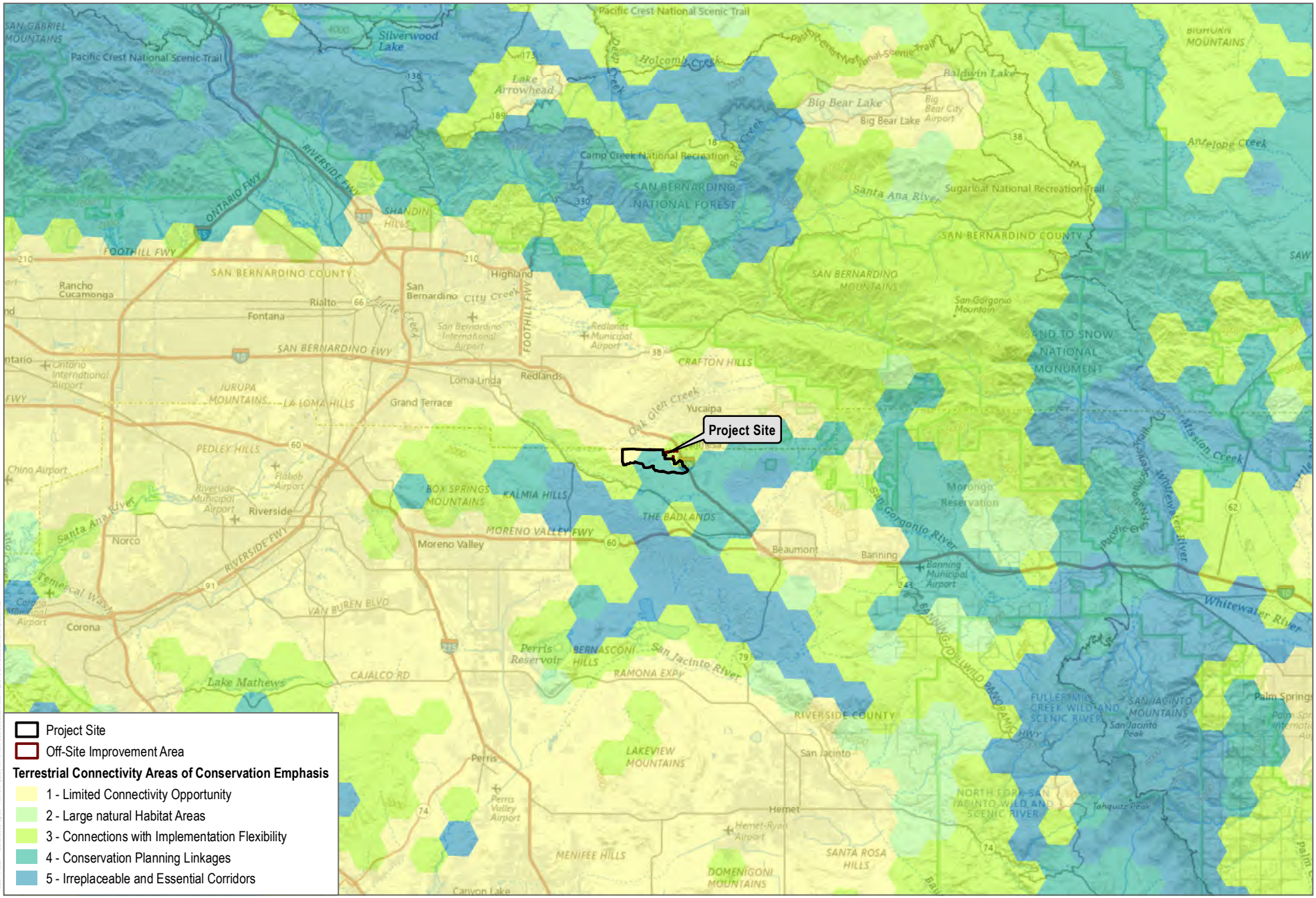

SOURCE: Riverside County; San Bernardino County; CDFW; National Geographic Basemap

DUDEK

FIGURE 4.3-5

Terrestrial Connectivity Areas of Conservation Emphasis

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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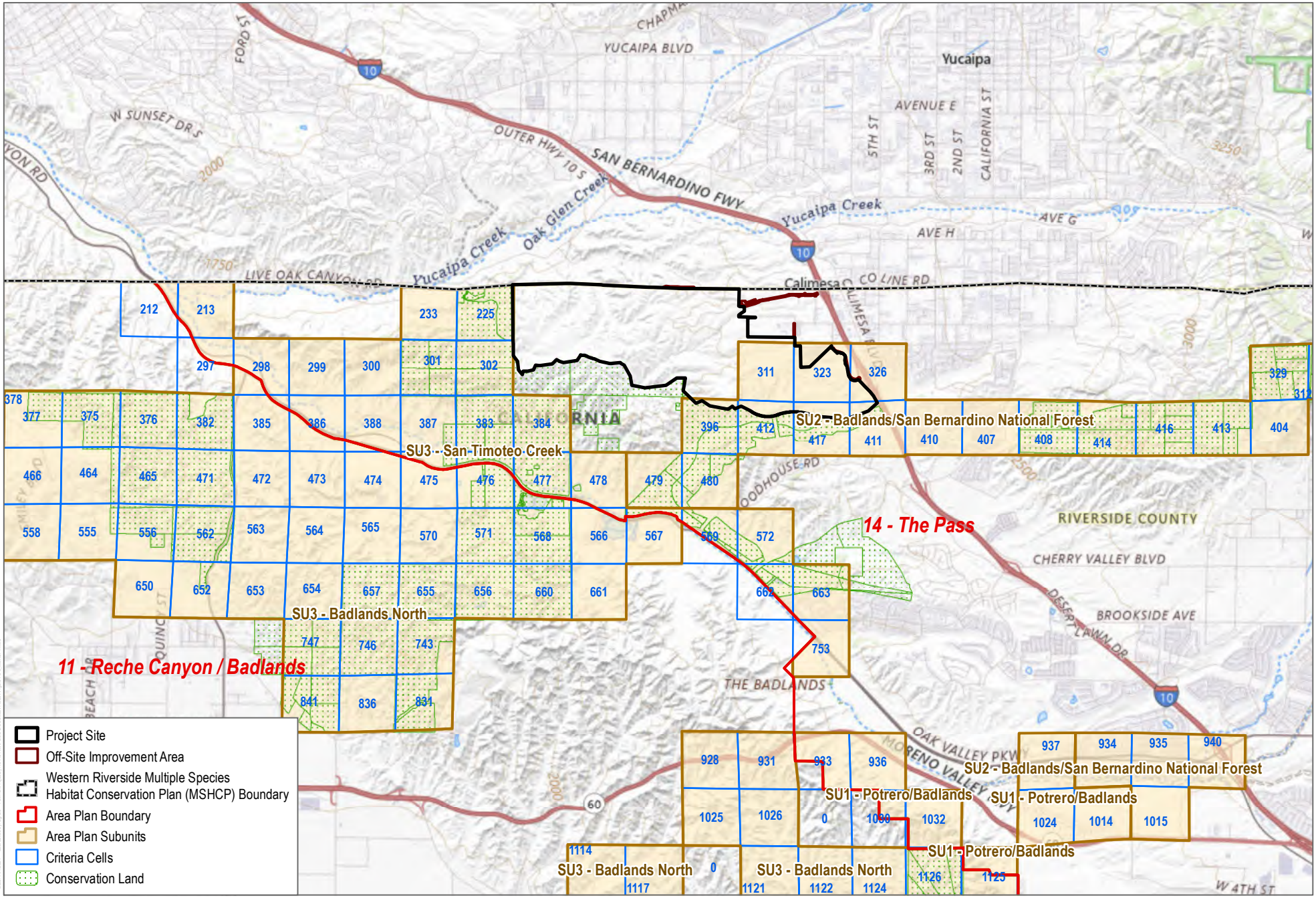

SOURCE: Riverside County; USGS National Map

DUDEK

0 1 2 Miles

FIGURE 4.3-6

MSHCP

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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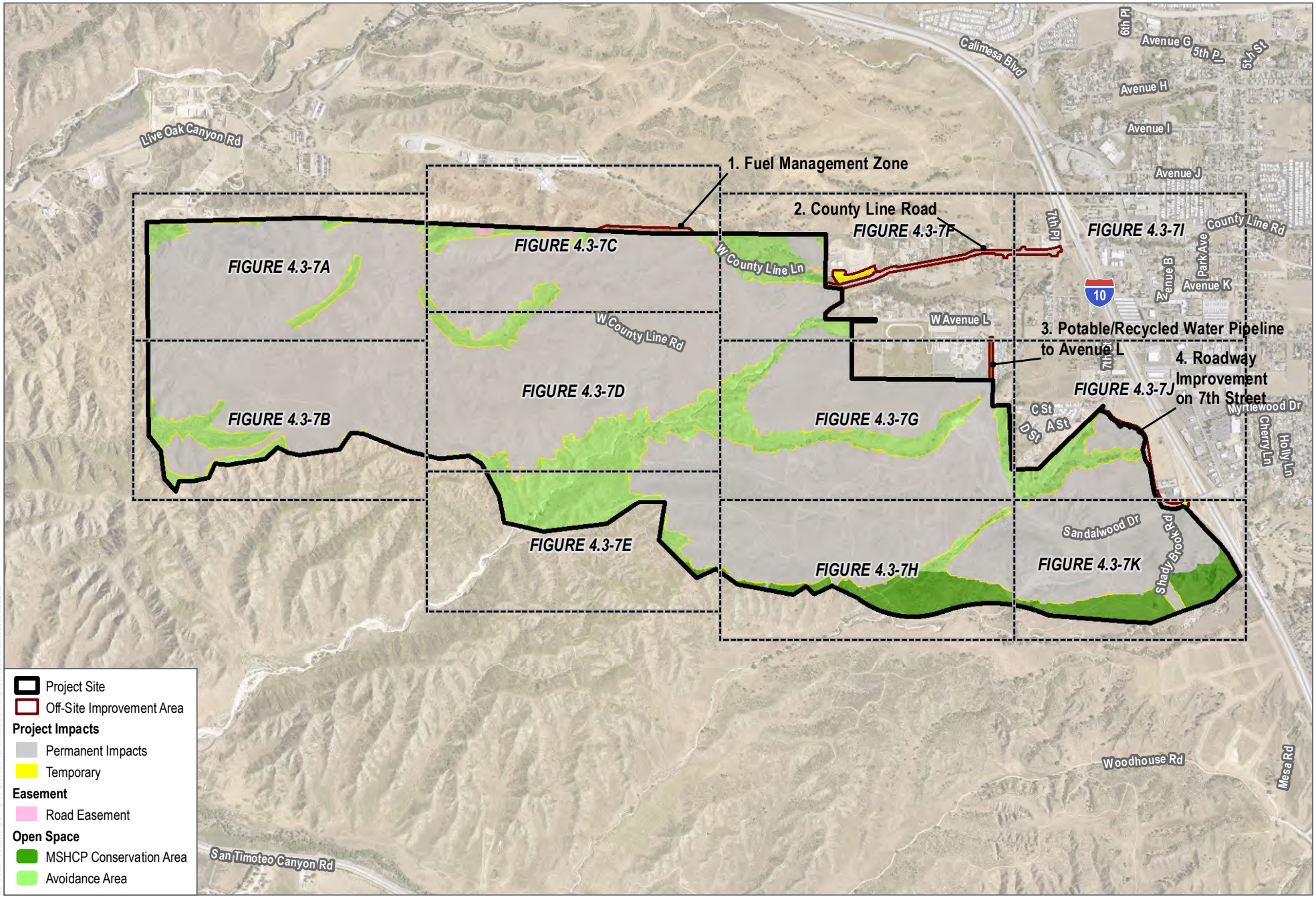

SOURCE: Hunsaker 2024; Riverside County; Open Street Map

DUDEK

0 1,000 2,000 Feet

FIGURE 4.3-7

Impacts to Biological Resources Overview

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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Project Site

Project Impacts

Permanent

Temporary

Open Space

Avoidance

Vegetation and Land Cover Communities

Adefas - *Adenostoma fasciculatum*

Adefas-Ceatom - *Adenostoma fasciculatum - (Ceanothus tomentosus)*

Adefas-Lotsco-Eri - *Adenostoma fasciculatum - (Lotus scoparius - Eriodictyon spp.)*

Adefas-Salmel - *Adenostoma fasciculatum - Salvia mellifera*

Adefas-Salmel-Ceacra - *Adenostoma fasciculatum - Salvia mellifera - Ceanothus crassifolius*

Adefas-Salmel-Rhuova - *Adenostoma fasciculatum - Salvia mellifera - Rhus ovata*

Arcgla-Adefas-Quewis - *Arctostaphylos glandulosa - Adenostoma fasciculatum - Quercus wislizeni*

Artcal-Lotsco - *Artemisia californica - Lotus scoparius*

Ceacra-Adefas-Salmel - *Ceanothus crassifolius - Adenostoma fasciculatum - Salvia mellifera*

Corfil - *Corethrogyne filaginifolia*

Erifas - *Eriogonum fasciculatum*

Hirinc - *Hirschfeldia incana*

Kecant - *Keckiella antirrhinoides*

Lotsco - *Lotus scoparius*

Malfas - *Malacothamnus fasciculatus*

Rhuova - *Rhus ovata*

Salmel - *Salvia mellifera*

NNG - Non-Native Grassland

DH - Disturbed Habitat

NWW - Unvegetated wash and river bottom

Suitable Burrowing Owl Burrows

SOURCE: Hunsaker 2024; Riverside County

DUDEK

0 200 400 Feet

FIGURE 4.3-7A

Impacts to Biological Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

INTENTIONALLY LEFT BLANK

Project Site

Project Impacts

Permanent

Temporary

Open Space

Avoidance

Vegetation and Land Cover Communities

Adefas - *Adenostoma fasciculatum*

Adefas-Ceatom - *Adenostoma fasciculatum - (Ceanothus tomentosus)*

Adefas-Salmel - *Adenostoma fasciculatum - Salvia mellifera*

Cermon - *Ceanothus tomentosus*

Corfil - *Corethrogyne filaginifolia*

Lotsco - *Lotus scoparius*

Malfas - *Malacothamnus fasciculatus*

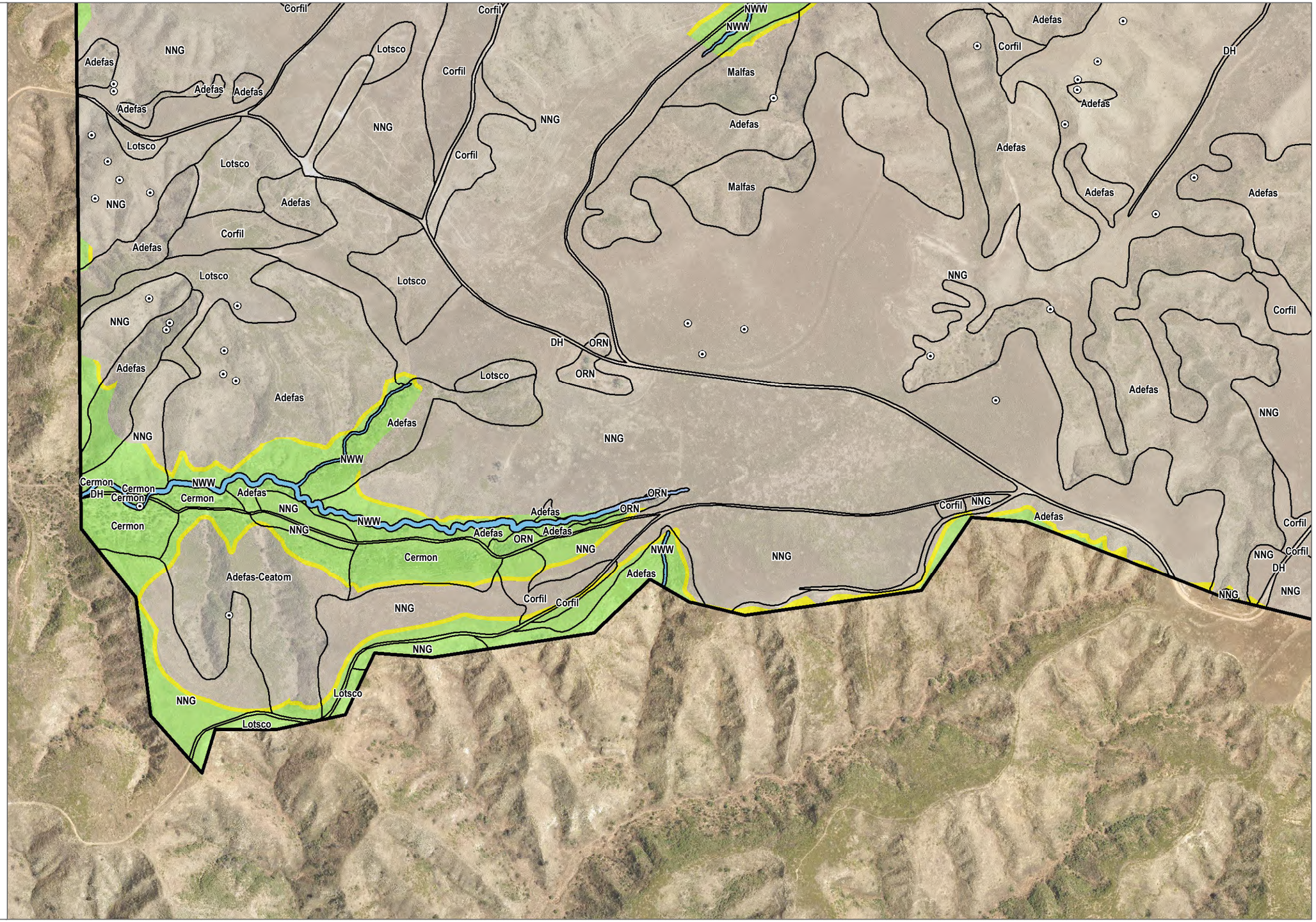
NNG - Non-Native Grassland

ORN - Ornamental Plantings

DH - Disturbed Habitat

NWW - Unvegetated wash and river bottom

Suitable Burrowing Owl Burrows



SOURCE: Hunsaker 2024; Riverside County

DUDEK

0 200 400 Feet

FIGURE 4.3-7B

Impacts to Biological Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

INTENTIONALLY LEFT BLANK

- Project Site
- Off-Site Improvement Area

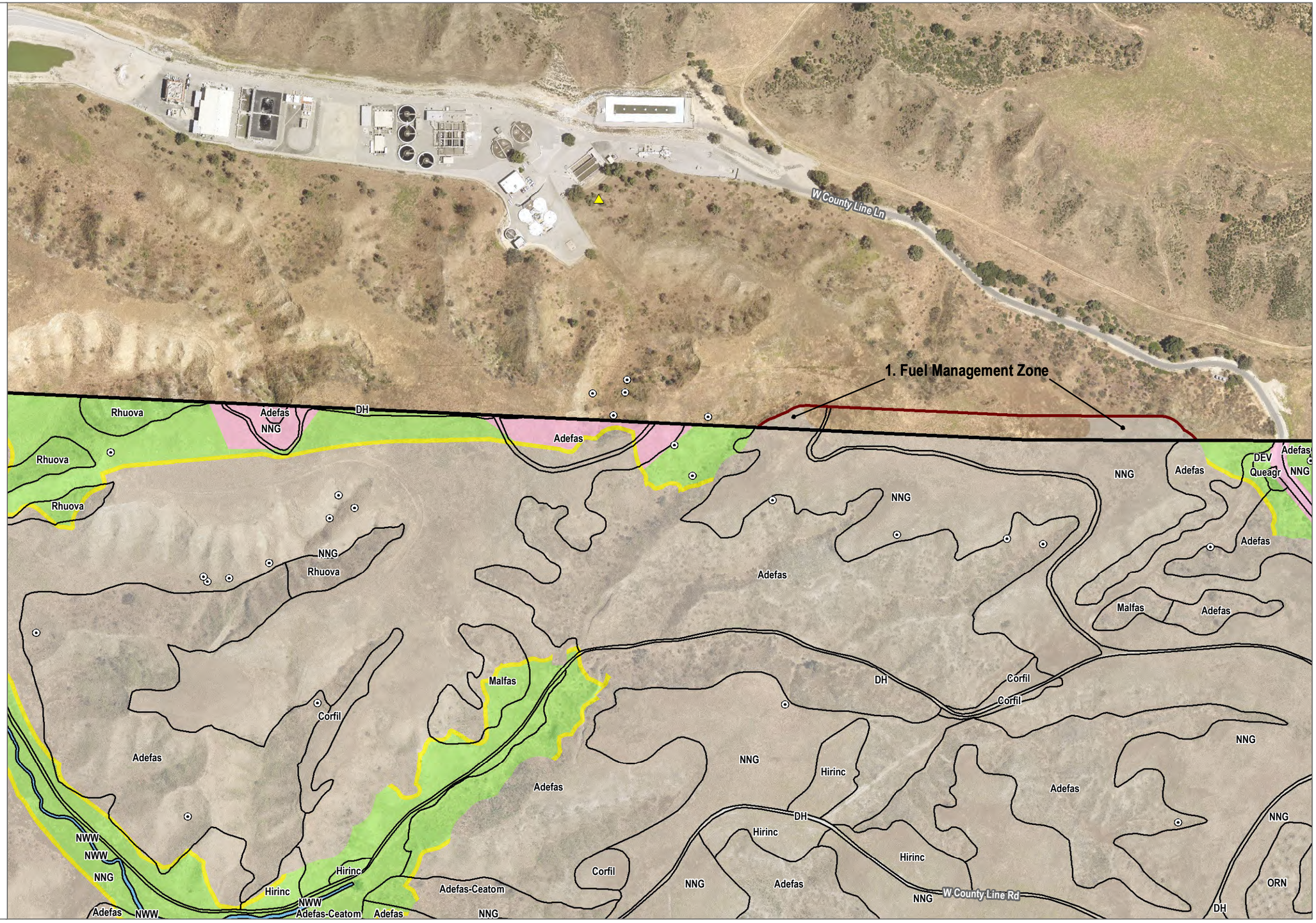
Project Impacts
- Permanent
- Temporary

Easement
- Road Easement

Open Space
- Avoidance

Vegetation and Land Cover Communities
- Adefas - *Adenostoma fasciculatum*
- Adefas-Ceatom - *Adenostoma fasciculatum - (Ceanothus tomentosus)*
- Corfil - *Corethrogyne filaginifolia*
- Hirinc - *Hirschfeldia incana*
- Malfas - *Malacothamnus fasciculatus*
- Queagr - *Quercus agrifolia*
- Rhuova - *Rhus ovata*
- NNG - Non-Native Grassland
- ORN - Ornamental Plantings
- DH - Disturbed Habitat
- Urban/Developed
- NWW - Unvegetated wash and river bottom

Special-Status Wildlife
- yellow warbler
- Suitable Burrowing Owl Burrows



SOURCE: Hunsaker 2024; Riverside County

DUDEK

0 200 400 Feet

FIGURE 4.3-7C

Impacts to Biological Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

INTENTIONALLY LEFT BLANK

Project Site

Project Impacts

Permanent

Temporary

Open Space

Avoidance

Vegetation and Land Cover Communities

Adefas - *Adenostoma fasciculatum*

Adefas-Ceatom - *Adenostoma fasciculatum - (Ceanothus tomentosus)*

Adefas-Erifas - *Adenostoma fasciculatum - Eriogonum fasciculatum*

Adefas-Salmel - *Adenostoma fasciculatum - Salvia mellifera*

Corfil - *Corethrogyne filaginifolia*

Hirinc - *Hirschfeldia incana*

Kecant - *Keckiella antirrhinoides*

Lotsco - *Lotus scoparius*

Malfas - *Malacothamnus fasciculatus*

Queagr - *Quercus agrifolia*

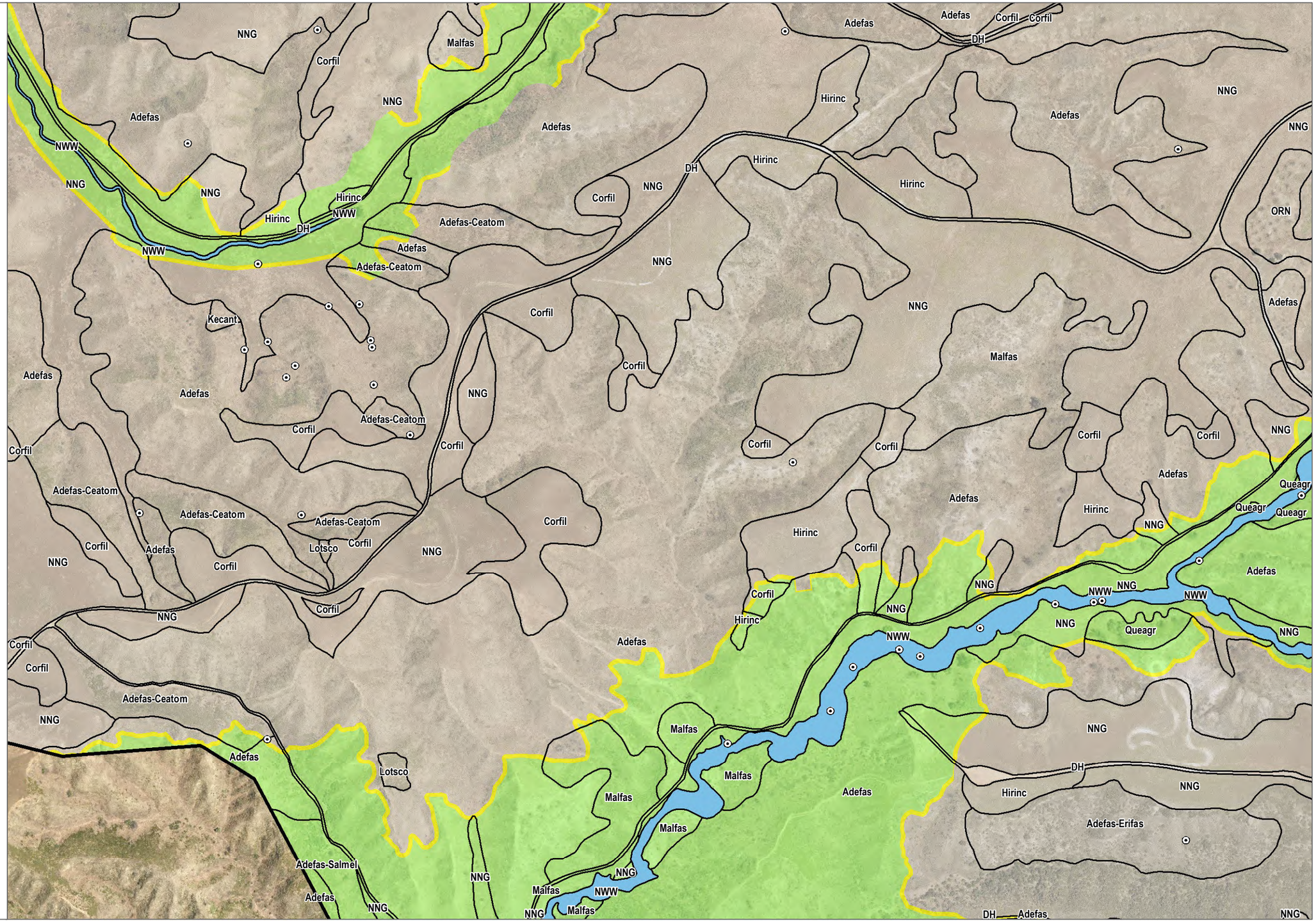
NNG - Non-Native Grassland

ORN - Ornamental Plantings

DH - Disturbed Habitat

NWW - Unvegetated wash and river bottom

Suitable Burrowing Owl Burrows



SOURCE: Hunsaker 2024; Riverside County

DUDEK

0 200 400 Feet

FIGURE 4.3-7D

Impacts to Biological Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

INTENTIONALLY LEFT BLANK

Project Site

Project Impacts

Permanent

Temporary

Open Space

MSHCP Conservation

Avoidance

Vegetation and Land Cover Communities

Adefas - *Adenostoma fasciculatum*

Adefas-Ceatom - *Adenostoma fasciculatum - (Ceanothus tomentosus)*

Adefas-Erifas - *Adenostoma fasciculatum - Eriogonum fasciculatum*

Adefas-Salmel - *Adenostoma fasciculatum - Salvia mellifera*

Corfil - *Corethrogyne filaginifolia*

Hirinc - *Hirschfeldia incana*

Lotsco - *Lotus scoparius*

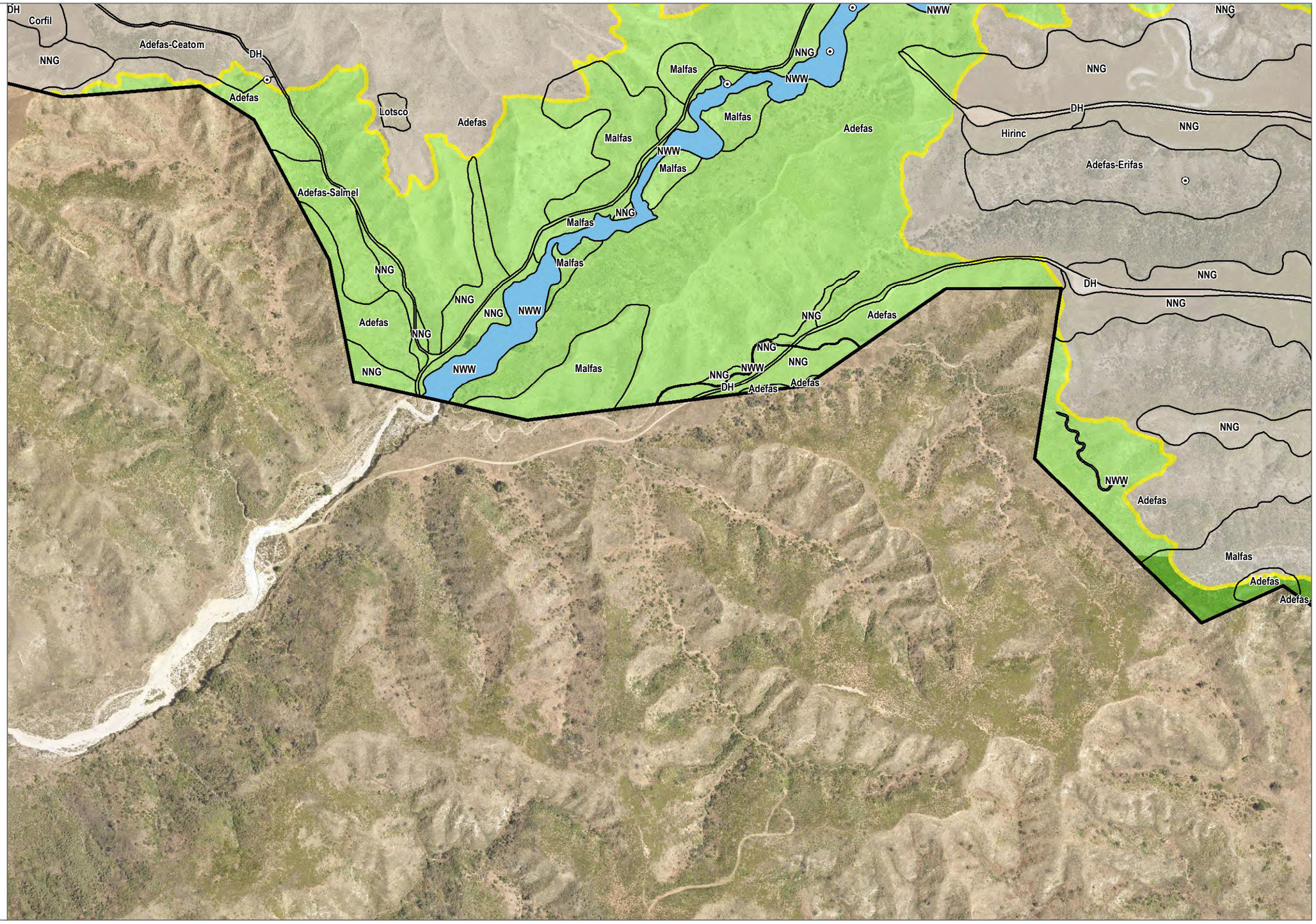
Malfas - *Malacothamnus fasciculatus*

NNG - Non-Native Grassland

DH - Disturbed Habitat

NWW - Unvegetated wash and river bottom

Suitable Burrowing Owl Burrows



SOURCE: Hunsaker 2024; Riverside County

DUDEK

0 200 400 Feet

FIGURE 4.3-7E

Impacts to Biological Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

INTENTIONALLY LEFT BLANK

- Project Site
- Off-Site Improvement Area

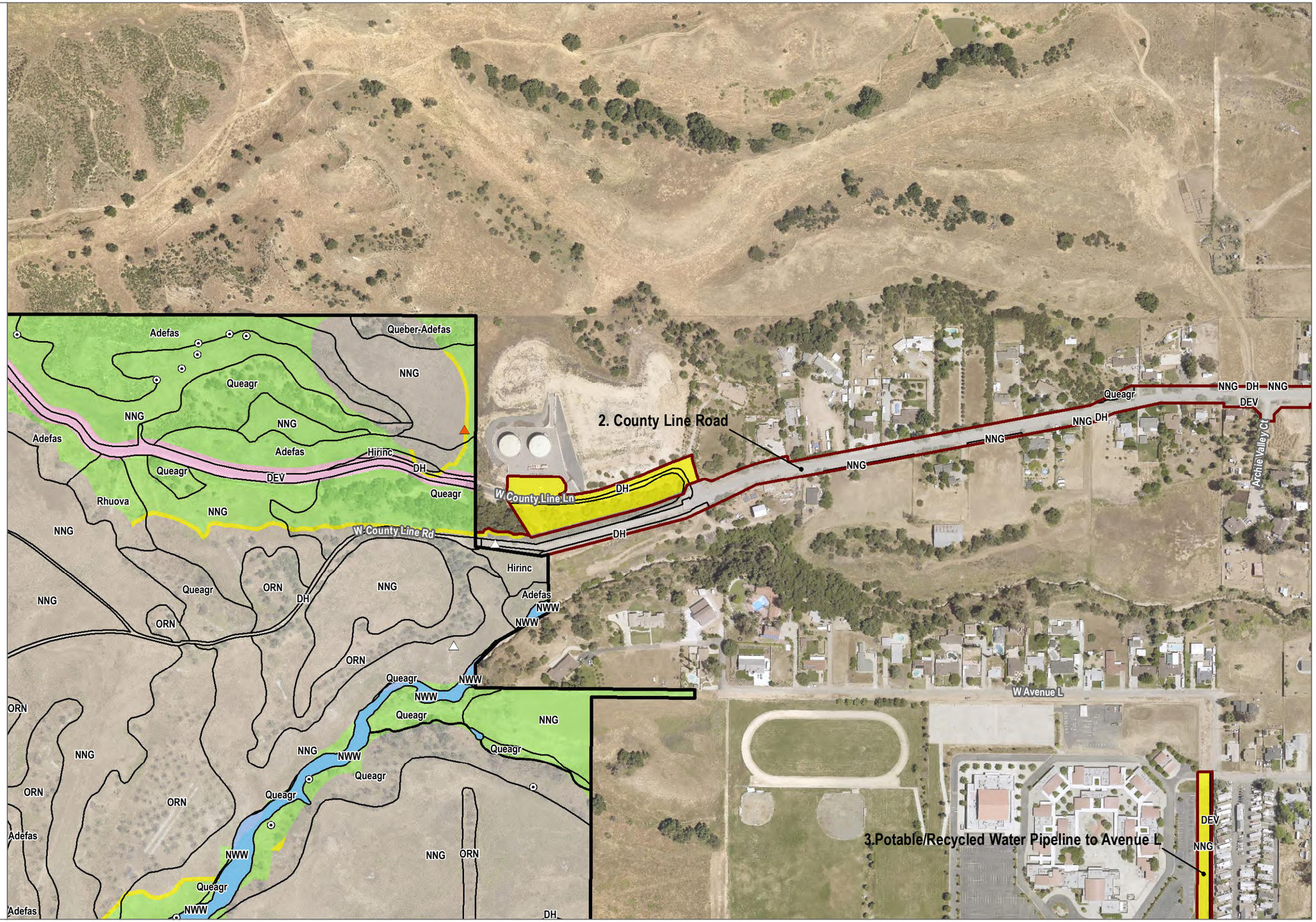
Project Impacts
- Permanent
- Temporary

Easement
- Road Easement

Open Space
- Avoidance

Vegetation and Land Cover Communities
- Adefas - *Adenostoma fasciculatum*
- Hirinc - *Hirschfeldia incana*
- Queagr - *Quercus agrifolia*
- Queber-Adefas - *Quercus berberidifolia - Adenostoma fasciculatum*
- Rhuova - *Rhus ovata*
- NNG - Non-Native Grassland
- ORN - Ornamental Plantings
- DH - Disturbed Habitat
- Urban/Developed
- NWW - Unvegetated wash and river bottom

Special-Status Wildlife
- red diamond rattlesnake
- white-tailed kite
- Suitable Burrowing Owl Burrows



SOURCE: Hunsaker 2024; Riverside County

DUDEK

0 200 400 Feet

FIGURE 4.3-7F

Impacts to Biological Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

INTENTIONALLY LEFT BLANK

- Project Site
- Off-Site Improvement Area

Project Impacts

- Permanent
- Temporary

Open Space

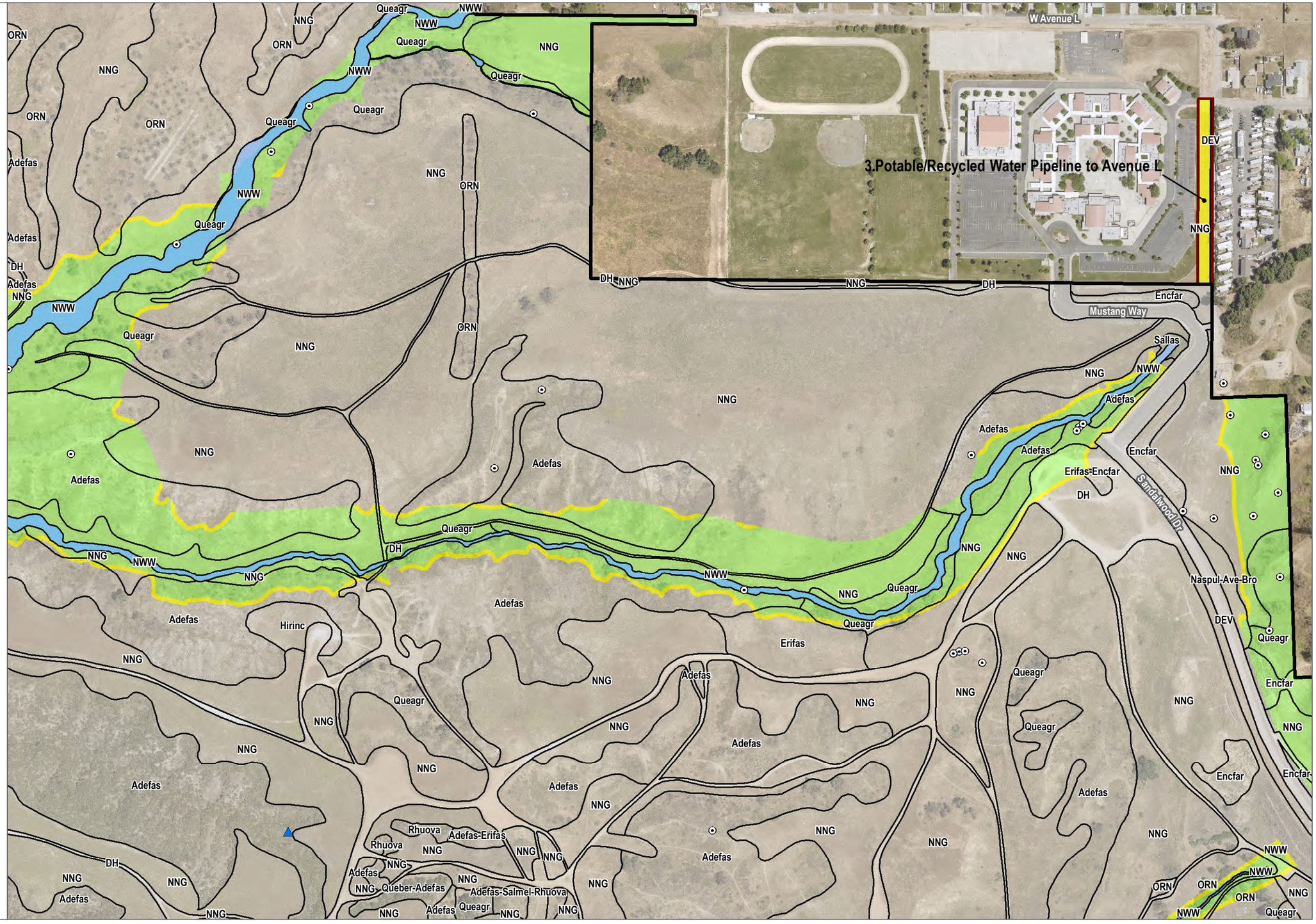
- Avoidance

Vegetation and Land Cover Communities

- Adefas - *Adenostoma fasciculatum*
- Adefas-Ceatom - *Adenostoma fasciculatum - (Ceanothus tomentosus)*
- Adefas-Erifas - *Adenostoma fasciculatum - Eriogonum fasciculatum*
- Adefas-Salmel-Rhuova - *Adenostoma fasciculatum - Salvia mellifera - Rhus ovata*
- Encfar - *Encelia farinosa*
- Erifas - *Eriogonum fasciculatum*
- Erifas-Encfar - *Eriogonum fasciculatum - Encelia farinosa*
- Hirinc - *Hirschfeldia incana*
- Naspul-Ave-Bro - *Nassella pulchra - Avena spp. - Bromus spp.*
- Queagr - *Quercus agrifolia*
- Queber-Adefas - *Quercus berberidifolia - Adenostoma fasciculatum*
- Rhuova - *Rhus ovata*
- Sallas - *Salix lasiolepis - disturbed*
- NNG - Non-Native Grassland
- ORN - Ornamental Plantings
- DH - Disturbed Habitat
- Urban/Developed
- NWW - Unvegetated wash and river bottom

Special-Status Wildlife

- northern harrier
- Suitable Burrowing Owl Burrows



SOURCE: Hunsaker 2024; Riverside County

DUDEK

0 200 400 Feet

FIGURE 4.3-7G

Impacts to Biological Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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Project Site

Project Impacts

Permanent

Temporary

Open Space

MSHCP Conservation

Avoidance

Vegetation and Land Cover Communities

Adefas - *Adenostoma fasciculatum*

Adefas-Ceatom - *Adenostoma fasciculatum - (Ceanothus tomentosus)*

Adefas-Erifas - *Adenostoma fasciculatum - Eriogonum fasciculatum*

Adefas-Salmel-Rhuova - *Adenostoma fasciculatum - Salvia mellifera - Rhus ovata*

Encfar - *Encelia farinosa*

Erifas - *Eriogonum fasciculatum*

Malfas - *Malacothamnus fasciculatus*

Queagr - *Quercus agrifolia*

Queber-Adefas - *Quercus berberidifolia - Adenostoma fasciculatum*

Rhuova - *Rhus ovata*

Sal - *Salsola spp.*

Samnig - *Sambucus nigra*

NNG - Non-Native Grassland

ORN - Ornamental Plantings

DH - Disturbed Habitat

Urban/Developed

NWW - Unvegetated wash and river bottom

Special-Status Wildlife

northern harrier

Suitable Burrowing Owl Burrows

SOURCE: Hunsaker 2024; Riverside County

DUDEK

0 200 400 Feet

FIGURE 4.3-7H

Impacts to Biological Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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Off-Site Improvement Area

Project Impacts

Permanent

Temporary

Vegetation and Land Cover Communities

Queagr - *Quercus agrifolia*

NNG - Non-Native Grassland

DH - Disturbed Habitat

Urban/Developed

Suitable Burrowing Owl Burrows



SOURCE: Hunsaker 2024; Riverside County

DUDEK

0 200 400 Feet

FIGURE 14.3-7I

Impacts to Biological Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

INTENTIONALLY LEFT BLANK

- Project Site
- Off-Site Improvement Area

Project Impacts

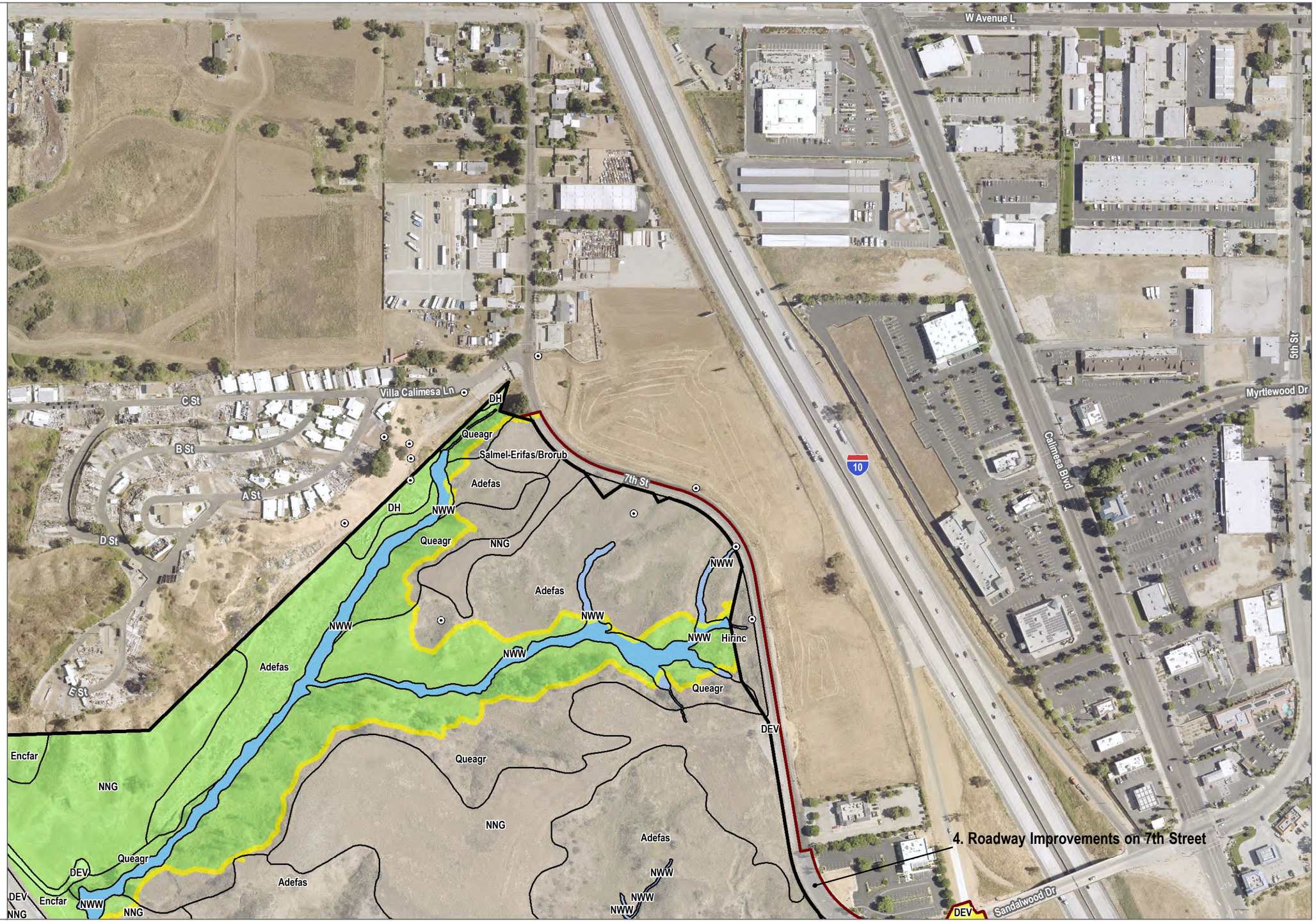
- Permanent
- Temporary

Open Space

- Avoidance

Vegetation and Land Cover Communities

- Adefas - *Adenostoma fasciculatum*
- Encfar - *Encelia farinosa*
- Hirinc - *Hirschfeldia incana*
- Queagr - *Quercus agrifolia*
- Salmel-Erifas/Brorub - *Salvia mellifera - Eriogonum fasciculatum / Bromus rubens*
- NNG - Non-Native Grassland
- DH - Disturbed Habitat
- Urban/Developed
- NWW - Unvegetated wash and river bottom
- Suitable Burrowing Owl Burrows



SOURCE: Hunsaker 2024; Riverside County

DUDEK

0 200 400 Feet

FIGURE 4.3-7J

Impacts to Biological Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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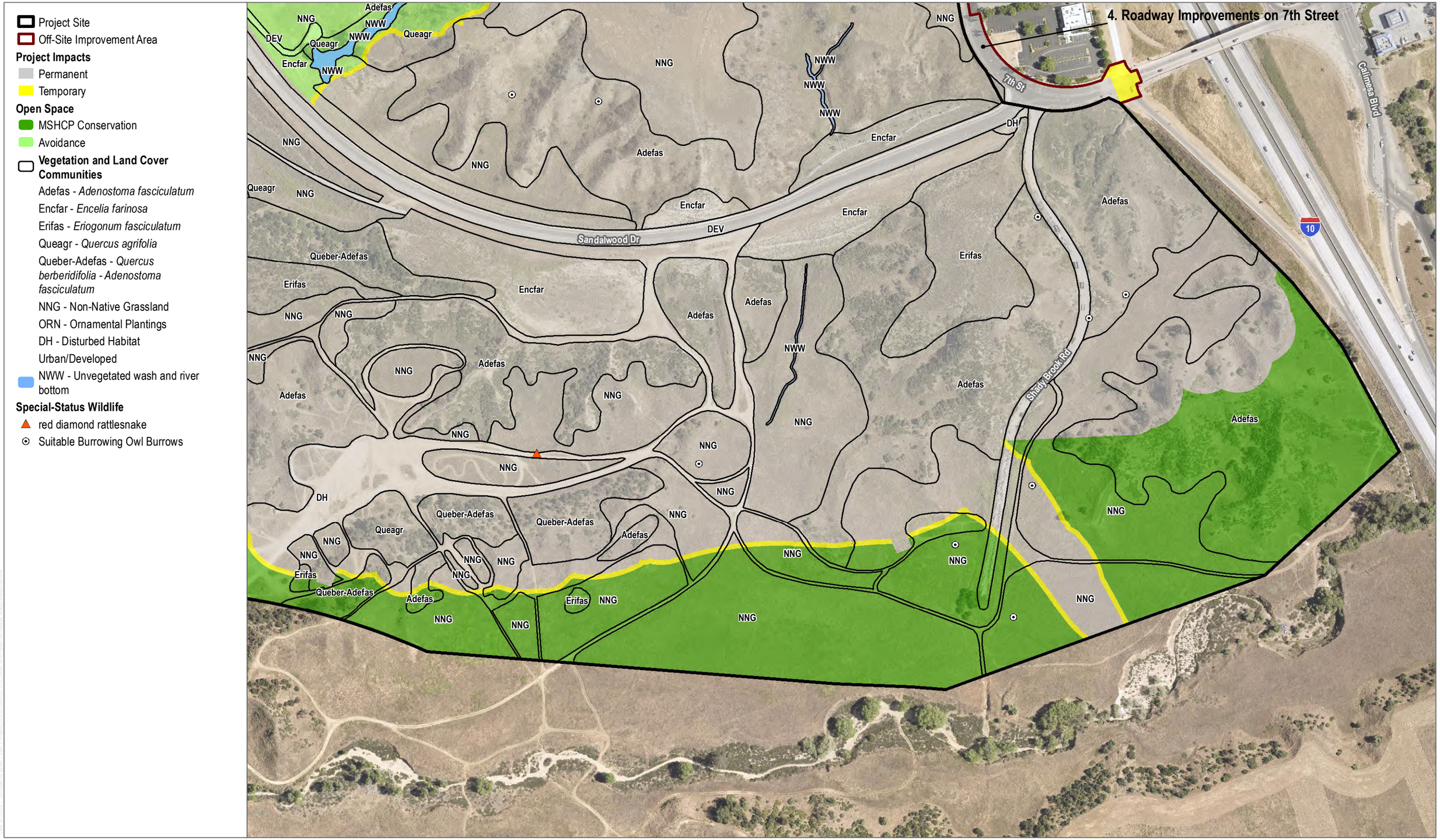

SOURCE: Hunsaker 2024; Riverside County

DUDEK

0 200 400 Feet

FIGURE 4.3-7K

Impacts to Biological Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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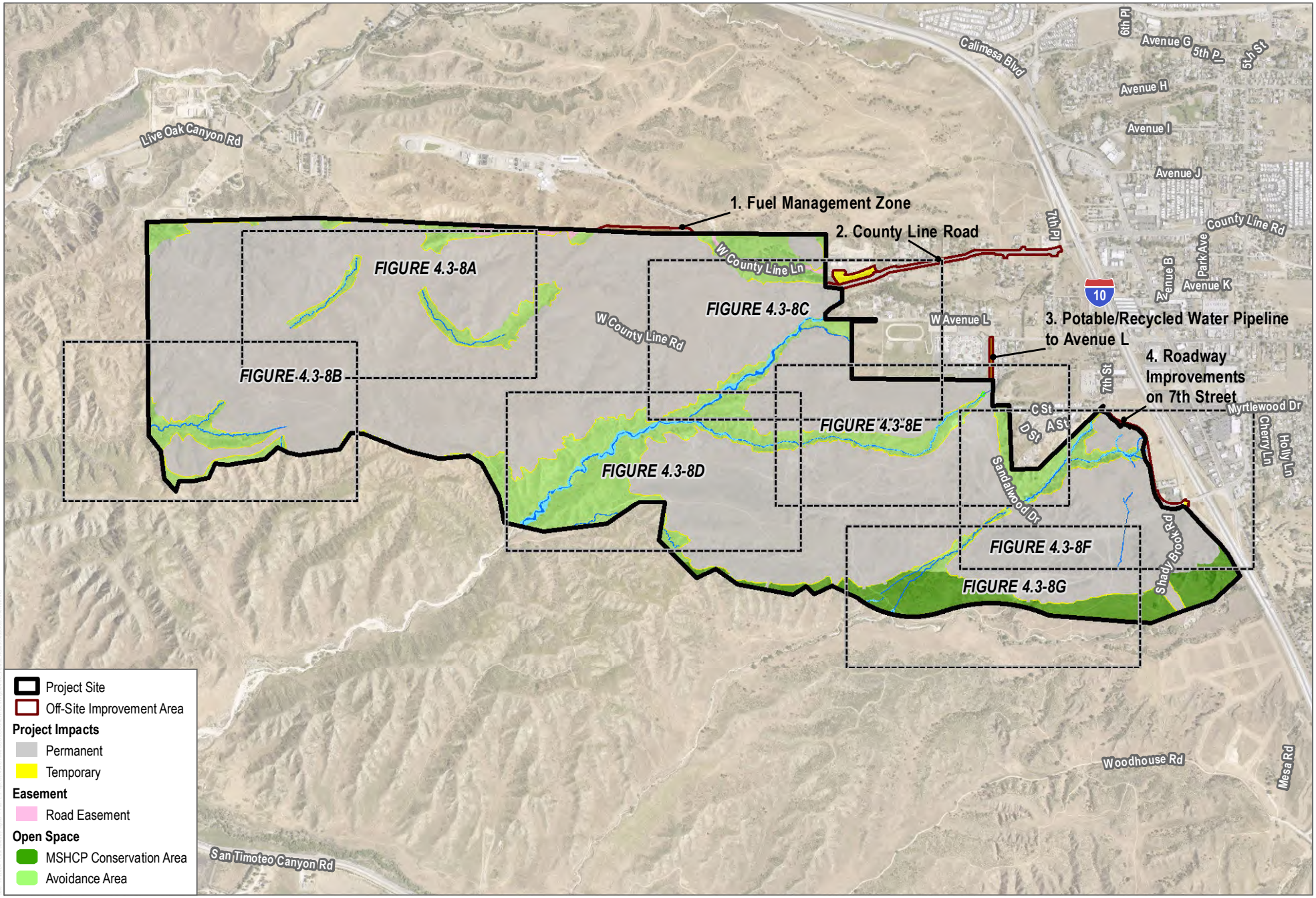

SOURCE: Hunsaker 2024; Riverside County; Open Street Map

DUDEK

FIGURE 4.3-8

Impacts to Jurisdictional Aquatic Resources Overview

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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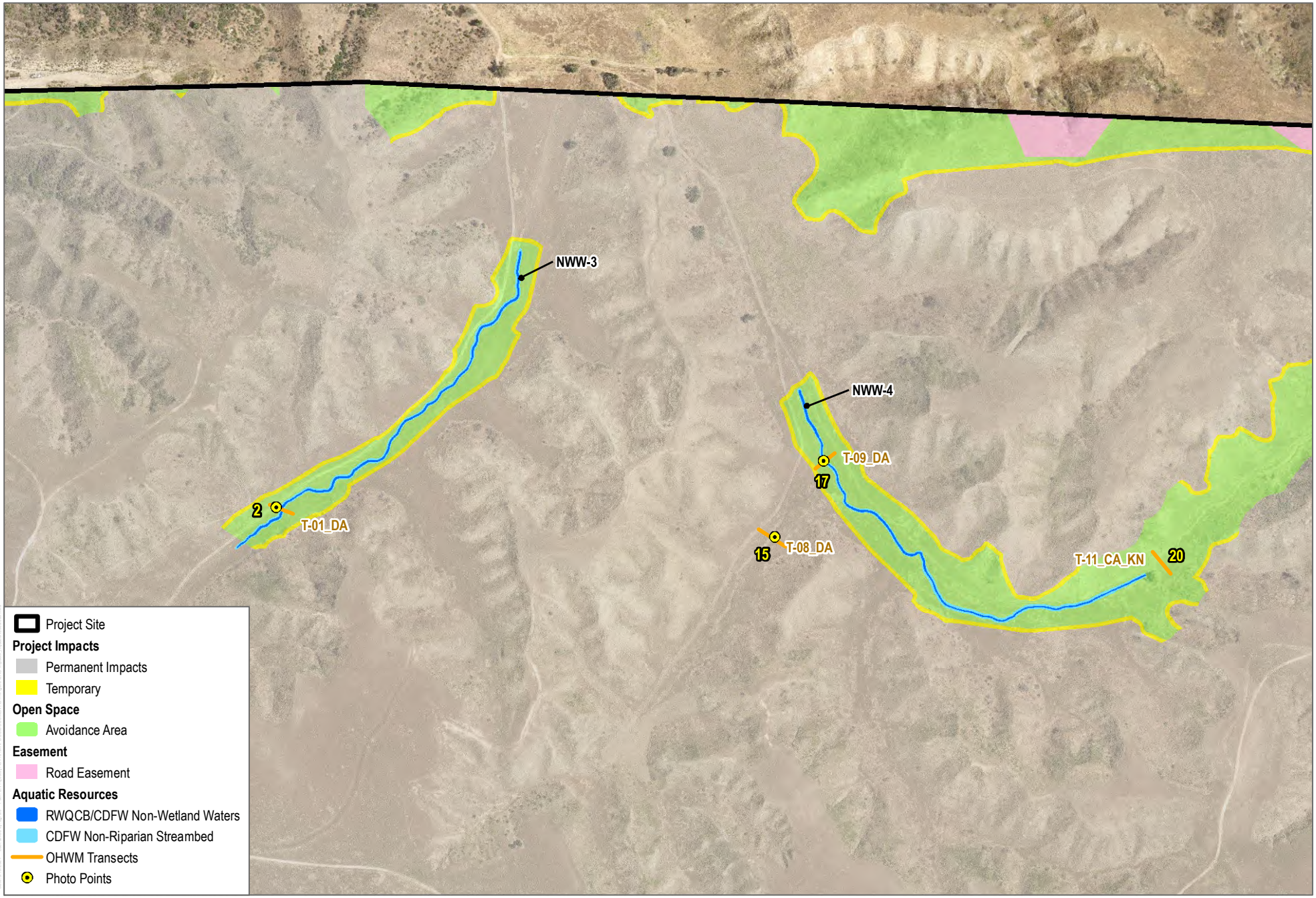

SOURCE: Hunsaker 2024; Riverside County; Open Street Map

DUDEK

0 250 500 Feet

FIGURE 4.3-8A

Impacts to Jurisdictional Aquatic Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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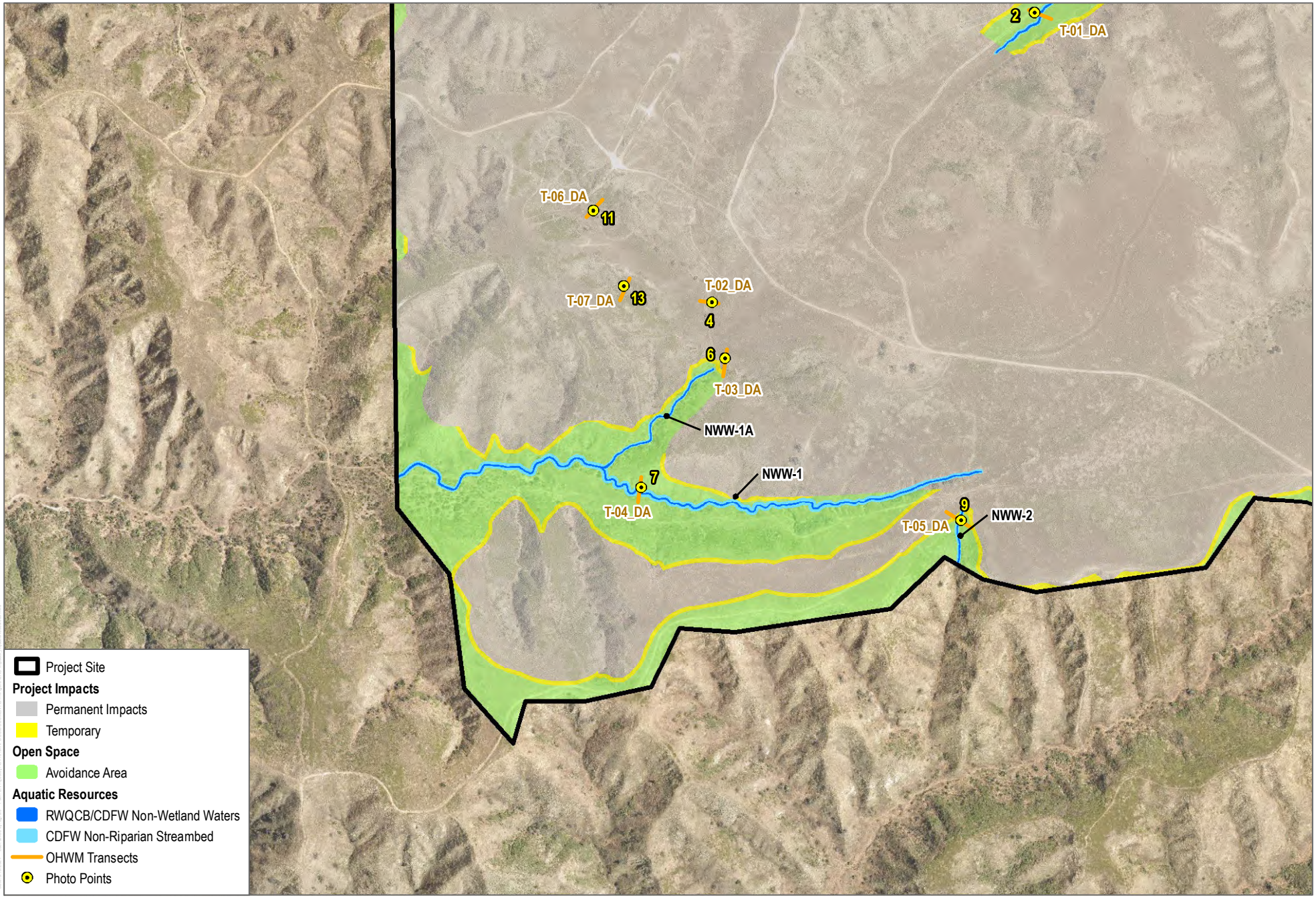

SOURCE: Hunsaker 2024; Riverside County; Open Street Map

DUDEK

0 250 500 Feet

FIGURE 4.3-8B

Impacts to Jurisdictional Aquatic Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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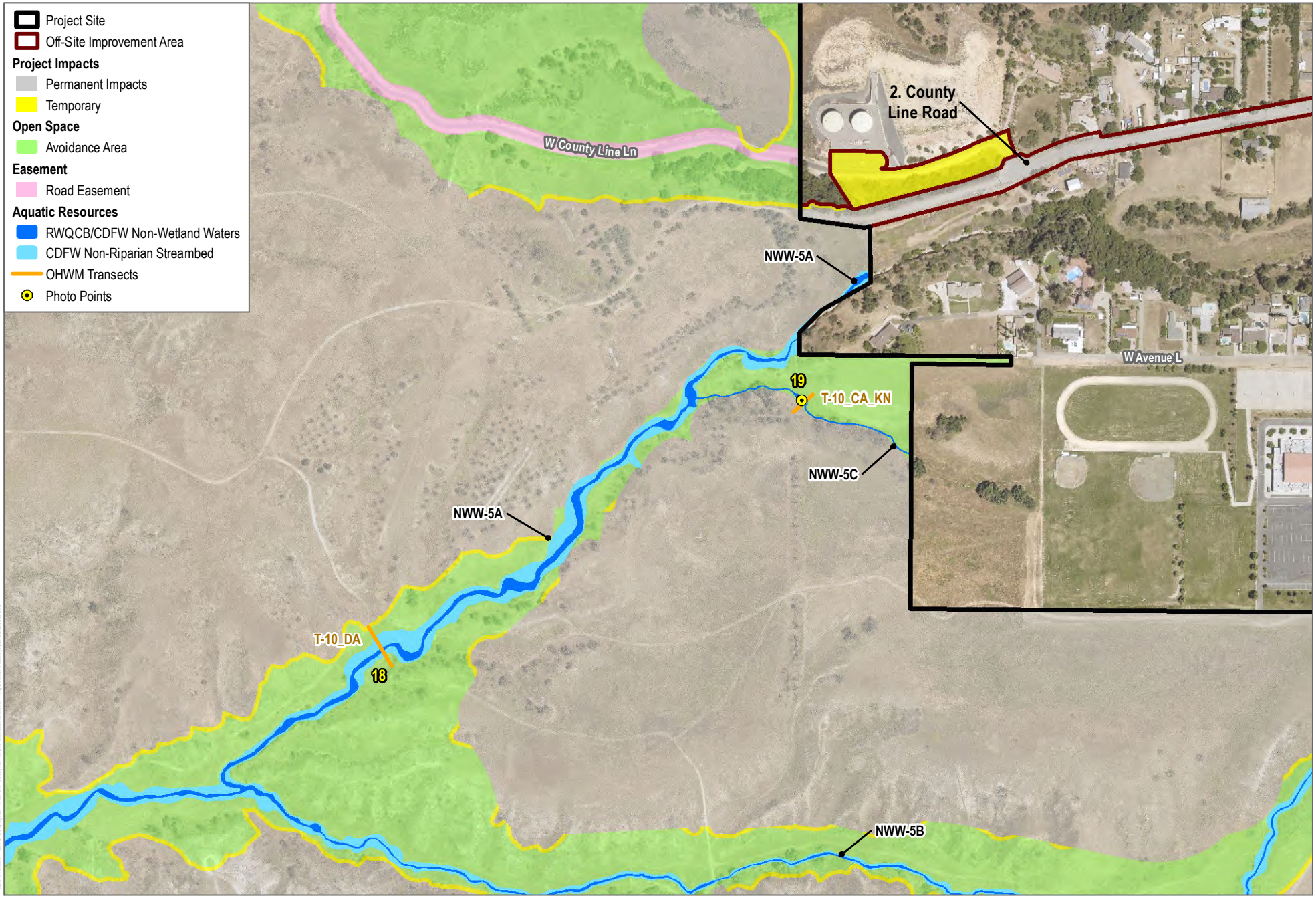

SOURCE: Hunsaker 2024; Riverside County; Open Street Map

DUDEK

0 250 500 Feet

FIGURE 4.3-8C

Impacts to Jurisdictional Aquatic Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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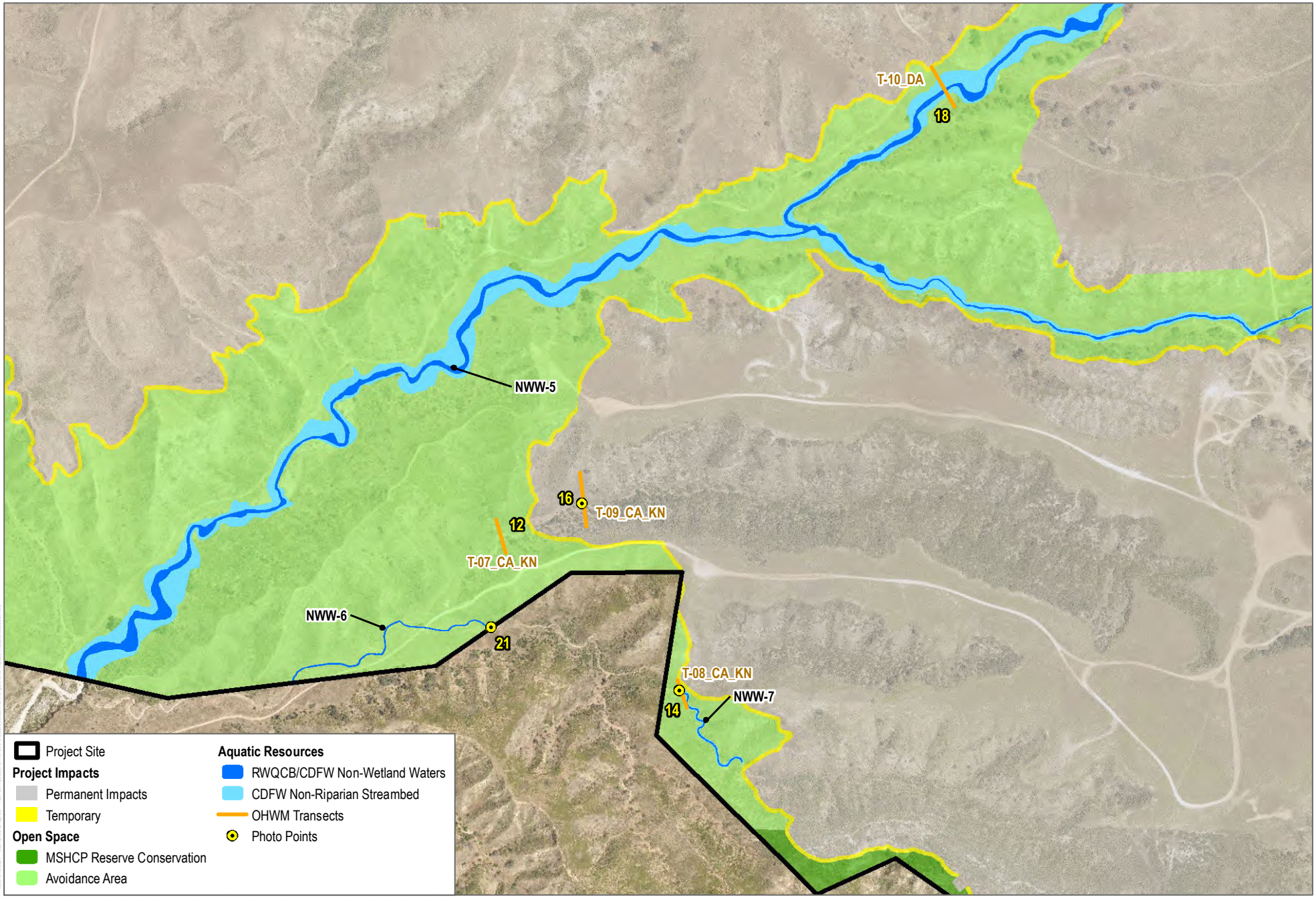

SOURCE: Hunsaker 2024; Riverside County; Open Street Map

DUDEK

0 250 500 Feet

FIGURE 4.3-8D

Impacts to Jurisdictional Aquatic Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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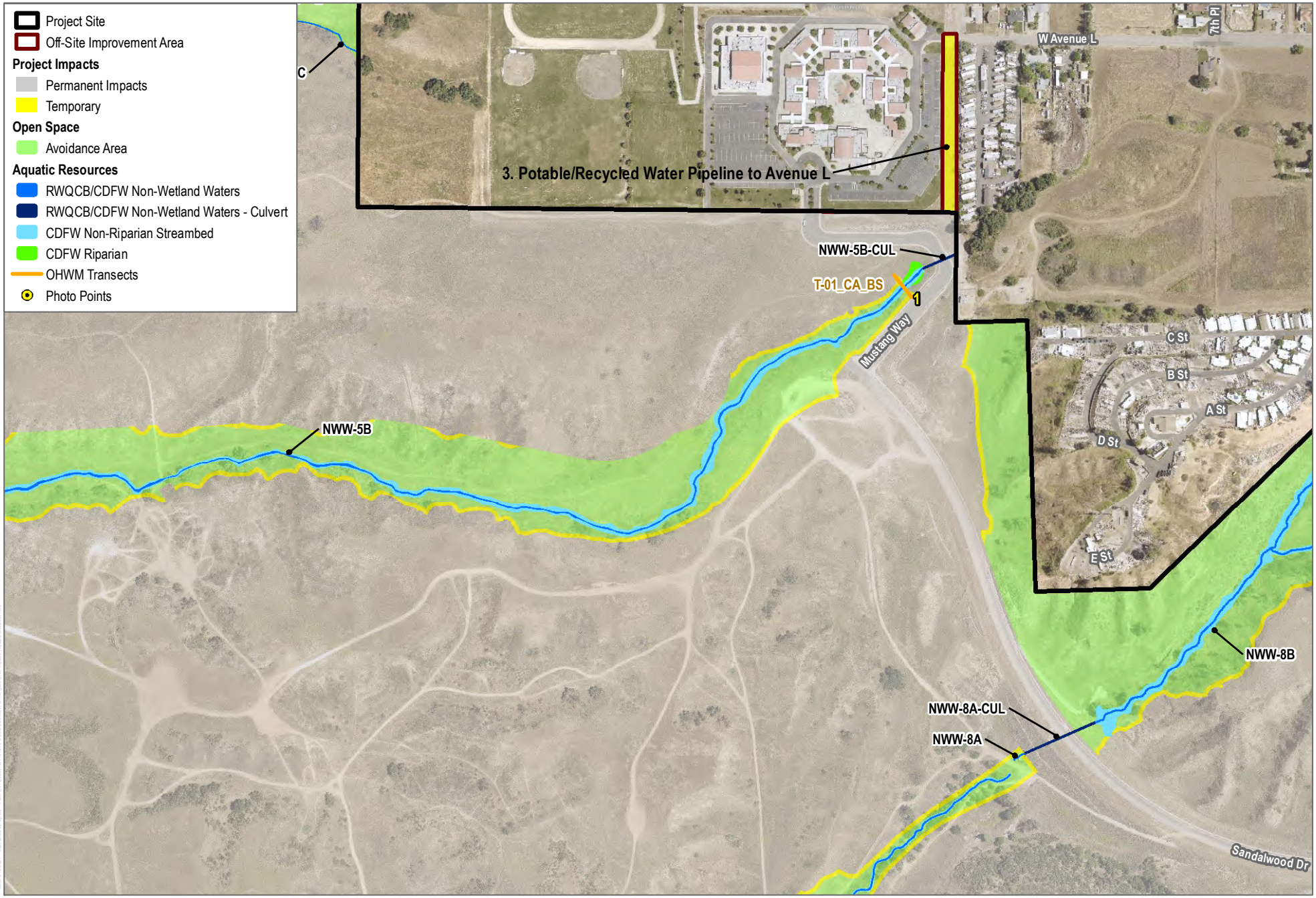


SOURCE: Hunsaker 2024; Riverside County; Open Street Map

DUDEK

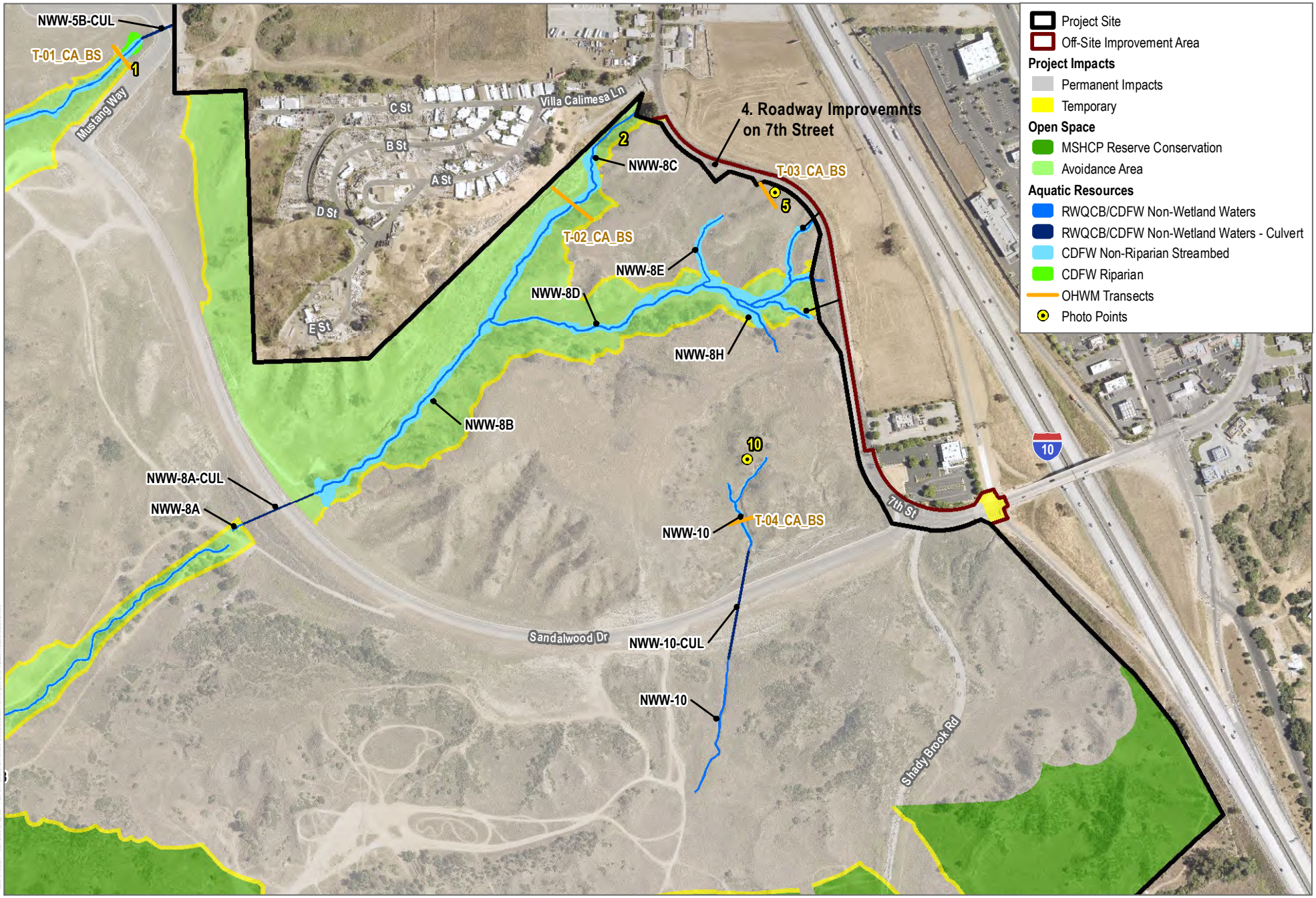
0 250 500 Feet

FIGURE 4.3-8E

Impacts to Jurisdictional Aquatic Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

INTENTIONALLY LEFT BLANK



SOURCE: Hunsaker 2024; Riverside County; Open Street Map

DUDEK

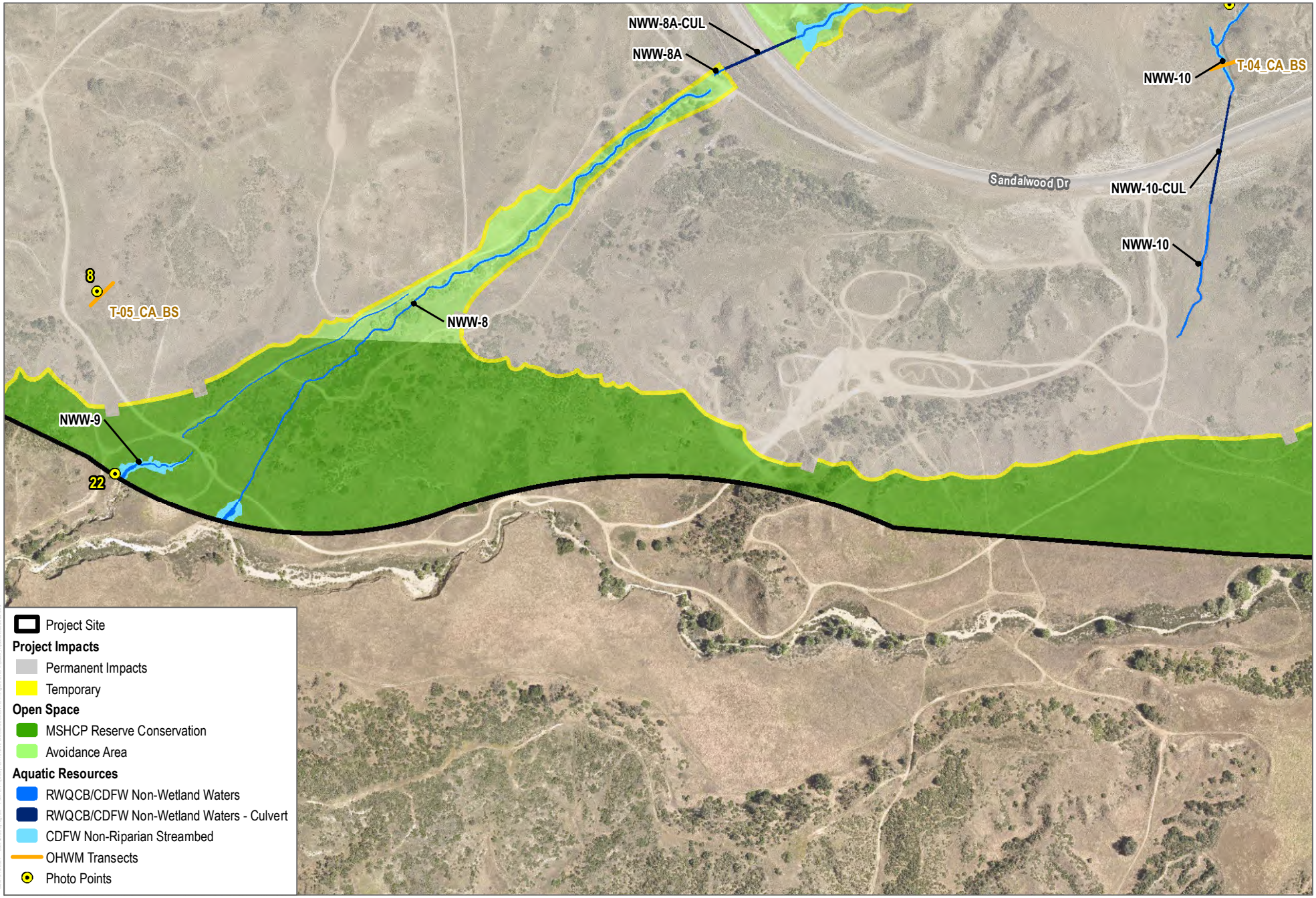
0 250 500 Feet

FIGURE 4.3-8F

Impacts to Jurisdictional Aquatic Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

INTENTIONALLY LEFT BLANK



SOURCE: Hunsaker 2024; Riverside County; Open Street Map

DUDEK

0 250 500 Feet

FIGURE 4.3-8G

Impacts to Jurisdictional Aquatic Resources

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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4.4 Cultural Resources

This section describes the existing cultural resources conditions of the Mesa Verde Specific Plan Area 2 Amendment 2 Project (Project or Specific Plan Amendment) site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, cumulative impacts, and identifies mitigation measures related to implementation of the proposed Project compared to the previously approved Mesa Verde Estates Specific Plan, as amended by the 2017 Mesa Verde Specific Plan Area 2 Amendment 1 (2017 Specific Plan or previously approved project).

Information contained in this section is based on the Built Environment Inventory and Evaluation Report for the Mesa Verde Specific Plan, prepared by Dudek dated May 2024 (Appendix D-1) and a Cultural Resources Inventory and Evaluation Report for the Mesa Verde Specific Plan Project prepared by Dudek dated February 2025 (Appendix D-2). Other sources consulted are listed in Section 4.4.8, References.

4.4.1 Existing Conditions

The Project area is located in the City of Calimesa, in the County of Riverside, California. The Project area is generally located in the northwestern portion of the City of Calimesa, just south of the Riverside/San Bernardino County Line. The Project area is a vacant property that encompasses 1,463.1 acres and includes 14 Assessor's Parcel Numbers (APNs) 411-210-010, 411-210-028, 413-030-025, 413-040-013, 413-040-017, 413-040-018, 413-040-020, 413-040-023, 413-160-011, 413-200-003, 413-200-040, 413-200-042, 413-200-044, and 413-200-048. The property is within the El Casco and Yucaipa 7.5-Minute Quadrangles, as mapped by the U.S. Geological Survey.

The Project would also require off-site improvement areas that include fuel modification, transportation, and/or utility-related improvements in order to build out the Specific Plan, as shown in Figure 3-12a, Off-Site Impact Areas in Chapter 3, Project Description of this subsequent environmental impact report (SEIR).

The Project area is currently vacant and is made up of mostly undeveloped terrain with natural watercourses, vegetation, valleys and hilly areas. Drainage flows generated from the Project area tends to flow either in southwesterly towards San Timoteo Creek or northwesterly towards Yucaipa Creek. Primary vegetation communities on the Project area include non-native grasslands and chamise chaparral. Topography of the Project area consists of extensive plateaus and flat-bottomed valleys. Elevations are highest in the northeastern parts of the site where they reach over 2,300 feet. Elevations gradually decrease southwesterly to between 2,100 and 2,300 feet. Small portions of the site fall below 2,100 feet elevation resulting in an elevation difference across the site of about 200 feet.

4.4.1.1 Background Research

This section documents the results of the following:

- A California Historical Resources Information System (CHRIS) records search conducted at the Eastern Information Center (EIC) and South Central Coastal Information Center (SCCIC)
- A search of the California Native American Heritage Commission's (NAHC) Sacred Lands File (SLF)
- Archaeological field survey of accessible portions of the Project area
- Built environment field survey from the public right-of-way or the Project site
- A review of historical maps, historical newspapers, and aerial imagery of the Project area and surroundings

- A review of building permits associated with the subject properties at the City of Calimesa
- A review of primary and secondary source research related to the history of the Project area and building development

California Historical Resources Information System Records Search

The Project incorporates a previously conducted records search at the EIC included in the *Section 106 NHPA Historic Resources Study for the Mesa Verde Permitting Project, City of Calimesa, California* prepared by Dudek in July 2022 (Montifolca and Giacinto 2022). On May 27, 2022, Dudek received the cultural resources record search results from the CHRIS database at the EIC at University of California, Riverside, conducted by EIC staff. The records search provided information all documented cultural resources and previous archaeological investigations and covers 100% of the current Project area. On May 4, 2023, Dudek staff also conducted a records search at the SCCIC at California State University Fullerton.

Based upon the records search conducted at the EIC, 34 previous cultural resources studies have been completed within 1-mile of the Project area. Of the 34 studies, seven of these previous studies intersect the current Project area. These studies include three survey reports, one inventory report, two cultural resources assessments, and one historic resource study. One additional study, not yet on file with the EIC, overlaps parts of the Project area; *Section 106 (NHPA) Historic Resources Study for the Mesa Verde Permitting Project, City of Calimesa, California* prepared by Dudek in July 2022 (Montifolca and Giacinto 2022). The entire Project area has been previously studied.

Based upon the EIC records search, 51 cultural resources have been previously recorded within 1-mile of the Project area. Of the 51 resources, seven are historic period and located within the Project area consisting of a concrete reservoir (P-33-013992); water retention features (P-33-013993); remnants of a hog farm (P-33-013994); concrete house slab (P-33-013995); a utility line (P-33-015300); a single-family property (P-33-029055); and a trash scatter (MV-S-001). Two resources; P-33-015300 (electrical utility line) and P-33-029055 (single-family property) are considered a built environment resources. The remaining 44 previously recorded resources within 1-mile of the Project area consists of 39 historic period resources, four prehistoric resources, and one multi-component site.

The SCCIC records search results indicate that 29 previous cultural resources studies have been completed within 1-mile of the Project area. Of the 29 studies, three of these previous studies intersect the Project area and include one historic properties report, one records search and survey report, and one monitoring program.

Based upon the SCCIC records search, 18 cultural resources have been previously recorded within 1-mile of the Project area. Of the 18 resources, eight are prehistoric resources, one is a prehistoric isolate; and nine are historic period resources. None of these resources are located within the Project area.

Historic Aerial Review

Dudek consulted historic maps and aerial photographs to understand the development of the Project area and surrounding Project area. Aerial photographs were available from 1938 to 2020 (NETR 2024; UCSB 2024). The 1938 historic aerial shows that the Project area was undeveloped, however, the western section was largely utilized for agricultural purposes and the eastern section of the property was graded. A structure likely related to P-33-013993 (water retention features) is observed within the southwestern section of the Project area. The 1959 historic aerial reveals more grading within the Project area. Structures related to the water retention features (P-33-013993) are observed within the southwestern section of the Project area. The Shutt hog farm, aqueduct, and

rows of olive trees (P-33-013994) are observed in the northcentral section of the Project area. The concrete reservoir (P-33-013992) is observed on the 1978 aerial. By the 1996 aerial, the structures related to the Shutt hog farm (P-33-013994) and cistern (P-33-013993) are no longer observed, however, the structure likely related to the concrete house slab (P-33-013995) is still observed. On the 2005 aerial, concrete piles are observed within the boundaries of P-33-013995. Construction of Mesa Verde Middle School to the northeast is observed. A dirt road (now Mustang Way) is visible to the north and east of the Project area, south of Mesa Verde Middle school. The 2009 aerial shows Mustang Way as being paved, and the construction of Mesa Verde Middle School is complete. On the 2020 aerial, piles of concrete are observed within the boundaries of P-33-013995 and two rows of concrete where the aqueduct from P-33-013994 are also observed.

Historic topographic (topo) maps of the Project area were reviewed (earliest map available is 1901). The topo maps reveal blue line streams within the Project area. The water feature (P-33-013995), the Shutt family hog farm (P-33-013994), and a structure likely related to the concrete house slab (P-33-013995) are observed on the 1953 topo map. A structure where the cistern (P-33-013993) is located is observed on the 1963 topo map. On the 1967 topo map, the area where P-33-013993 is located is labeled as "well."

The subject properties are not documented by historical Sanborn Maps archived at the Library of Congress, Los Angeles Public Library, or University of California, Northgate. Map coverage of the area pre-dates the construction of the subject properties.

Overall, the historic aerial photographs and topo maps reveal that the Project area was used for agricultural and residential purposes, and that historic-age structures used to exist within the Project area but now exist as piles of ruin and concrete, however, some of the historic period water features still exist within the Project area.

Built Environment Resources Survey

Dudek prepared a built environment inventory and evaluation report; the *Built Environment Inventory Evaluation Report for the Mesa Verde Specific Plan Area 2 Amendment 2 Project* (Appendix D-1). The purpose of this report is to identify all built environment properties that may be considered historical resources, as defined by the CEQA, where Project construction or operation may result in impacts under CEQA. Efforts to identify built environment historical resources within and adjacent Project components included a review of a CHRIS records search; an intensive-level surveys by two qualified architectural historians; building development and archival research; creation of an appropriate historic context; development of area of potential effects (APE) to assess impacts to historic-era buildings and structures; and recordation and evaluation of historic-era properties located in the APE under National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) designation criteria and City of Calimesa Historic Resource Designation Criteria. A complete review of records and historical overview of the City and the Project area included in Appendix D-1.

Dudek architectural historians Nicole Frank and Katie Ahmanson surveyed the APE for buildings and structures constructed 45 years ago or more ago (historic era) on August 3, 2023. Dudek personnel identified six parcels/properties containing historic-era buildings and structures within the APE that were not known to have been previously evaluated for the NRHP, CRHR, or City of Calimesa regulations. Dudek architectural historians Claire Cancilla and Katie Ahmanson conducted an additional survey on March 20, 2024. These properties and the significance evaluation findings are listed in Table 4.4-1 and the Map Identification numbers are shown on Figures 4.4-1A and 4.4-1B, Built Environment Area of Potential Effect (APE) Map.

Table 4.4-1. Summary of Significance Evaluation Findings

Map ID	Property Type	Address and APN	Year Built	Assigned California Historical Resource Status code	NRHP/CR HR/City of Calimesa	Section 106/ CEQA Finding
1	Single-family residence	888 W County Line Rd	1977	6Z: Found ineligible for NR, CR, or local designation through survey evaluation	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources
2	Single-family residence	867 W County Line Rd	1946	6Z: Found ineligible for NR, CR, or local designation through survey evaluation	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources
3	Single-family residence	910 W Avenue L	1972	6Z: Found ineligible for NR, CR, or local designation through survey evaluation	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources
4	Ranch style/ Single-family residence	888 W Avenue L	1955	6Z: Found ineligible for NR, CR, or local designation through survey evaluation	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources
5	Mobile home park	763 W Avenue L	1964	6Z: Found ineligible for NR, CR, or local designation through survey evaluation	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources
6	Maintenance building	765 W Avenue L	Between 1953 and 1959	6Z: Found ineligible for NR, CR, or local designation through survey evaluation	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources
7	Single-family residence	856 W County Line Rd	1958	6Z	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources
8	Single-family residence	850 W County Line Rd	1974	6Z	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources
9	Single-family residence	846 W County Line Rd	1979	6Z	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources

Table 4.4-1. Summary of Significance Evaluation Findings

Map ID	Property Type	Address and APN	Year Built	Assigned California Historical Resource Status code	NRHP/CR HR/City of Calimesa	Section 106/ CEQA Finding
10	Single-family residence	840 W County Line Rd	1965	6Z	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources
11	Single-family residence	830 W County Line Rd	1960	6Z	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources
12	Single-family residence	814 W County Line Rd	1962	6Z	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources
13	Single-family residence	806 W County Line Rd	1967	6Z	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources
14	Single-family residence	780 W County Line Rd	1952	6Z	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources
15	Pump house	APN: 413-081-001	c. 1959-1966	6Z	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources
16	Single-family residence	746 W County Line Rd	1970	6Z	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources
17	Single-family residence	855 W County Line Rd	1961	6Z	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources
18	Single-family residence	827 W County Line Rd	1945	6Z	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources

Table 4.4-1. Summary of Significance Evaluation Findings

Map ID	Property Type	Address and APN	Year Built	Assigned California Historical Resource Status code	NRHP/CR HR/City of Calimesa	Section 106/ CEQA Finding
19	Single-family residence	811 W County Line Rd	1950	6Z	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources
20	Single-family residence	801 W County Line Rd	1950	6Z	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources
21	Single-family residence	809 W County Line Rd	1959	6Z	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources
22	Single-family residence	789 W County Line Rd	1967	6Z	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources
23	Single-family residence	775 W County Line Rd	1973	6Z	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources
24	Single-family residence	773 W County Line Rd	1942	6Z	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources
25	Single-family residence	765 W County Line Rd	1977	6Z	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources
26	Single-family residence	739 W County Line Rd	c. 1959	6Z	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources
27	Single-family residence	741 W County Line Rd	1974	6Z	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources

Table 4.4-1. Summary of Significance Evaluation Findings

Map ID	Property Type	Address and APN	Year Built	Assigned California Historical Resource Status code	NRHP/CR HR/City of Calimesa	Section 106/ CEQA Finding
28	Single-family residence	948 7th Street	1962	6Z	Not Eligible	No Historic Properties Affected/No Impact to Historical Resources

Sources: Appendix D-1; NETR 2024; UCSB 2024; ParcelQuest 2023.

After thorough consideration of historical significance criteria, all evaluated properties do not appear eligible for national, state, or local listing either individually or as part of a multi-property district. Therefore, there are no built environment historic-era properties located in the APE that qualify as historical resources for the purposes of CEQA or historic properties under Section 106. Therefore, no further consideration of historic era-built environment resources is necessary prior to Project implementation.

Archaeological Resources Survey

Dudek archaeologists conducted an intensive pedestrian survey of the Project area from April 17 to April 25, 2023, and March 5, 2024. The survey confirmed the presence of five previously recorded historic period resources within the Project area including: a concrete reservoir (P-33-013992); water retention features (P-33-013993); remnants of a hog farm (P-33-013994); a concrete house slab and parking apron remnant (P-33-013995); and a trash scatter (MV-S-001). These five resources all appeared to be in the same condition as when they were last recorded. These five resources were previously evaluated and recommended to not be eligible for listing on the CRHR.

In addition, six new historic period cultural resources were identified within the Project area including: a drainage pipe feature (MV-S-002); refuse dump (MV-S-003); drainage pipe feature (MV-S-004); drainage pipe feature (MV-S-005); concrete foundations with pipes (MV-S-006); drainage pipe feature (MV-S-007); and one prehistoric isolate consisting of two shell fragments (MV-I-001). The six historic period resources were recorded and evaluated. It was determined that the recording of these resources provided sufficient information to determine that these resources do not possess any further research potential and it was recommended that the resources, MV-S-002, MV-S-003, MV-S-004, MV-S-005, MV-S-006, and MV-S-007, are not eligible for listing on the CRHR. Therefore, MV-S-002, MV-S-003, MV-S-004, MV-S-005, MV-S-006, and MV-S-007 are not significant under CEQA and are not eligible for listing in the CRHR. As an isolate, MV-I-001 does not have sufficient data potential or other attributes required to address CRHR Criteria. In addition, it is not a "unique" resource, as defined under CEQA. As such, it is not eligible for listing in the CRHR or the local register and is not significant under CEQA.

Native American Coordination

Sacred Lands File Search and Tribal Outreach

The Project incorporates a previously conducted SLF search included in the *Section 106 NHPA Historic Resources Study for the Mesa Verde Permitting Project, City of Calimesa, California,* prepared by Dudek in July 2022 (Montifolca and Giacinto 2022). The 2022 report utilized a SLF search requested by Dudek on May 6, 2022, for the Project area. The SLF consists of a database of known Native American resources. These resources may not be included in the EIC or SCCIC database. The NAHC replied on June 8, 2022, with positive results. The NAHC

additionally provided a list of Native American tribes and individuals/organizations with traditional geographic associations that might have knowledge of cultural resources in this area. Tribal outreach letters were mailed on March 31, 2023, to all Native American group representatives included on the NAHC contact list. These letters attempted to solicit information relating to Native American resources that may be impacted by the Project. Native American representatives were requested to define a general area where known resources intersect the Project area. Table 4.4-2 summarizes the results of the NAHC Native American coordination efforts.

Table 4.4-2. Native American Heritage Commission-Listed Native American Contacts

Native American Tribal Representatives	Method of Notification/Date	Response Received
Jeff Grubbe, Chairperson Agua Caliente Band of Cahuilla Indians	Certified mail sent March 31, 2023	On April 4, 2023 from Xitlaly Madrigal: the Project area is not located within the boundaries of the Agua Caliente Band of Cahuilla Indians Reservation, however, it is located within their Traditional Use Area and requests a cultural resources inventory of the Project area by a qualified archaeologist, a copy of the records search, and any cultural resource documentation generated in connection with the Project.
Patricia Garcia-Plotkin, Director Agua Caliente Band of Cahuilla Indians	Certified mail sent March 31, 2023	None to date.
Amanda Vance, Chairperson Augustine Band of Cahuilla Mission Indians	Certified mail sent March 31, 2023	On April 3, 2023, from Geramy Martin: unaware of specific cultural resources that may be affected by the proposed Project, in the event that cultural resources are discovered during the development of the Project, their office would like to be contacted immediately for further evaluation.
Doug Welmas, Chairperson Cabazon Band of Mission Indians	Certified mail sent March 31, 2023	None to date.
Daniel Salgado, Chairperson Cahuilla Band of Indians	Certified mail sent March 31, 2023	On July 21, 2023, from Lorrie Gregory: the specific location is a part of Cahuilla traditional land use, therefore there is possibility of cultural resources in the vicinity, if there is a discovery of our ancestral cultural resources, we would appreciate to be notified on the instance immediately.
Andrew Salas, Chairperson Gabrieleno Band of Mission Indians	Certified mail sent March 31, 2023	None to date.
Ray Chapparosa, Chairman Los Coyotes Band of Cahuilla and Cupeño Indians	Certified mail sent March 31, 2023	None to date.
Ann Brierty, THPO Morongo Band of Mission Indians	Certified mail sent March 31, 2023	On May 6, 2023, from Bernadette Ann Brierty: the Project is located within the ancestral territory and traditional use area of the Cahuilla and Serrano people of the Morongo Band of Mission Indians, recommend tribal participation for future construction

Table 4.4-2. Native American Heritage Commission-Listed Native American Contacts

Native American Tribal Representatives	Method of Notification/Date	Response Received
		phases(s) of the Project, and requests government-to-government consultation under AB 52.
Robert Martin, Chairperson Morongo Band of Mission Indians	Certified mail sent March 31, 2023	None to date.
Shasta Gaughen, Tribal Historic Preservation Officer Pala Band of Mission Indians	Certified mail sent March 31, 2023	None to date.
Mark Macarro, Chairperson Pechanga Band of Mission Indians	Certified mail sent March 31, 2023	None to date.
Paul Macarro, Cultural Resources Manager Pechanga Band of Mission Indians	Certified mail sent March 31, 2023	On April 14, 2023, from Paul Macarro: the Project is just outside their Ancestral territory and that they would defer to Morongo, Soboba, and/or San Manuel.
Jill McCormick, Historic Preservation Officer Quechan Tribe of the Fort Yuma Reservation	Certified mail sent March 31, 2023	On April 12, 2023, from Jill McCormick: they do not wish to comment on the Project, and they defer to the more local Tribes and support their determinations on this matter.
Manfred Scott, Acting Chairman Quechan Tribe of the Fort Yuma Reservation	Certified mail sent March 31, 2023	None to date.
Joseph Hamilton, Chairperson Ramona Band of Cahuilla	Certified mail sent March 31, 2023	None to date.
John Gomez, Environmental Coordinator Ramona Band of Cahuilla	Certified mail sent March 31, 2023	None to date.
Bo Mazzetti, Chairperson Rincon Band of Luiseño Indians	Certified mail sent March 31, 2023	On April 17, 2023, from Deneen Pelton: the Project is not within the Rincon Band's specific Area of Historic Interest, and they have no additional information to provide and recommend contacting a Tribe that is closer to the Project and may have pertinent information.
Cheryl Madrigal, Tribal Historic Preservation Officer Rincon Band of Mission Indians	Certified mail sent March 31, 2023	None to date.
Jessica Mauck, Director of Cultural Resources San Manuel Band of Mission Indians	Certified mail sent March 31, 2023	On May 3, 2023, from Ryan Nordness: previous cultural reports for the area have been determined to be less reliable than previously thought as a recent project that would butt against this amendment space has uncovered several instances of human remains and occupation sites.
Lovina Redner, Tribal Chair Santa Rosa Band of Cahuilla Indians	Certified mail sent March 31, 2023	None to date.

Table 4.4-2. Native American Heritage Commission-Listed Native American Contacts

Native American Tribal Representatives	Method of Notification/Date	Response Received
Wayne Walker, Co-Chairperson Serrano Nation of Mission Indians	Certified mail sent March 31, 2023	None to date.
Mark Cochrane, Co-Chairperson Serrano Nation of Mission Indians	Certified mail sent March 31, 2023	None to date.
Joseph Ontiveros, Cultural Resource Department Soboba Band of Luiseño Indians	Certified mail sent March 31, 2023	None to date.
Isaiah Vivanco, Chairperson Soboba Band of Luiseno Indians	Certified mail sent March 31, 2023	None to date.
Cultural Committee Torres-Martinez Desert Cahuilla Indians	Certified mail sent March 31, 2023	None to date.

The proposed Project is subject to compliance with Assembly Bill 52 (PRC 21074) and Senate Bill 18 (Government Code Section 65352.3). Additional and more detailed information regarding tribal notification and consultation efforts can be found in Section 4.16 Tribal Cultural Resources.

4.4.2 Regulatory Requirements

4.4.2.1 Federal

Section 106 of the National Historic Preservation Act

NHPA Section 106 (54 USC Section 306108) necessitates that federal undertakings consider potential effects to historic properties. Historic properties are defined by the Code of Federal Regulations (CFR) as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP) maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization that meet the NRHP Criteria" (36 CFR Part 800.16[l]). Regulations under 36 CFR Part 800 provide a framework for the process for federal agencies, in consultation with the State Historic Preservation Officer (SHPO and other consulting parties, to identify historic properties within the APE for an undertaking and to determine effects. Adverse effects to historic properties require resolution through consultation between the federal agency, SHPO, and the Advisory Council on Historic Preservation. The following phases provide an outline of the NHPA Section 106 process:

- Initiation of the Section 106 process, including the identification of consulting parties, such as Native American tribes.
- Establishment of the APE, in consultation with the SHPO and other consulting parties.

- Identification of historic properties located in a project's APE.
- If historic properties are identified in the APE, assessment of effects of the undertaking.
- Should adverse effects to historic properties be identified, consultation between the federal agency, SHPO, and any other identified consulting parties (including Native American tribes and the Advisory Council of Historic Preservation) need to proceed to find ways to avoid, minimize, or mitigate the adverse effect. All parties may determine that preparation of an agreement document, such as a Memorandum of Agreement or Programmatic Agreement, is necessary to resolve adverse effects or effectively manage complex undertakings where a project's actions are proposed over several years and/or where the undertaking's effects on historic properties cannot be clearly defined during the initial project planning phase.
- Implementation of the terms and conditions of the Memorandum of Agreement or Programmatic Agreement.

National Register of Historic Places

The NRHP is the United States' official list of districts, sites, buildings, structures, and objects worthy of preservation. Overseen by the National Park Service under the U.S. Department of the Interior, the NRHP was authorized under the NHPA, as amended. Its listings encompass all National Historic Landmarks and historic areas administered by the National Park Service.

NRHP guidelines for the evaluation of historic significance were developed to be flexible and to recognize the accomplishments of all who have made significant contributions to the nation's history and heritage. Its criteria are designed to guide state and local governments, federal agencies, and others in evaluating potential entries in the NRHP. To be listed in or determined eligible for listing in the NRHP, a property must be demonstrated to possess integrity and to meet at least one of the following criteria (36 CFR, Section 60.4):

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and

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.

"Integrity" is defined in the NRHP guidance How to Apply the National Register Criteria as "the ability of a property to convey its significance. To be listed in the NRHP, a property must not only be shown to be significant under the NRHP criteria, but it also must have integrity" (NPS 1990). NRHP guidance further states that properties must be completed at least 50 years ago to be considered for eligibility. Properties completed less than 50 years before evaluation must be proven to be "exceptionally important" (criteria consideration G) to be considered for listing.

A historic property is defined as follows (36 CFR 800.16[i][1]):

> Any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the NRHP maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the NRHP criteria.

4.4.2.3 State

California Register of Historical Resources

In California, the term "historical resource" includes, but is not limited to, "any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (PRC Section 5020.1[j]). In 1992, the California legislature established the CRHR "to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Section 5024.1[a]). The criteria for listing resources on the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP, enumerated as follows. According to California Public Resources Code (PRC) Section 5024.1(c)(1–4), a resource is considered historically significant if it (i) retains "substantial integrity" and (ii) meets at least one of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

To understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than 50 years old may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance (14 CCR 4852[d][2]).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. The criteria for the CRHR are nearly identical to those for the NRHP, and properties listed or formally designated as eligible for listing in the NRHP are automatically listed in the CRHR, as are the state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

California Public Resources Code

PRC Section 5097.94 establishes the powers and duties bestowed on the NAHC. As they relate to those powers and duties that apply to human remains, this code states that the NAHC has the responsibility to: identify and catalog places of special religious or social significance to Native Americans, and known graves and cemeteries of

Native Americans on private lands; make recommendations relative to Native American sacred places that are located on private lands; mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials; provide protection to Native American human burials and skeletal remains from vandalism and inadvertent destruction; and assist interested landowners in developing agreements with appropriate Native American groups for treating or disposing, with appropriate dignity, of the human remains and any items associated with Native American burials.

PRC Section 5097.98 outlines the protocols to be followed in the case of a discovery of Native American human remains including the roles and responsibilities of the coroner, NAHC, the individual identified by the NAHC as the most likely descended from the deceased Native American, and the landowner of whose land the discovery was made. The code defines the manner of "conferral" or "discuss and confer" as "the meaningful and timely discussion and careful consideration of the views of each party, in a manner that is cognizant of all parties' cultural values, and where feasible, seeking agreement" and states that all parties involved "shall recognize the other's needs and concerns for confidentiality of information provided to the other".

PRC Section 5097.99 is intended to protect by prohibiting obtaining or possessing Native American artifacts or human remains taken from grave or cairn on or after January 1, 1984 and states that "any person who removes, without authority of law, any Native American artifacts or human remains from a Native American grave or cairn with an intent to sell or dissect or with malice or wantonness is guilty of a felony which is punishable by imprisonment in the state prison".

PRC Section 5097.991 establishes the policy of the state that Native American remains and associated grave artifacts shall be repatriated.

California Environmental Quality Act

Cultural Resources

The following California Environmental Quality Act (CEQA) statutes (PRC Section 21000 et seq.) and CEQA Guidelines (14 CCR 15000 et seq.) are of relevance to the analysis of archaeological, historic, and tribal cultural resources:

- PRC Section 21083.2(g) defines "unique archaeological resource."
- PRC Section 21084.1 and CEQA Guidelines Section 15064.5(a) defines "historical resources." In addition, CEQA Guidelines Section 15064.5(b) defines the phrase "substantial adverse change in the significance of a historical resource;" it also defines the circumstances when a project would materially impair the significance of a historical resource.
- PRC Section 21074(a) defines "tribal cultural resources."
- PRC Section 5097.98 and CEQA Guidelines Section 15064.5(e) set forth standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated ceremony.
- PRC Sections 21083.2(b) and 21083.2(c) and CEQA Guidelines Section 15126.4 provide information regarding the mitigation framework for archaeological and historic resources, including examples of preservation-in-place mitigation measures. Preservation in place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the

archaeological context and may help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

More specifically, under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource" (PRC Section 21084.1; 14 CCR 15064.5[b]).

A "substantial adverse change in the significance of an historical resource" reflecting a significant effect under CEQA means "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired" (14 CCR 15064.5[b][1]; PRC Section 5020.1[q]). In turn, the significance of a historical resource is materially impaired when a project does any of the following (14 CCR 15064.5[b][2]):

1. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the PRC or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a lead agency for purposes of CEQA.

Pursuant to these sections, the CEQA inquiry begins with evaluating whether a project site contains any historical resources, then evaluates whether that project will cause a substantial adverse change in the significance of a historical resource such that the resource's historical significance would be materially impaired.

If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that they cannot be left undisturbed, mitigation measures are required (PRC Sections 21083.2[a]–[c]).

Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria (PRC Section 21083.2[g]):

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Impacts on non-unique archaeological resources are generally not considered a significant environmental impact (PRC Section 21083.2[a]; 14 CCR 15064.5[c][4]). However, if a non-unique archaeological resource qualifies as a TCR (PRC Sections 21074[c] and 21083.2[h]), further consideration of significant impacts is required.

CEQA Guidelines Section 15064.5 assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. These procedures are detailed in PRC Section 5097.98.

California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98

CEQA Guidelines Section 15064.5 assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. As described below, these procedures are detailed in California Health and Safety Code Section 7050.5 and PRC Section 5097.98.

California law protects Native American burials, skeletal remains, and associated grave goods, regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. Health and Safety Code section 7050.5 requires that if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains shall occur until the County coroner has examined the remains (California Health and Safety Code Section 7050.5[b]). If the coroner determines or has reason to believe the remains are those of a Native American, the coroner must contact the NAHC within 24 hours (California Health and Safety Code Section 7050.5[c]). In accordance with California PRC Section 5097.98(a), the NAHC will notify the Most Likely Descendant. With the permission of the landowner, the Most Likely Descendant may inspect the site of discovery. Within 48 hours of being granted access to the site, the Most Likely Descendant may recommend means of treatment or disposition, with appropriate dignity, of the human remains and associated grave goods.

4.4.2.3 Local

City of Calimesa 2014 General Plan

The Resource Management Element of the City's General Plan (adopted in 2014) addresses historical and cultural resources. Two policies assist in the protection and preservation of the City's cultural and historical resources (City of Calimesa 2014).

> Policy RM-16: Identify, protect, and preserve the historical and cultural resources of the city.
>
> Policy RM-17: Seek to protect significant historical sites or structures by offering programs and/or incentives to preserve, restore, or reuse the structures while maintaining their historical significance and integrity.

Calimesa Municipal Code

Chapter 2.25 Parks, Trails, and Community Services Commission

2.25.040 Historic resource designation criteria and procedures.

A. Historic Resource Designation Criteria. For the purposes of this section, an improvement, site or area may be recommended by the commission for designation as an historic resource or district by the city council if it meets the following criteria:

1. It exemplifies or reflects special elements of the city's cultural, social, economic, political, aesthetic, engineering, architectural, paleontological, or archaeological history;

2. It is identified with persons or events significant in local, state or national history;
3. It embodies distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship;
4. It is representative of the notable work of a builder, designer or architect;
5. It is a unique location or has singular physical characteristics representing an established and familiar visual feature of the city;
6. It has the potential of yielding significant information of archeological interest; or
7. Its integrity as a natural environment strongly contributes to the well-being of the people of the city.

B. Historic Resource Designation Procedures. Historic resources and districts shall be established in the following manner:

1. The commission shall hold public hearings for the purpose of determining whether a proposed historic resource is worthy of consideration for protection, enhancement or perpetuation, and such hearings shall be held no less than 15 days and no more than 45 days after the property owner(s) have been notified of the public hearing by registered mail, return receipt requested. Upon receipt of the notice, the property owner(s) shall be prohibited from defacing, demolishing, adding to, altering or removing the proposed historic resource.
2. If, after hearing, the commission concludes the proposed historic resource is worthy of protection, enhancement or perpetuation, it shall make its recommendations to the city council and notify the property owner(s) by registered mail, return receipt requested, within 15 days. Each such recommendation shall include the source of funding for acquisition and maintenance.
3. The property owner(s) shall file any objections to the commission's recommendation with the city clerk within 15 days after receipt of notice of the recommendation.
4. The city clerk shall set the matter for public hearing before the city council no later than 30 days after receipt of the objections, or the commission's recommendation, whichever last occurs.
5. If the commission's recommendation is for an expenditure of public funds and after the public hearing the city council finds that the proposed historic resource is significant and the expenditure of public funds for protection, enhancement or perpetuation is justified, it may initiate acquisition proceedings. If the council finds that the expenditure of public funds is not justified, the proposed historic resource shall not be designated as such. [Ord. 187 § 8, 2001; Code 1990 § 1.8.04.]

4.4.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to cultural resources are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to cultural resources would occur if the project would:

A. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.
B. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.
C. Disturb any human remains, including those interred outside of dedicated cemeteries.

4.4.4 Impacts Analysis

4.4.4.1 Summary of Previous Impact Analysis

Mesa Verde Estates Specific Plan EIR (2007)

The 2007 Final EIR determined that no prehistoric cultural resources were identified within the proposed project area. In regard to historic cultural resources, remnants of a residential complex destroyed by fire, ruins of a historic hog farm, and historic water retention features were identified in the project area and none of those resources were identified as significant or eligible for the CRHR. Several structures have been marked for demolition on parcels 411-050-003 and 411-200-020 and were fully recorded and evaluated for significance and recommended not eligible for the CRHR. Mitigation measures were identified that apply in the event that either prehistoric or historic resources were encountered during grading and construction that would reduce potential cultural impacts to a less than significant level (Michael Brandman Associates 2007).

Addendum to the Mesa Verde Specific Plan EIR (2017)

The 2017 Addendum was determined to be consistent with the 2007 Final EIR analysis. The changes proposed by the 2017 Specific Plan compared to the 2007 certified project would not result in any new impacts, or increase the severity of impacts, with respect to historical resources, archaeological resources, or human remains. None of the historic resources found on site were identified as significant or eligible for the CRHR and the project area is not known to contain important archaeological resources. However, because the previous Cultural Resources Measures 1, 2, 3, and 4 were not tailored to the specific design or mix of land uses contained in the 2007 certified project, it would also apply to the 2017 Specific Plan (Placeworks 2017).

4.4.4.2 Proposed Project Impact Analysis

Threshold 4.4a Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

No Impact. As detailed in the *Built Environment Inventory and Evaluation Report* (Appendix D-1), and as summarized herein, an inventory of historic records, field surveys of the APE, and a significance evaluation of subject properties located in the APE was conducted.

As part of the Cultural Resources Inventory and Evaluation Report (Appendix D-2) prepared for the Project, a records search of the CHRIS at the EIC was completed on May 27, 2022, and a records search was completed at the SCCIC on April 4, 2023. The CHRIS search included a review of mapped prehistoric, historical, and built-environment resources. Based on the EIC records search, 51 cultural resources have been previously recorded within the records search area. Of the 51 resources, 6 are located within the APE. These resources consist of a concrete reservoir (P-33-013992); water retention features (P-33-013993); remnants of a hog farm (P-33-013994); concrete house slab (P-33-013995); a utility line (P-33-015300), and single-family property (P-33-029055). Review of the SCCIC records search indicated that no built environment cultural resources were identified in the APE or the larger records search area.

None of the 5 previously evaluated cultural resources identified through the records search results located in the APE required documentation or further study. Four of the resources have been previously evaluated and found not eligible for listing under any significance criteria that would qualify them as historic properties. P-33-015300, an

electric utility line segment, is a ubiquitous utility structure with no discernible potential historical associations. Most importantly, no Project-related construction or Project-related implementation activities would result in potential impacts to this resource. There are no plans to remove, rehabilitee relocate, or alter this resource in any way as part of this Project. Additionally, as a linear resource its setting and alignment will remain intact following Project completion. Consequently, although, this electric utility line (P-33-015300) is in the APE, because it will not sustain direct or indirect effects as a result of Project construction or implementation it does not require further consideration in this study.

Dudek architectural historians Nicole Frank, MHSP, Katie Ahmanson, MHC, and Claire Cancilla, MSHP, surveyed the APE for buildings and structures constructed 45 years ago or more ago (historic era). Dudek personnel identified 28 parcels/properties containing historic-era buildings and structures within the APE that were not known to have been previously evaluated for the NRHP, CRHR, or City of Calimesa regulations, shown in Table 4.4-1. Dudek prepared an assessment of each property, including a physical description and significance evaluation, found in detail in Appendix D-1. The results of this assessment conclude that none of the 28 subject properties would be eligible for listing in the NRHP or CRHR, or under City of Calimesa criteria, evaluated the APE in accordance with Section 15064.5 (a)(2)-(3) of the State CEQA Guidelines and using the criteria outlined in Section 5024.1 of the California PRC. Dudek concludes that the buildings evaluated within the APE do not appear to be eligible for listing in the NRHP, CRHR, or as a City of Calimesa cultural resources due to a lack of significance. As such, no buildings within the APE appear to be historical resources under CEQA. The recommended Status Code for the Project site is 6Z. In conclusion, the Project would have no impact on historical resources as defined by CEQA and a finding of No Historic Properties Affected under Section 106. No further consideration of historic era-built environment resources is necessary prior to Project implementation. The no impact conclusion is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.4b Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less-than-Significant Impact with Mitigation. As part of the Cultural Resources Inventory and Evaluation Report (Appendix D-2) prepared for the Project, a records search of the CHRIS at the EIC was completed on May 27, 2022 and a records search was completed at the SCCIC on May 4, 2023. The CHRIS search included a review of mapped prehistoric, historical, and built-environment resources. In addition, pedestrian surveys of the Project area were conducted from April 17 to April 25, 2023, and March 5, 2024. Five historic period resources were identified during the records search and revisited during the pedestrian survey. These resources consist of a concrete reservoir (P-33-013992); water retention features (P-33-013993); remnants of a hog farm (P-33-013994); concrete house slab (P-33-013995); and a trash scatter (MV-S-001). These five resources all appeared to be in the same condition as when they were last recorded. The five resources, P-33-013992, P-33-013993, P-33-013994, P-33-013995, and MV-S-001, were previously evaluated and recommended not eligible for the CRHR. Dudek concurred that the sites were in the same condition as previously recorded, most of the features have been damaged or removed, it is unlikely that additional significant information would be gathered from further investigations, and that the recordation of the sites has exhausted the research potential of the sites.

In addition, six new historic period cultural resources were identified within the Project area including: a drainage pipe feature (MV-S-002); refuse dump (MV-S-003); drainage pipe feature (MV-S-004); drainage pipe feature (MV-S-005); concrete foundations with pipes (MV-S-006); drainage pipe feature (MV-S-007); and one prehistoric isolate consisting of two shell fragments (MV-I-001). The six historic period resources were recorded and evaluate as detailed below.

MV-S-002 is a historic period drainage feature with a concrete headwall and riveted metal pipe. No associated artifacts were identified within the vicinity of the feature. The construction date and subsequent history of this feature are unknown. MV-S-002 likely dates to the 1950s, as MV-S-004 and MV-S-005, also similarly constructed drainage features, were inscribed with dates from the 1950s. Little information can be gleaned from the resource and it is unlikely that additional significant information would be gathered from further investigation. Historical archival research determined that MV-S-002 is not associated with events that have made a significant contribution to the broad patterns of California history and cultural heritage (Criterion 1). MV-S-002 is not associated with the lives of persons important in our past (Criterion 2). MV-S-002 does not contain intact features or components of individual distinction, therefore, it does not embody the distinctive characteristics of a type, period, method of construction, or represents the work of an important creative individual, or possesses high artistic values (Criterion 3). MV-S-002 is unlikely to have any depth as it was constructed on top of the surface and does not have the potential to provide information important to the history of the state or region (Criterion 4). Therefore, MV-S-002 is not eligible for listing on the CRHR. The recordation of the site has exhausted the research potential for MV-S-002. Therefore, the site is not significant under CEQA and is not eligible for listing in the CRHR.

MV-S-003 is a scattered historic period refuse dump located within a drainage and adjacent to a dirt road which would have made it accessible for individuals passing by to dump refuse. No structure was identified in the vicinity which suggests that this site represents a trash/refuse dumping event. MV-S-003 is positioned within a drainage which allowed for the direct inspection of subsurface soil development. The area is not conductive to substantial burial of additional refuse, and the inspection of observable material on the surface was sufficient to gain a representative sample of associated use and chronological data attributed to the material. MV-S-003 represents a secondary deposit of a twentieth century domestic and farmstead items. Little information can be gleaned from the refuse site and it is unlikely that additional significant information would be gathered from further investigation. Historical archival research determined that MV-S-003 is not associated with events that have made a significant contribution to the broad patterns of California history and cultural heritage (Criterion 1). MV-S-003 is not associated with the lives of persons important in our past (Criterion 2). MV-S-003 does not contain intact features or components of individual distinction, therefore, it does not embody the distinctive characteristics of a type, period, method of construction, or represent the work of an important creative individual, or possesses high artistic values (Criterion 3). MV-S-003 is located in drainage and erosion of the surrounding hills and the resulting deposition appear to have partially buried some of the artifacts. MV-S-003 is unlikely to have any depth as it was used as a dump site and does not have the potential to provide information important to the history of the state or region (Criterion 4). Therefore, MV-S-003 is not eligible for listing on the CRHR. The recordation of the site has exhausted the research potential for MV-S-003. Therefore, the site is not significant under CEQA and is not eligible for listing in the CRHR.

MV-S-004 is a historic period drainage feature with a concrete headwall. No associated artifacts were identified within the vicinity of the feature. MV-S-004 dates to the 1950s, as the top of the concrete feature is inscribed with the date 1-1-51. Little information can be gleaned from the resource and it is unlikely that additional significant information would be gathered from further investigation. Historical archival research determined that MV-S-004 is not associated with events that have made a significant contribution to the broad patterns of California history and cultural heritage (Criterion 1). MV-S-004 is not associated with the lives of persons important in our past (Criterion 2). MV-S-004 does not contain intact features or components of individual distinction, therefore, it does not embody the distinctive characteristics of a type, period, method of construction, or represents the work of an important creative individual, or possesses high artistic values (Criterion 3). MV-S-004 is unlikely to have any depth as it was constructed on top of the surface and does not have the potential to provide information important to the history of the state or region (Criterion 4). Therefore, MV-S-004 is not eligible for listing on the CRHR. The recordation of

the site has exhausted the research potential for MV-S-004. Therefore, the site is not significant under CEQA, and is not eligible for listing in the CRHR.

MV-S-005 is a historic period drainage feature with a concrete headwall. No associated artifacts were identified within the vicinity of the feature. MV-S-005 dates to the 1950s, as the top of the concrete feature is inscribed with the date 1-13-51. Little information can be gleaned from the resource, and it is unlikely that additional significant information would be gathered from further investigation. Historical archival research determined that MV-S-005 is not associated with events that have made a significant contribution to the broad patterns of California history and cultural heritage (Criterion 1). MV-S-005 is not associated with the lives of persons important in our past (Criterion 2). MV-S-005 does not contain intact features or components of individual distinction, therefore, it does not embody the distinctive characteristics of a type, period, method of construction, or represents the work of an important creative individual, or possesses high artistic values (Criterion 3). MV-S-005 is unlikely to have any depth as it was constructed on top of the surface and does not have the potential to provide information important to the history of the state or region (Criterion 4). Therefore, MV-S-005 is not eligible for listing on the CRHR. The recordation of the site has exhausted the research potential for MV-S-005. Therefore, the site is not significant under CEQA and is not eligible for listing in the CRHR.

MV-S-006 is a historic period site consisting of two concrete features. Feature 1 is a concrete foundation with pipes, and Feature 2 is a concrete foundation. No associated artifacts were identified within the vicinity of the features. The construction date and subsequent history of the features are unknown. The features are not clearly observed on historic aerials due to heavy vegetation within its vicinity. Little information can be gleaned from the site and it is unlikely that additional significant information would be gathered from further investigation. Historical archival research determined that MV-S-006 is not associated with events that have made a significant contribution to the broad patterns of California history and cultural heritage (Criterion 1). MV-S-006 is not associated with the lives of persons important in our past (Criterion 2). MV-S-006 does not contain intact features or components of individual distinction, therefore, it does not embody the distinctive characteristics of a type, period, method of construction, or represents the work of an important creative individual, or possesses high artistic values (Criterion 3). MV-S-006 is unlikely to have any depth as it was constructed on top of the surface and does not have the potential to provide information important to the history of the state or region (Criterion 4). Therefore, MV-S-006 is not eligible for listing on the CRHR. The recordation of the site has exhausted the research potential for MV-S-006. Therefore, the site is not significant under CEQA, and is not eligible for listing in the CRHR.

MV-S-007 is a historic period metal drainage feature. No associated artifacts were identified within the vicinity of the feature. The construction date and subsequent history of the feature is unknown. It may date to the mid-1960s to the 1970s, when 7th Street was being developed. Little information can be gleaned from the resource and it is unlikely that additional significant information would be gathered from further investigation. Historical archival research determined that MV-S-007 is not associated with events that have made a significant contribution to the broad patterns of California history and cultural heritage (Criterion 1). MV-S-007 is not associated with the lives of persons important in our past (Criterion 2). MV-S-007 does not contain intact features or components of individual distinction, therefore, it does not embody the distinctive characteristics of a type, period, method of construction, or represents the work of an important creative individual, or possesses high artistic values (Criterion 3). MV-S-007is unlikely to have any depth as it was constructed on top of the surface and does not have the potential to provide information important to the history of the state or region (Criterion 4). Therefore, MV-S-007 is not eligible for listing on the CRHR. The recordation of the site has exhausted the research potential for MV-S-007. Therefore, the site is not significant under CEQA, and is not eligible for listing in the CRHR.

It was determined that the recording of these resources provided sufficient information to determine that these resources do not possess any further research potential and it was recommended that MV-S-002, MV-S-003, MV-S-004, MV-S-005, MV-S-006, and MV-S-007, are not eligible for listing on the CRHR. Therefore, MV-S-002, MV-S-003, MV-S-004, MV-S-005, MV-S-006, and MV-S-007 are not significant under CEQA and are not eligible for listing in the CRHR. As an isolate, MV-I-001 does not have sufficient data potential or other attributes required to address CRHR Criteria. and is not eligible for listing in the CRHR or the local register. In addition, it is not a "unique" resource, as defined under CEQA as it cannot answer important scientific research questions, nor is it the best available example of its type or directly associated with a scientifically recognized important prehistoric or historic event or person. As an isolate it is not considered a potential "historical resource" under CEQA is not significant under CEQA and does not require further evaluation.

No known significant archaeological resources, as defined by CEQA Section 15064.5, exist within the Project site. However, based on the identification of archaeological resources located within and surrounding the Project and the presence of intact native soils on the Project site, there would be potential for proposed disturbances to impact unknown archaeological resources. If yet unknown archaeological resources, possessing the characteristics outlined in CEQA as significant, exist, and are inadvertently encountered during implementation (i.e., construction) of the Project, there is potential for a substantial adverse change in the significance of an archaeological resource to occur. Therefore, this would result in a potentially significant impact regarding a substantial adverse change in the significance of an unknown archaeological resource pursuant to CEQA Guidelines Section 15064.5.

As such, the following mitigation measures are recommended to ensure that unknown archaeological resources that are inadvertently encountered during Project implementation are assessed, evaluated (if necessary) and treated in accordance with CEQA: MM-CUL-1, MM-CUL-2, MM-CUL-3, MM-CUL-4, MM-CUL-5, MM-CUL-8, and MM-CUL-9. MM-CUL-1 is a revision of Measure CR-1 from the previously approved project, which required the applicant to develop a Tribal Monitoring Agreement with the tribes that consulted during the AB 52 process. MM-CUL-3 is a replacement of Measure CR-2 and CR-4 from the previously approved project, which required that cultural monitoring be conducted during initial ground disturbing activities. MM-CUL-5 is the replacement of CR-2 from the previously approved project, which provides the protocols for when unanticipated cultural resources are inadvertently discovered. MM-CUL-8 is a replacement of Measure CR-7 from the previously approved project, and it sets forth requirements for treatment, curation, storage, and disposition of inadvertently discovered cultural resources. MM-CUL-2 is a new measure that requires an adequate number of tribal monitors and archaeologists to be onsite during all initial ground disturbing activities. MM-CUL-4 is a new measure that requires the development and implementation of a contractor education program aimed at instructing construction personnel instructed on the proper procedures to follow in the event that archaeological resources are encountered during ground-disturbing activities. MM-CUL-9 is a new measure that requires the preparation of a cultural resources monitoring report. These measures are provided in greater detail below, in Section 4.5.7, Mitigation Measures, below. With implementation of MM-CUL-1- MM-CUL-5, MM-CUL-8, and MM-CUL-9, potential impacts related to archaeological resources would be less than significant, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.4c Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less-than-Significant Impact with Mitigation**.** No prehistoric or historic human remains or burial sites were identified within the Project site as a result of the CHRIS records search, NAHC SLF search, or pedestrian survey (Appendix D-2). In the event that human remains are inadvertently encountered during construction activities, such resources would be treated in accordance with state and local regulations that provide requirements with regard to the

accidental discovery of human remains, including California Health and Safety Code Section 7050.5, California PRC Section 5097.98, and the California Code of Regulations Section 15064.5(e). Additionally, the following mitigation measures are recommended to ensure that unknown human remains and any associated archaeological resources that are inadvertently encountered during Project implementation are assessed, evaluated (if necessary) and treated in accordance with CEQA: MM-CUL-1–MM-CUL-3 requires that cultural monitoring be conducted during initial ground disturbing activities. MM-CUL-4 requires development and implementation of a contractor education program aimed at instructing construction personnel instructed on the proper procedures to follow in the event that human remains are encountered during ground-disturbing activities. MM-CUL-6 and MM-CUL-7 provide a protocol for the identification and proper treatment of human remains. MM-CUL-6 is a replacement of measure CR-3 from the previously approved project, which sets forth requirements if human remains are encountered during ground disturbing activities. MM-CUL-7 is a new measure which sets forth requirements of withholding public disclosure of information related to any reburial of Native American human remains or associated grave goods. With implementation of MM-CUL-1 – MM-CUL-4, MM-CUL-6, and MM-CUL-7, impacts to human remains, including those interred outside of dedicated cemeteries, would be less than significant, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

4.4.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project has any contribution to the cumulative impact, and if so, whether the project's incremental effect is "cumulatively considerable." The cumulative geographic study area used to assess potential cumulative impacts related to cultural resources is the vicinity of the Project area. However, impacts to cultural resources, if any exist, tend to be site-specific. The Project would have a cumulatively considerable effect on cultural resources if the Project would contribute to an existing cumulative impact and substantially diminish the number of cultural or tribal resources within the same or similar context or property type. The full list of related projects applicable to this Project's cumulative analyses is provided in Section 2.6, Cumulative Projects and illustrated on Figure 2-4, Cumulative Projects, in Chapter 2, Environmental Setting of this Draft Subsequent (EIR).

Threshold 4.4a – Cumulative

Not Cumulatively Considerable. Impacts to historical resources, if any, tend to be site specific. However, cumulative impacts would occur if the Project and related projects cumulatively affect historical resources in the immediate vicinity, contribute to changes within the same historic district, or involve resources that are examples of the same property type as those on the Project area. The Project would not result in any cumulative impacts to historical resources because the potential built environment cultural resources were evaluated and were determined to not be eligible for listing under NRHP, CRHR, or City of Calimesa regulations, and thus not considered historical resources under CEQA. The Project area is not located within the boundaries of a historic district. Therefore, there would be no potential to contribute cumulative impacts to a historic district. Additionally, cumulative impacts to historical resources must consider whether a project substantially diminishes the number or significance of historical resources of the same property type, even if they are not otherwise on the related projects list. Historical resources that are potentially affected by related projects would also be subject to the same requirements of CEQA as the Project and any impacts would be mitigated, as applicable. These determinations would be made on a case-by-case basis, and the effects of cumulative development on cultural and tribal cultural resources would be mitigated to the extent feasible in accordance with CEQA and other applicable legal

requirements. Therefore, the Project's contribution towards cumulative impacts would not be cumulatively considerable.

Threshold 4.4b – Cumulative

Not Cumulatively Considerable. As discussed above, there are no known significant archaeological resources pursuant to CEQA Guidelines Section 15064.5 present on the Project site. Because all archaeological resources are unique and nonrenewable resources, projects that demolish or alter certain archaeological resources have the potential to erode a general cultural landscape to which the archaeological resources belong. Therefore, implementation of the Project could result in a cumulatively significant effect on archaeological resources when combined with other cumulative development in the area due to the loss of identified or unknown archaeological resources through the physical demolition, destruction, relocation, or alteration of a resource or its immediate surroundings such that the significance of a resource would be materially impaired. However, the Project is required to implement MM-CUL-1 – MM-CUL-5, MM-CUL-8, and MM-CUL-9, which would reduce Project-related impacts to a less than significant level at the Project site. Because there are no known archaeological resources at the Project site, the mitigation is for inadvertent discoveries. The cumulative projects are all subject to PRC section 21083.2 and other the regulatory requirements that mandate evaluation and consideration of potential impacts to archaeological resources prior to approval of any discretionary permit for site development. According to PRC section 21083.2, other cumulative projects would be required to undergo a similar evaluation to determine presence/absence of archaeological resources and mitigate accordingly, if necessary. Based on the degree of protection afforded by MM-CUL-1 - MM-CUL-5, MM-CUL-8, and MM-CUL-9 for Project-specific impacts to potential unknown archaeological resources, the Project would not contribute to cumulatively considerable impacts related to substantial adverse changes in the significance of an archaeological resource.

Threshold 4.4c – Cumulative

Not Cumulatively Considerable. As discussed above, there are no known human remains, including those interred outside of dedicated cemeteries, present on the Project site. Because human remains are unique and nonrenewable resources, projects that demolish, destroy, alter or move human remains have the potential to erode a general cultural landscape to which the human remains belong. Therefore, cumulative development within the area would have the potential to result in a cumulative impact associated with the loss of yet unidentified human remains through the physical demolition, destruction, relocation, or alteration of a remains or their immediate surroundings. However, human remains are generally site-specific and the Project's potential impacts to disturbance human remains would be reduced to less than significant with implementation of Project-specific MM-CUL-1–MM-CUL-4, MM-CUL-6, and MM-CUL-7 . All cumulative projects would similarly be required to comply with State Health and Safety Code Section 7050.5., PRC Sections 5097.94 and 5097.98, and all other applicable laws. Based on the degree of protection afforded by MM-CUL-1 – MM-CUL-4, MM-CUL-6, and MM-CUL-7 for potential Project-specific impacts to human remains, the Project would not contribute to cumulatively considerable impacts related to disturb any human remains, including those interred outside of dedicated cemeteries.

4.4.6 Mitigation Measures

4.4.6.1 Previously Adopted Mitigation Measures

Measures No Longer Applicable: Deleted or Revised/Replaced

The following previously approved mitigation measures are no longer applicable and have been deleted or revised/replaced by proposed mitigation (see Section 4.4.6.2, Project Mitigation Measures, below). Revised/replaced mitigation measures are denoted by "Replaced," below.

Revised: (See MM-CUL-1)

CR-1 Prior to the issuance of a grading permit, the applicant shall contact the consulting Native American Tribe(s) that have requested monitoring through consultation with the City during the AB 52 process. These tribes are the Morongo Band of Mission Indians and the Soboba Band of Luiseno Indians. The applicant shall coordinate with the Tribe(s) to develop a Tribal Monitoring Agreement(s). A copy of the agreement shall be provided to the City of Calimesa Planning Department prior to the issuance of a grading permit.

Replaced: (See MM-CUL-3)

CR-2 At least 30-days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the Project Applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. The Project Archaeologist, in consultation with interested tribes, the Developer and the City, shall develop an Archaeological Monitoring Plan to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the Plan shall include:

a) Project grading and development scheduling;
b) The development of a rotating or simultaneous schedule in coordination with the applicant and the Project Archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety, requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists;
c) The protocols and stipulations that the Developer, City, Tribes and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

Replaced: (See MM-CUL-6)

CR-3. If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b)

remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendants(s)" for purposes of receiving notification of discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98 and the agreement described in MM-CUL-2.

Replaced: (See MM-CUL-3)

CR-4. A qualified archaeologist/historian shall monitor future demolition and subsequent grading activities at the historic sites. In the event that unanticipated historic cultural resources are encountered during construction, all earthmoving activity shall cease in the area until the archaeologist can examine the historic cultural resources, assess their significance, and make a recommendation for mitigation as needed.

Replaced: (See MM-GEO-3 in Section 4.6, Geology and Soils)

CR-5. A qualified paleontologist shall monitor grading as described in MM CR-6. The paleontologist shall be present at any pre-grading meetings to explain the monitoring program to the contractors prior to initiation of any earth disturbing construction excavation (grading) activities. The monitoring program shall include measures listed in MM CR-6.

Replaced: (See MM-GEO-3 in Section 4.6, Geology and Soils)

CR-6. In units with known high potential to impact significant paleontological resources, a supervised paleontological field monitor shall be present during earth disturbing construction excavation (grading) activities on a full-time basis. The areas that shall be monitored full-time include any grading in the San Timoteo Formation and the Older Alluvial Sediments, and grading below three meters depth in the Quaternary Younger Alluvium and the Recent Wash Sediments. Monitoring shall be conducted every grading day during each hour that brushing or grubbing and earth disturbing construction excavation (grading) activities are being conducted in these areas.

a) A qualified paleontologist shall supervise the paleontological field monitor. The normal monitoring of earth disturbing construction excavation (grading activities shall include hand recovery of minor concentrations of significant paleontological resources.
b) The project paleontologist and/or field monitor shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large fossil specimens encountered during construction grading excavations.
c) Monitoring and/or salvage of significant paleontological resources shall be consistent with the provisions of CEQA, as well as regulations of the City of Calimesa, and the guidelines of the Society of Vertebrate Paleontology's Measures for Assessment and Mitigation of Adverse Impacts to Non-Renewable Paleontological Resources: Standard Procedures (SVP 1991).

d) As required by SVP (1991) the monitoring program shall involve collection of samples of fossiliferous matrix sediments suspected of containing small or invertebrate or vertebrate fossils. Once collected, the sample shall be dry screened and/or water washed to recover small sized and/or microscopic fossils. A sample of 6,000 pounds of matrix for each horizon, paleosol, or stratigraphic bed at each fossil locality within a sedimentary unit considered adequate. To avoid construction delays, matrix samples may be removed from the path of excavation equipment for processing either on- or off-site. If concentrations of small and/or microscopic invertebrates, rodents, mammals, or other vertebrates are encountered during sampling, it will be necessary to wash and screen additional samples of matrix. The project paleontologist will determine the number of additional samples. Washed matrix samples will be visually examined, as needed with binocular microscopes, and hand-sorted to recover a representative sample of fossil specimens. The remaining unsorted portion of the screened and/or washed matrix shall be accessioned into a museum repository with retrievable storage.

e) Salvage: Fossils shall be identified, curated to a point of identification, and accessioned (deposited) into a permanent and accredited institution maintaining fossil collections, such as the San Bernardino County Museum or the Geology Department at the University of California at Riverside.

f) Upon completion of construction excavations, the project paleontologist shall submit a grading monitoring report of findings and significance for review and approval by the City of Calimesa. The report shall include at least the following elements:

- The dates of paleontological resource monitoring;
- A description of the on-site geology;
- A description of the on-site stratigraphy;
- A catalogue and analysis of the fossils observed and/or salvaged;
- A brief statement of significance of the salvaged fossils; and,
- The repository where the salvaged fossils were accessioned.

Upon approval by the City of Calimesa, acceptance of the final report of findings and significance indicates the completion of the program to mitigate impacts to paleontological resources to a less than significant level.

Replaced: (See MM-CUL-8)

CR-7. In the event that Native American cultural resources are inadvertently discovered during the course of grading for this Project. The following procedures will be carried out for treatment and disposition of the discoveries:

Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the Project site will need to be thoroughly inventoried with tribal monitor oversite of the process; and

Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human

remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Calimesa Planning Department with evidence of same:

a) Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed;
b) A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation;
c) If more than one Native American tribe or band is involved with the project and cannot come to a consensus as to the disposition of cultural materials, they shall be curated at the Western Science Center or Riverside Metropolitan Museum by default.
d) At the completion of grading, excavation and ground disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training (Workers Environmental Awareness Program Training) for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Calimesa, Eastern Information Center and interested tribes.

Measures Applicable Carried Forward

No measures are carried forward as written in the 2017 MMRP.

4.4.6.2 Project Mitigation Measures

MM-CUL-1 Tribal Monitoring Agreement. Prior to the issuance of grading permits, the Project Applicant/Developer shall enter into agreement(s) with the Consulting Tribe(s) who elected for tribal monitor(s). A rotating tribal monitoring schedule shall be developed in coordination with the Consulting Tribe(s) and the Project Applicant/Developer. In conjunction with the archaeological monitor(s), the tribal monitor(s) shall attend the pregrading meeting with the contractors to provide cultural sensitivity training for all construction personnel.

MM-CUL-2 Number of Monitors**:** An adequate number of tribal monitor(s) and archaeologists shall be on-site during all initial ground-disturbing activities and excavation of each portion of the project, including clearing, grubbing, tree removals, grading, and trenching. If more than one tribe chooses to consult on the project, tribal monitoring shall be conducted on a rotating schedule. In conjunction with the archaeological monitor(s), the tribal monitor(s) will have the authority to temporarily divert, redirect,

or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural or tribal resources.

MM-CUL-3 Retention of an Archaeologist. Prior to issuance of grading permits: The Project Applicant/Developer shall provide evidence to the City of Calimesa that a professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program. A Cultural Resource Implementation Plan (CRIP) shall be developed that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this Project. The CRIP shall allow for tribal monitors representing the non-monitoring Consulting Tribes for the remainder of the project, should they elect to place a monitor on-site if significant Tribal Cultural Resources are uncovered during project implementation. A fully executed copy of the contract and a copy of the CRIP shall be provided to the City to ensure compliance with this condition of approval. Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist.

MM-CUL-4 Contractor Education Program. The Project Archaeologist and the Native American representatives from the Consulting Tribe(s) shall attend a preconstruction meeting. As part of that meeting, archaeological representatives and the Consulting Tribe(s) will provide a contractor education program to inform all parties participating in the grading of the property and subsequent construction phases of the sensitivity of the area to local Native American tribes and the potential to discover important prehistoric and historic deposits during grading. This is a mandatory training meeting and all construction personnel must attend prior to beginning work on the project. A sign-in sheet of attendees of this training shall be included within the final archaeological monitoring report submitted to the City.

MM-CUL-5 Discovery of Unanticipated Resources. If an unanticipated cultural resource(s) is discovered, work shall stop within a 60-foot perimeter of the discovery and an environmentally sensitive area physical demarcation/barrier constructed. All work shall be diverted away from the vicinity of the find, so that the find can be evaluated by a qualified archaeologist and tribal monitor(s). The Project Archaeologist shall notify the City of Calimesa and Consulting Tribe(s) of said discovery. The Project Archaeologist, in consultation with the City of Calimesa and the Consulting Tribe(s), shall determine the significance of the discovered resource. A recommendation for the treatment and disposition of the cultural resource shall be made by the Project Archaeologist and be submitted to the Lead Agency for review and approval. A meeting shall be convened between the Developer, the Project Archaeologist, the Native American tribal representative from Consulting Tribe(s) (or other appropriate ethnic/cultural group representative), and the City of Calimesa to discuss any discovery that is determined to be significant. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the City of Calimesa, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the significant cultural resource. Further ground

disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

MM-CUL-6 Discovery of Human Remains. In the event that any human remains are discovered within the project area, ground-disturbing activities shall be suspended within a 100 feet-radius of the human remains and/or accompanying funerary objects and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. There is to be no entry into the ESA by any unauthorized person; no photographs are to be taken.

The Project Archaeologist or on-site lead/foreman shall then immediately notify the Consulting Tribes, the Developer, and the Lead Agency. The Lead Agency and the Developer shall then immediately contact the Riverside County Coroner regarding the discovery. If the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner shall ensure that notification is provided to the NAHC within twenty-four (24) hours of the determination, as required by California Health and Safety Code § 7050.5 (c). The NAHC-identified Most Likely Descendant (MLD), shall be allowed, under California Public Resources Code § 5097.98 (a), to (1) inspect the site of the discovery and (2) make determinations as to how the human remains and funerary objects shall be treated and disposed of with appropriate dignity. The MLD, Lead Agency, and landowner agree to discuss in good faith what constitutes "appropriate dignity" as that term is used in the applicable statutes. The MLD shall complete its inspection and make recommendations within forty-eight (48) hours of the site visit, as required by California Public Resources Code § 5097.98.

Reburial of human remains and/or funerary objects (those artifacts associated with any human remains or funerary rites) shall be accomplished in compliance with the California Public Resources Code § 5097.98 (a) and (b). The MLD, in consultation with the landowner, shall make the final discretionary recommendation regarding their requests as to the appropriate disposition and treatment of human remains and funerary objects.

It is understood by all Parties that unless otherwise required by law, the site of any reburial of Native American human remains or cultural artifacts shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, all Parties, and the Lead Agency (s) will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code § 6254 (r).

MM-CUL-7 Non-Disclosure of Reburial Location. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r), parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

MM-CUL-8 Final Disposition of Collected Resources. In the event that cultural/tribal resources are identified during ground-disturbing activities, prior to grading permit final inspection, the

landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities.

Historic Resources- all historic archaeological materials recovered during the archaeological investigations shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines Prehistoric Resources- One of the following treatments shall be applied.

a.) Reburial of the resources on the Project property as outlined in the CRIP. The measures for reburial shall include, at least, the following:

Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloguing, analysis and studies have been completed on the cultural resources, with an exception that sacred items, and Native American human remains are excluded. Any reburial processes shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to a Public Records Request.

b.) If reburial is not agreed upon by the Consulting Tribes then the resources shall be curated at a culturally appropriate manner at a curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains.

MM-CUL-9 Reporting. Prior to the grading permit final inspection, in accordance with City of Calimesa reporting requirements, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the City of Calimesa Planning Department's requirements for such reports for all ground-disturbing activities associated with this grading permit. The report shall include results of any archaeological investigations required during grading, as well as evidence of the required cultural sensitivity training for the construction staff held during the required pregrading meeting and evidence that any artifacts have been treated in accordance with procedures stipulated in the CRIP. All draft records/reports containing the significance and treatment findings and data recovery results shall be prepared by the Project Archaeologist and submitted to the Lead Agency and the Consulting Tribes for their review and comment. After approval from all parties, the final reports and site/isolate records are to be submitted to the local CHRIS Information Center, the Lead Agency, and Consulting Tribes.

4.4.7 Level of Significance Conclusion

Threshold 4.4a Because there are no built environment historic-era properties located in the APE that qualify as historical resources for the purposes of CEQA or historic properties under Section 106, there would be no impacts.

Threshold 4.4b With implementation of MM-CUL-1 through MM-CUL5, MM-CUL-8, and MM-CUL-9, potential impacts related to archaeological resources would be less than significant.

Threshold 4.4c With implementation of MM-CUL-1 through MM-CUL-4, MM-CUL-6, and MM-CUL-7, impacts to human remains, including those interred outside of dedicated cemeteries, would be less than significant.

4.4.8 References

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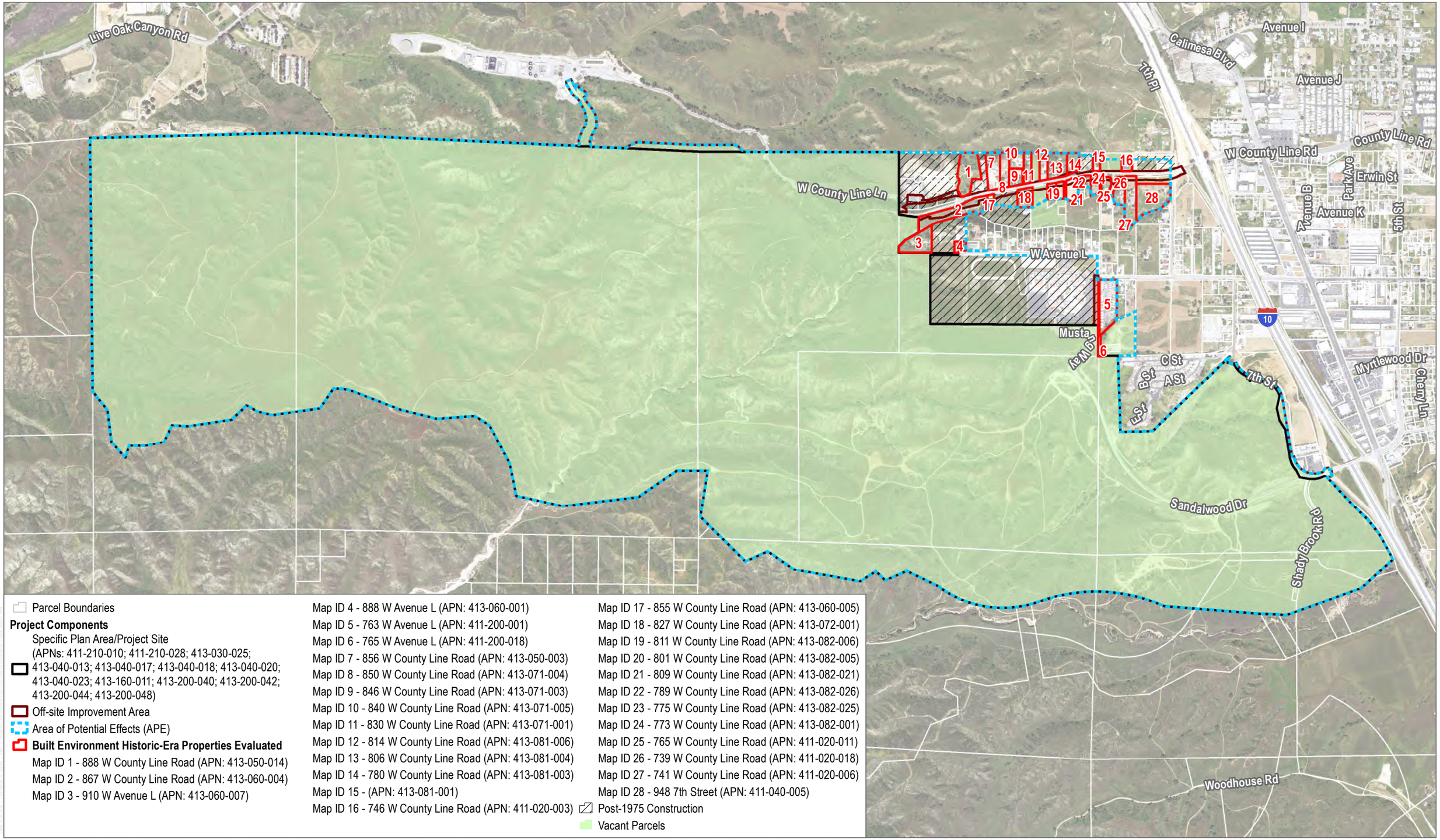

Parcel Boundaries

Project Components

Specific Plan Area/Project Site (APNs: 411-210-010; 411-210-028; 413-030-025; 413-040-013; 413-040-017; 413-040-018; 413-040-020; 413-040-023; 413-160-011; 413-200-040; 413-200-042; 413-200-044; 413-200-048)

Off-site Improvement Area

Area of Potential Effects (APE)

Built Environment Historic-Era Properties Evaluated

Map ID 1 - 888 W County Line Road (APN: 413-050-014)
Map ID 2 - 867 W County Line Road (APN: 413-060-004)
Map ID 3 - 910 W Avenue L (APN: 413-060-007)
Map ID 4 - 888 W Avenue L (APN: 413-060-001)
Map ID 5 - 763 W Avenue L (APN: 411-200-001)
Map ID 6 - 765 W Avenue L (APN: 411-200-018)
Map ID 7 - 856 W County Line Road (APN: 413-050-003)
Map ID 8 - 850 W County Line Road (APN: 413-071-004)
Map ID 9 - 846 W County Line Road (APN: 413-071-003)
Map ID 10 - 840 W County Line Road (APN: 413-071-005)
Map ID 11 - 830 W County Line Road (APN: 413-071-001)
Map ID 12 - 814 W County Line Road (APN: 413-081-006)
Map ID 13 - 806 W County Line Road (APN: 413-081-004)
Map ID 14 - 780 W County Line Road (APN: 413-081-003)
Map ID 15 - (APN: 413-081-001)
Map ID 16 - 746 W County Line Road (APN: 411-020-003)
Map ID 17 - 855 W County Line Road (APN: 413-060-005)
Map ID 18 - 827 W County Line Road (APN: 413-072-001)
Map ID 19 - 811 W County Line Road (APN: 413-082-006)
Map ID 20 - 801 W County Line Road (APN: 413-082-005)
Map ID 21 - 809 W County Line Road (APN: 413-082-021)
Map ID 22 - 789 W County Line Road (APN: 413-082-026)
Map ID 23 - 775 W County Line Road (APN: 413-082-025)
Map ID 24 - 773 W County Line Road (APN: 413-082-001)
Map ID 25 - 765 W County Line Road (APN: 411-020-011)
Map ID 26 - 739 W County Line Road (APN: 411-020-018)
Map ID 27 - 741 W County Line Road (APN: 411-020-006)
Map ID 28 - 948 7th Street (APN: 411-040-005)

Post-1975 Construction

Vacant Parcels

SOURCE: Hunsaker 2024; County of Riverside 2024; Open Street Map; NAIP

DUDEK

0 500 1,000 Feet

FIGURE 4.4-1A

Built Environment Area of Potential Effects (APE) Map

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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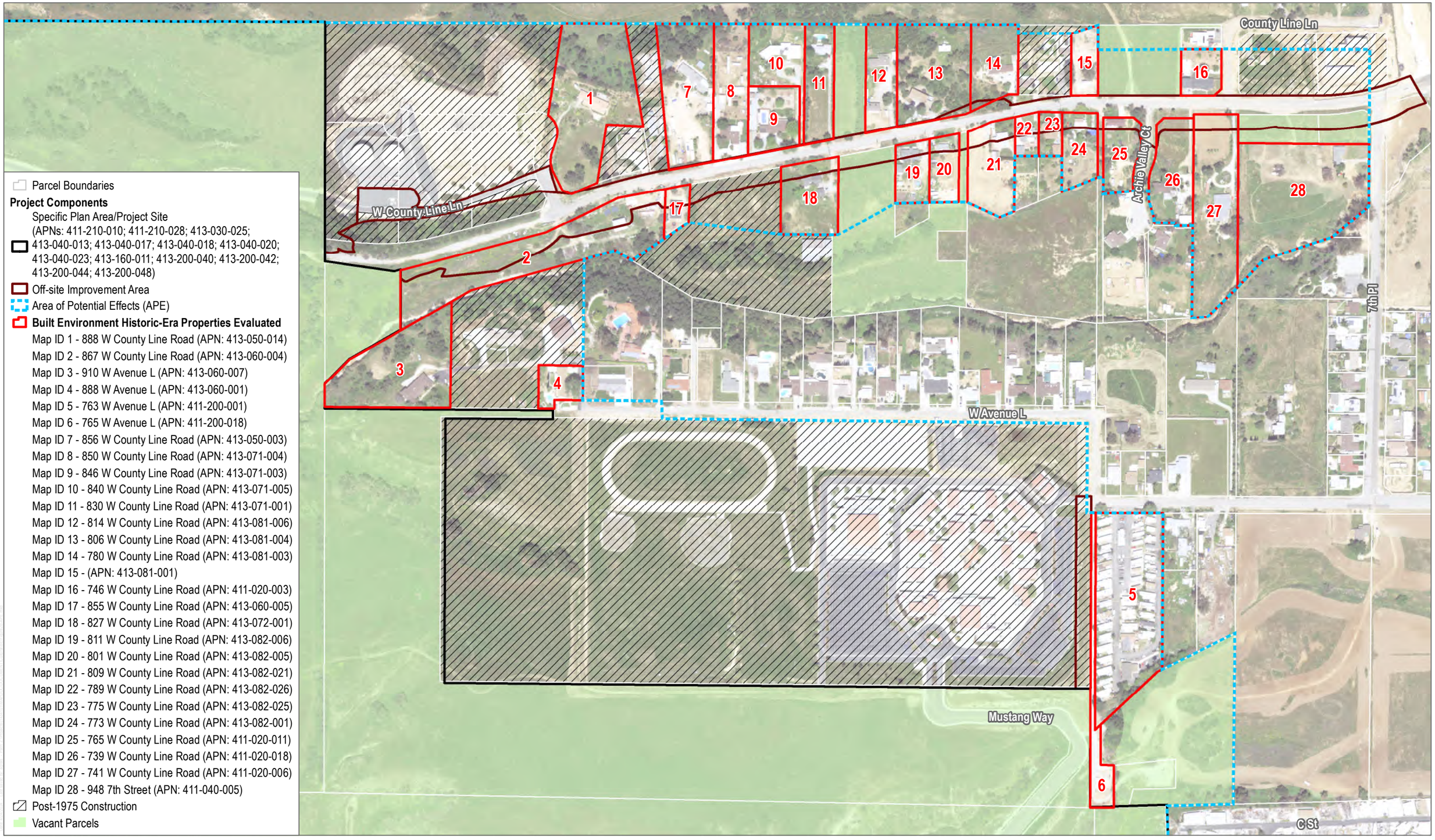

SOURCE: Hunsaker 2024; County of Riverside 2024; Open Street Map; NAIP

DUDEK

0 150 300 Feet

FIGURE 4.4-1B

Built Environment Area of Potential Effects (APE) Map

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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4.5 Energy

This section describes the existing energy conditions of the Mesa Verde Specific Plan Area 2 Amendment 2 Project (Project or Specific Plan Amendment) site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed Project compared to the previously approved Mesa Verde Estates Specific Plan, as amended by the 2017 Mesa Verde Specific Plan Area 2 Amendment 1 (2017 Specific Plan or previously approved project).

The following analysis of the Project's potential impacts related to energy is based predominantly on the Mesa Verde Specific Plan Energy Analysis Report, prepared by Urban Crossroads, dated October 24, 2024 (Appendix B-3).

4.5.1 Existing Conditions

4.5.1.1 Statewide Energy Consumption

In 2022, total system electric generation for California was 287,220 gigawatt hours. California's massive electricity in-state generation system generated approximately 203,257 gigawatt hours, which accounted for approximately 71% of the electricity it uses; the rest was imported from the Pacific Northwest (12%) and the U.S. Southwest (17%). Natural gas is the main source for electricity generation at 47.46% of the total in-state electric generation system power (Appendix B-3).

An updated summary of and context for energy consumption and energy demands within the State of California is presented in "U.S. Energy Information Administration, California State Profile and Energy Estimates, Quick Facts," which is excerpted below (Appendix B-3):

- In 2022, California was the seventh-largest producer of crude oil among the 50 states, and, as of January 2022, the state ranked third in crude oil refining capacity.
- California is the largest consumer of jet fuel and second-largest consumer of motor gasoline among the 50 states.
- In 2020, California was the second-largest total energy consumer among the states, but its per capita energy consumption was less than in all but three other states.
- In 2022, renewable resources, including hydroelectric power and small-scale, customer-sited solar power, accounted for 49% of California's in-state electricity generation. Natural gas fueled another 42%. Nuclear power supplied almost all the rest.
- In 2022, California was the fourth-largest electricity producer in the nation. The state was also the nation's third-largest electricity consumer, and additional needed electricity supplies came from out-of-state generators.

California is one of the nation's leading energy-producing states, and California's per capita energy use is among the nation's most efficient. Given the nature of the Project, the remainder of this discussion will focus on the three sources of energy that are most relevant to the Project, namely, electricity, natural gas, and transportation fuel for vehicle trips associated with the uses planned for the Project.

Electricity

The usage associated with electricity use was calculated using the California Emissions Estimator Model (CalEEMod) Version 2022.1. The Southern California region's electricity reliability has been of concern for the past several years due to the planned retirement of aging facilities that depend upon once-through cooling technologies, as well as the June 2013 retirement of the San Onofre Nuclear Generating Station. While the once-through cooling phase-out has been ongoing since the May 2010 adoption of the State Water Resources Control Board's once-through cooling policy, the retirement of the San Onofre Nuclear Generating Station complicated the situation. California Independent Service Operator (ISO) studies revealed the extent to which the Mojave Desert Air Basin and the San Diego Air Basin region were vulnerable to low-voltage and post-transient voltage instability concerns. A preliminary plan to address these issues was detailed in the 2013 Integrated Energy Policy Report (IEPR) after a collaborative process with other energy agencies, utilities, and air districts. Similarly, the subsequent 2023 IEPR provides information and policy recommendations on advancing a clean, reliable, and affordable energy system (Appendix B-3).

California's electricity industry is an organization of traditional utilities, private generating companies, and state agencies, each with a variety of roles and responsibilities to ensure that electrical power is provided to consumers. The California ISO is a nonprofit public benefit corporation, the impartial operator of the state's wholesale power grid, and charged with maintaining grid reliability and directing uninterrupted electrical energy supplies to California's homes and communities. While utilities still own transmission assets, the ISO routes electrical power along these assets, maximizing the use of the transmission system and its power generation resources. The ISO matches buyers and sellers of electricity to ensure that enough power is available to meet demand. To this end, every 5 minutes the ISO forecasts electrical demands, accounts for operating reserves, and assigns the lowest cost power plant unit to meet demands while ensuring adequate system transmission capacities and capabilities (Appendix B-3).

Part of the ISO's charge is to plan and coordinate grid enhancements to ensure that electrical power is provided to California consumers. To this end, utilities file annual transmission expansion/modification plans to accommodate the state's growing electrical needs. The ISO reviews and either approves or denies the proposed additions. In addition, and perhaps most importantly, the ISO works with other areas in the western United States electrical grid to ensure that adequate power supplies are available to the state. In this manner, continuing reliable and affordable electrical power is ensured to existing and new consumers throughout the state.

Electricity is currently provided to the Project site by Southern California Edison (SCE). SCE provides electric power to more than 15 million people in 15 counties and 180 incorporated cities, within a service area encompassing approximately 50,000 square miles. Based on SCE's 2022 Power Content Label Mix, SCE derives electricity from varied energy resources, including fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers (Appendix B-3).

Table 4.5-1, below, presents SCE's specific proportional shares of electricity sources in 2022. As indicated in Table 4.5-1, the 2022 SCE Power Mix has renewable energy at 33.2% of the overall energy resources. Geothermal resources are at 5.7%, wind power is at 9.8%, large hydroelectric sources are at 3.4%, solar energy is at 17.0%, and coal is at 0% (Appendix B-3).

Table 4.5-1. SCE 2022 Power Content Mix

Energy Resources	2022 SCE Power Mix
Eligible Renewable	**33.2%**
Biomass and Waste	0.1%
Geothermal	5.7%
Eligible Hydroelectric	0.5%
Solar	17.0%
Wind	9.8%
Coal	**0.0%**
Large Hydroelectric	**3.4%**
Natural Gas	**24.7%**
Nuclear	**8.3%**
Other	**0.1%**
Unspecified Sources of Power*	30.3%
Total	**100%**

Note:
* "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources.

Natural Gas

The following summary of natural gas customers and volumes, supplies, delivery of supplies, storage, service options, and operations is excerpted from information provided by the California Public Utilities Commission (CPUC) (Appendix B-3):

> California's natural gas utilities provide service to over 11 million gas meters. SoCalGas and PG&E provide service to about 5.9 million and 4.3 million customers, respectively, while SDG&E provides service to over 800, 000 customers. In 2018, California gas utilities forecasted that they would deliver about 4,740 million cubic feet per day (MMcfd) of gas to their customers, on average, under normal weather conditions.
>
> Natural gas from out-of-state production basins is delivered into California via the interstate natural gas pipeline system. The major interstate pipelines are Gas Transmission Northwest Pipeline, Kern River Pipeline, Transwestern Pipeline, El Paso Pipeline, Ruby Pipeline, Mojave Pipeline, and Tuscarora. The gas transported to California gas utilities via the interstate pipelines, as well as some of the California-produced gas, is delivered into the PG&E and SoCalGas intrastate natural gas transmission pipelines systems (commonly referred to as California's "backbone" pipeline system). Natural gas on the utilities' backbone pipeline systems is then delivered to the local transmission and distribution pipeline systems, or to natural gas storage fields. Some large volume noncore customers take natural gas delivery directly off the high-pressure backbone and local transmission pipeline systems, while core customers and other noncore customers take delivery off the utilities' distribution pipeline systems. The state's natural gas utilities operate over 100,000 miles of transmission and distribution pipelines, and thousands more miles of service lines.
>
> In order [to] properly operate their natural gas transmission pipeline and storage systems, PG&E and SoCalGas must balance the amount of gas received into the pipeline system and delivered to customers or to storage fields. Some of these utilities' storage capacity is dedicated to this service,

> and under most circumstances, customers do not need to precisely match their deliveries with their consumption. However, when too much or too little gas is expected to be delivered into the utilities' systems, relative to the amount being consumed, the utilities require customers to more precisely match up their deliveries with their consumption. And, if customers do not meet certain delivery requirements, they could face financial penalties. The utilities do not profit from these financial penalties - the amounts are then returned to customers as a whole. If the utilities find that they are unable to deliver all the gas that is expected to be consumed, they may even call for a curtailment of some gas deliveries. These curtailments are typically required for just the largest, noncore customers. It has been many years since there has been a significant curtailment of core customers in California.

As indicated in the preceding discussions, natural gas is available from a variety of in-state and out-of-state sources and is provided throughout the state in response to market supply and demand. Complementing available natural gas resources, biogas may soon be available via existing delivery systems, thereby increasing the availability and reliability of resources in total. CPUC oversees utility purchases and transmission of natural gas to ensure reliable and affordable natural gas deliveries to existing and new consumers throughout the state.

Petroleum – Transportation Energy Resources

The Department of Motor Vehicles identified 36.2 million registered vehicles in California (Appendix B-3), and those vehicles consume an estimated 17.2 billion gallons of fuel each year.[1] Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to the Project patrons and employees via commercial outlets.

California's on-road transportation system includes 396,616 lane miles, more than 26.6 million passenger vehicles and light trucks, and almost 9.0 million medium- and heavy-duty vehicles (Appendix B-3). While gasoline consumption has been declining since 2008, it is still by far the dominant fuel. California is the second-largest consumer of petroleum products, after Texas, and accounts for 8% of the nation's total consumption. The State of California is the largest U.S. consumer of motor gasoline and jet fuel, and 83% of the petroleum consumed in California is used in the transportation sector (Appendix B-3).

California accounts for less than 1% of total U.S. natural gas reserves and production. As with crude oil, California's natural gas production has experienced a gradual decline since 1985. In 2021, about 33% of the natural gas delivered to consumers went to the state's industrial sector, and about 31% was delivered to the electric power sector. Natural gas fueled more than two-fifths of the state's utility-scale electricity generation in 2021. The residential sector, where three-fifths of California households use natural gas for home heating, accounted for 22% of natural gas deliveries. The commercial sector received 12% of the deliveries to end users and the transportation sector consumed the remaining 1% (Appendix B-3).

4.5.1.2 Project Site Conditions

The Project site is within the service area of SCE, which currently provides electric power to the City of Calimesa and the western and eastern portions of the County (SCE 2023). The Project site is within the service area of the Southern California Gas Company (SoCalGas), which currently provides natural gas service to the City of Calimesa

[1] Fuel consumptions estimated utilizing information from EMFAC2021.

and surrounding areas (SoCalGas 2023). Currently, the Project site is undeveloped open space and is not currently using or generating any demands for electricity or natural gas.

4.5.2 Regulatory Requirements

4.5.2.1 Federal

Federal Energy Policy and Conservation Act

In 1975, Congress enacted the Federal Energy Policy and Conservation Act (42 USC 6272–6273, 6294), which established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the National Highway Traffic Safety Administration is responsible for establishing additional vehicle standards. In 2012, new fuel economy standards for passenger cars and light trucks were approved for model years 2017 through 2021 (77 FR 62624–63200). Fuel economy is determined based on each manufacturer's average fuel economy for the fleet of vehicles available for sale in the United States.

Energy Policy Act of 2005

In January 2005, the Energy Policy Act (42 USC 15801) was signed into law. It addresses energy production in the United States, including energy efficiency, renewable energy, oil and gas, coal, tribal energy, nuclear matters and security, vehicles and motor fuels including ethanol, hydrogen, electricity, energy tax incentives, hydropower and geothermal energy, and climate change technology. The Energy Policy Act provides loan guarantees for entities that develop or use innovative technologies that avoid the by-production of greenhouse gases (GHGs). Another provision of the Energy Policy Act is the Renewable Fuel Standard (RFS), which increases the amount of biofuel that must be mixed with gasoline sold in the United States.

Energy Independence and Security Act of 2007

On December 19, 2007, the Energy Independence and Security Act of 2007 (EISA) (42 USC 152) was signed into law. In addition to setting increased corporate average fuel economy standards for motor vehicles, the EISA includes the following other provisions related to energy efficiency:

- RFS (Section 202)
- Appliance and lighting efficiency standards (Sections 301–325)
- Building energy efficiency (Sections 411–441)

This federal legislation (the RFS) requires ever-increasing levels of renewable fuels to replace petroleum (EPA 2024). The U.S. Environmental Protection Agency (EPA) is responsible for developing and implementing regulations to ensure that transportation fuel sold in the United States contains a minimum volume of renewable fuel. RFS program regulations were developed in collaboration with refiners, renewable fuel producers, and many other stakeholders.

The RFS program was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the United States. As required under the act, the original RFS program ("RFS1") required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. Under the EISA, the RFS program was expanded in several key ways that laid the foundation for achieving significant reductions of GHG emissions through the use of

renewable fuels, for reducing imported petroleum, and for encouraging the development and expansion of our nation's renewable fuels sector. The updated program ("RFS2") includes the following:

- EISA expanded the RFS program to include diesel in addition to gasoline.
- EISA increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022.
- EISA established new categories of renewable fuel and set separate volume requirements for each one.
- EISA required EPA to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces.

Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."

Transportation Equity Act for the 21st Century

The Transportation Equity Act for the 21st Century (TEA-21) was signed into law in 1998 and builds on the initiatives established in the Intermodal Surface Transportation Efficiency Act legislation. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. The act continues the program structure established for highways and transit under the Intermodal Surface Transportation Efficiency Act, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of intelligent transportation systems to help improve operations and management of transportation systems and vehicle safety.

Infrastructure Investment and Jobs Act

The Infrastructure Investment and Jobs Act (Infrastructure Deal) was signed into law November 15, 2021. The legislation includes $39 billion of new investment to modernize transit, in addition to continuing the existing transit programs for 5 years as part of surface transportation reauthorization. The Infrastructure Deal would also invest $7.5 billion to build out a national network of electric vehicle (EV) chargers. The Infrastructure Deal would provide funding for deployment of EV chargers along highway corridors to facilitate long-distance travel and within communities to provide convenient charging where people live, work, and shop to support a goal of building a nationwide network of 500,000 EV chargers. This would accelerate the adoption of EVs, which would help reduce emissions and improve air quality. In addition, the Infrastructure Deal would include more than $65 billion of investments in clean energy transmission, including upgrading existing power infrastructure through expanding transmission lines to facilitate the expansion of renewables and clean energy.

The Inflation Reduction Act of 2022

The Inflation Reduction Act was signed into law by President Biden in August 2022. The act includes specific investment in energy and climate reform and is projected to reduce GHG emissions within the United States by 40% as compared to 2005 levels by 2030. The act allocates funds to boost renewable energy infrastructure (e.g., solar panels and wind turbines), includes tax credits for the purchase of electric vehicles, and includes measures that will make homes more energy efficient.

4.5.2.2 State

Integrated Energy Policy Report

Senate Bill (SB) 1389 (Bowen, Chapter 568, Statutes of 2002) requires the California Energy Commission (CEC) to prepare a biennial IEPR that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (Public Resources Code Section 25301[a]). CEC prepares these assessments and associated policy recommendations every 2 years, with updates in alternate years, as part of the IEPR.

The 2023 IEPR was adopted February 2024, and continues to work toward improving electricity, natural gas, and transportation fuel energy use in California. The 2023 IEPR introduces a new framework for embedding equity and environmental justice at CEC and the California Energy Planning Library, which allows for easier access to energy data and analytics for a wide range of users. Additionally, energy reliability, western electricity integration, gasoline cost factors and price spikes, the role of hydrogen in California's clean energy future, fossil gas transition, and distributed energy resources are topics discussed within the 2023 IEPR (Appendix B-3).

Warren-Alquist Act

The California Legislature passed the Warren–Alquist Act in 1974 (California Public Resources Code, Section 25001), which created the CEC. The legislation also incorporated the following three key provisions designed to address the demand side of the energy equation:

- It directed CEC to formulate and adopt the nation's first energy conservation standards for both buildings constructed and appliances sold in California.
- The act removed the responsibility of electricity demand forecasting from the utilities, which had a financial interest in high-demand projections, and transferred it to a more impartial CEC.
- CEC was directed to embark on an ambitious research and development program, with a particular focus on fostering what were characterized as non-conventional energy sources.

State of California Energy Action Plan

CEC and CPUC approved the first State of California Energy Action Plan in 2003. The plan established shared goals and specific actions to ensure the provision of adequate, reliable, and reasonably priced electrical power and natural gas supplies; it also identified cost-effective and environmentally sound energy policies, strategies, and actions for California's consumers and taxpayers. In 2005, CEC and CPUC adopted a second Energy Action Plan to reflect various policy changes and actions of the prior 2 years.

At the beginning of 2008, CEC and CPUC determined that it was not necessary or productive to prepare a new energy action plan. This determination was based, in part, on a finding that the state's energy policies have been significantly influenced by the passage of Assembly Bill (AB) 32 (California Public Resources Code, Sections 25310 and 25943[f]), the California Global Warming Solutions Act of 2006 (discussed below). Rather than produce a new energy action plan, CEC and CPUC prepared an "update" that examines the state's ongoing actions in the context of global climate change.

Assembly Bill 1007

AB 1007 (2005) required CEC to prepare a statewide plan to increase the use of alternative fuels in California (State Alternative Fuels Plan) (California Labor Code, Section 144.9). CEC prepared the plan in partnership with the California Air Resources Board (CARB) and in consultation with other state agencies, plus federal and local agencies. The State Alternative Fuels Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

California Code of Regulations, Title 24, Part 6

The California Building Standards Code was established in 1978 and serves to enhance and regulate California's building standards. While not initially promulgated to reduce GHG emissions, Part 6 of Title 24 specifically established Building Energy Efficiency Standards that are designed to ensure that new and existing buildings in California achieve energy efficiency and preserve outdoor and indoor environmental quality. These energy efficiency standards are reviewed every 3 years by the Building Standards Commission and CEC and revised if necessary (California Public Resources Code Section 25402[b][1]). The regulations receive input from members of industry, as well as the public, to "reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy" (California Public Resources Code Section 25402). These regulations are carefully scrutinized and analyzed for technological and economic feasibility (California Public Resources Code Section 25402[d]) and cost effectiveness (California Public Resources Code Section 25402[b][2–3]). As a result, these standards save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment.

The current Title 24, Part 6 standards, referred to as the 2022 Title 24 Building Energy Efficiency Standards, became effective on January 1, 2023. The 2022 energy code focuses on four key areas in newly constructed homes and businesses quality (CEC 2021):

- Encouraging electric heat pump technology for space and water heating, which consumes less energy and produces fewer emissions than gas-powered units
- Establishing electric-ready requirements for single-family homes to position owners to use cleaner electric heating, cooking, and EV charging options whenever they choose to adopt those technologies
- Expanding solar photovoltaic system and battery storage standards to make clean energy available on site and complement the state's progress toward a 100% clean electricity grid
- Strengthening ventilation standards to improve indoor air quality

It should be noted that the 2025 Title 24 Building Energy Efficiency Standards were adopted in September 2024, with an effective date of January 1, 2026. The Project would be required to comply with the applicable standards in place at the time plan check submittals are made.

California Code of Regulations, Title 24, Part 11

In addition to CEC's efforts, in 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24), which is commonly referred to as CALGreen, establishes minimum mandatory standards and voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code

requirements), water conservation, material conservation, and interior air quality. CALGreen took effect in January 2011 and instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial, low-rise residential, and state-owned buildings and schools and hospitals.

The 2022 CALGreen standards are the current applicable standards. For residential projects, some of the key mandatory CALGreen standards involve requirements related to EV parking spaces and charging infrastructure, indoor and outdoor water efficiency and conservation, construction waste management, low volatile organic compound paints and finishes, and formaldehyde limits in wood products (24 CCR, Part 11). For nonresidential projects, some of the key mandatory CALGreen standards involve requirements related to bicycle parking, designated parking for clean air vehicles, EV charging stations for passenger vehicles, shade trees, water-conserving plumbing fixtures and fittings, outdoor potable water use in landscaped areas, recycled water supply systems, construction waste management, excavated soil and land clearing debris, and commissioning (24 CCR, Part 11).

California Code of Regulations, Title 20

Title 20 of the California Code of Regulations (CCR) requires manufacturers of appliances to meet state and federal standards for energy and water efficiency (20 CCR 1401–1410). CEC certifies an appliance based on a manufacturer's demonstration that the appliance meets the standards. New appliances regulated under Title 20 include refrigerators, refrigerator-freezers, and freezers; room air conditioners and room air-conditioning heat pumps; central air conditioners; spot air conditioners; vented gas space heaters; gas pool heaters; plumbing fittings and plumbing fixtures; fluorescent lamp ballasts; lamps; emergency lighting; traffic signal modules; dishwaters; clothes washers and dryers; cooking products; electric motors; low-voltage dry-type distribution transformers; power supplies; televisions and consumer audio and video equipment; and battery charger systems. Title 20 presents protocols for testing each type of appliance covered under the regulations and appliances must meet the standards for energy performance, energy design, water performance, and water design. Title 20 contains three types of standards for appliances: federal and state standards for federally regulated appliances, state standards for federally regulated appliances, and state standards for non-federally regulated appliances.

Senate Bill 1078, Senate Bill 1368, Executive Order S-14-08, Executive Order S-21-09, Senate Bill X1-2, Senate Bill 350, Senate Bill 100, and Senate Bill 1020

SB 1078 (2002) (California Public Utilities Code Section 399.11 et seq.) established the Renewables Portfolio Standard (RPS) program, which required an annual increase in renewable generation by the utilities equivalent to at least 1% of sales, with an aggregate goal of 20% by 2017. This goal was subsequently accelerated, requiring utilities to obtain 20% of their power from renewable sources by 2010 (see SB 1078, Executive Order [EO] S-14-08, and EO S-21-09).

SB 1368 (2006) required CEC to develop and adopt regulations for GHG emission performance standards for the long-term procurement of electricity by local publicly owned utilities (California Public Utilities Code Section 8340-8341). These standards must be consistent with the standards adopted by CPUC.

EO S-14-08 (2008) focused on the contribution of renewable energy sources to meet the electrical needs of California while reducing the GHG emissions from the electrical sector. This EO required that all retail suppliers of electricity in California serve 33% of their load with renewable energy by 2020. Furthermore, the EO directed state agencies to take appropriate actions to facilitate reaching this target. The California Natural Resources Agency, in collaboration with CEC and the California Department of Fish and Wildlife, was directed to lead this effort.

EO S-21-09 (2009) directed CARB to adopt a regulation consistent with the goal of EO S-14-08 by July 31, 2010. CARB was further directed to work with CPUC and CEC to ensure that the regulation builds upon the RPS program and was applicable to investor-owned utilities, publicly owned utilities, direct access providers, and community choice providers. Under this order, CARB was to give the highest priority to those renewable resources that provide the greatest environmental benefits with the least environmental costs and impacts on public health, as well as those that can be developed the most quickly in support of reliable, efficient, cost-effective electricity system operations. On September 23, 2010, CARB initially approved regulations to implement a Renewable Electricity Standard; however, this regulation was not finalized because of subsequent legislation (SB X1-2) signed by Governor Brown in April 2011 (California Public Resources Code, Section 25354[I]).

SB X1-2 (April 2011) expanded the RPS by establishing a renewable energy target of 20% of the total electricity sold to retail customers in California per year by December 31, 2013, and 33% by December 31, 2020, and in subsequent years. Under the bill, a renewable electrical generation facility is one that uses biomass, solar thermal, photovoltaic, wind, geothermal, fuel cells using renewable fuels, small hydroelectric generation (30 megawatts or less), digester gas, municipal solid waste conversion, landfill gas, ocean wave, ocean thermal, or tidal current and that meets other specified requirements with respect to its location. SB X1-2 applies to all electricity retailers in the state, including publicly owned utilities, investor-owned utilities, electricity service providers, and community choice aggregators. All these entities must meet the renewable energy goals listed above.

SB 350 (2015) further expanded the RPS program by establishing a goal of 50% of the total electricity sold to retail customers in California per year by December 31, 2030 (California Public Utilities Code, Section 454.51). In addition, SB 350 included the goal to double the energy efficiency savings in electricity and natural gas final end uses (such as heating, cooling, lighting, or class of energy uses on which an energy-efficiency program is focused) of retail customers through energy conservation and efficiency. The bill also requires CPUC, in consultation with CEC, to establish efficiency targets for electrical and gas corporations consistent with this goal.

SB 100 (2018) increased the standards set forth in SB 350, establishing that 44% of the total electricity sold to retail customers in California per year by December 31, 2024; 52% by December 31, 2027; and 60% by December 31, 2030, be secured from qualifying renewable energy sources (California Public Utilities Code, Sections 399.11, 399.15, 399.30). SB 100 states that it is the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California. This bill requires that the achievement of 100% zero-carbon electricity resources does not increase the carbon emissions elsewhere in the western grid and that the achievement not be achieved through resource shuffling.

SB 1020 (September 2022) revises the standards from SB 100, requiring the following percentage of retail sales of electricity to California end-use customers to come from eligible renewable energy resources and zero-carbon resources: 90% by December 31, 2035; 95% by December 31, 2040; and 100% by December 31, 2045 (California Government Code, Section 7921.505; California Health and Safety Code, Section 38561; California Public Utilities Code, Sections 454.53, 583, 454.59, and 739.13).

State Vehicle Standards (Assembly Bill 1493 and Executive Order B-16-12)

AB 1493 (July 2002) was enacted in a response to the transportation sector accounting for a large share of California's carbon dioxide emissions (California Health and Safety Code, Section 43018.5). AB 1493 required CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles determined by CARB to be vehicles that are primarily used for noncommercial personal transportation in the state. The bill required

that CARB set GHG emission standards for motor vehicles manufactured in 2009 and all subsequent model years. CARB adopted the standards in September 2004.

EO B-16-12 (March 2012) required that state entities under the governor's direction and control support and facilitate the rapid commercialization of zero-emission vehicles (ZEVs). It ordered CARB, CEC, CPUC, and other relevant agencies to work with the Plug-In Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to help achieve benchmark goals by 2015, 2020, and 2025. On a statewide basis, EO B-16-12 identified a target reduction of GHG emissions from the transportation sector equaling 80% less than 1990 levels by 2050. This directive did not apply to vehicles that have special performance requirements necessary for the protection of the public safety and welfare.

EPA and the National Highway Traffic Safety Administration approved the SAFE Vehicles Rule Part One and Two, which revoked California's authority to set its own GHG emissions standards and set ZEV mandates in California. However, in March 2022, EPA reinstated California's authority under the Clean Air Act to implement its own GHG emission standards and ZEV sales mandate. EPA's action concludes its reconsideration of the 2019 SAFE-1 rule by finding that the actions taken under the previous administration as a part of SAFE-1 were decided in error and are now entirely rescinded.

Senate Bill 375

SB 375 (California Government Code Section 65080) addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. SB 375 requires CARB to adopt regional GHG-reduction targets for the automobile and light-truck sector for 2020 and 2035 and to update those targets every 8 years. SB 375 requires the state's 18 regional metropolitan planning organizations to prepare a sustainable communities strategy as part of their regional transportation plan that will achieve the GHG-reduction targets set by CARB. If a metropolitan planning organization is unable to devise a sustainable communities strategy to achieve the GHG-reduction target, the metropolitan planning organization must prepare an alternative planning strategy demonstrating how the GHG-reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

A sustainable communities strategy does not (1) regulate the use of land; (2) supersede the land use authority of cities and counties; or (3) require that a city's or county's land use policies and regulations, including those in a general plan, be consistent with it (California Government Code Section 65080[b][2][K]). Nonetheless, SB 375 makes regional and local planning agencies responsible for developing those strategies as part of the federally required metropolitan transportation planning process and the state-mandated housing element process.

Advanced Clean Cars Program and Zero-Emissions Vehicle Program

The Advanced Clean Cars (ACC) I program (CARB 2012) is an emissions-control program for model years 2015 through 2025. The program combines the control of smog- and soot-causing pollutants and GHG emissions into a single coordinated package of regulations: the low-emission vehicle regulation for criteria air pollutant and GHG emissions and a technology forcing regulation for ZEVs that contributes to both types of emission reductions (CARB 2012). The package includes elements to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars. To improve air quality, CARB has implemented new emission standards to reduce smog-forming emissions beginning with 2015 model year vehicles. It is estimated that in 2025 cars will emit 75% less smog-forming pollution than the average new car sold in 2015. The ZEV program will act as

the focused technology of the ACC I program by requiring manufacturers to produce increasing numbers of ZEVs and plug-in hybrid EVs in the 2018 to 2025 model years.

The ACC II program, which was adopted in August 2022, established the next set of low-emission vehicle and ZEV requirements for model years after 2025 to contribute to meeting federal ambient air quality ozone standards and California's carbon neutrality standards (CARB 2022). The main objectives of ACC II are as follows:

- Maximize criteria and GHG emission reductions through increased stringency and real-world reductions
- Accelerate the transition to ZEVs through both increased stringency of requirements and associated actions to support wide-scale adoption and use

The ACC II rulemaking package also considers technological feasibility, environmental impacts, equity, economic impacts, and consumer impacts.

Executive Order N-79-20

EO N-79-20 (September 2020) requires CARB to develop regulations as follows: (1) passenger vehicle and truck regulations requiring increasing volumes of new ZEVs sold in the state toward the target of 100% of in-state sales by 2035; (2) medium- and heavy-duty vehicle regulations requiring increasing volumes of new zero-emission trucks and buses sold and operated in the state toward the target of 100% of the fleet transitioning to ZEVs by 2045 everywhere feasible and for all drayage trucks to be zero emission by 2035; and (3) strategies, in coordination with other state agencies, EPA, and local air districts, to achieve 100% zero emissions from off-road vehicles and equipment operations in the state by 2035. EO N-79-20 called for the development of a ZEV Market Development Strategy, adopted by the California Governor's Office of Business and Economic Development, which was released February 2021, to be updated every 3 years, that ensures coordination and implementation of the EO and outlines actions to support new and used ZEV markets. In addition, the EO specifies identification of near-term actions and investment strategies to improve clean transportation, sustainable freight, and transit options, and calls for development of strategies, recommendations, and actions by July 15, 2021, to manage and expedite the responsible closure and remediation of former oil extraction sites as the state transitions to a carbon-neutral economy.

4.5.2.3 Local

City of Calimesa 2014 General Plan

The City of Calimesa (City) 2014 General Plan was adopted on August 4, 2014. The General Plan outlines the vision for long-range physical form, future development, and growth of the City, and provides the policy framework guiding physical, social, and economic development in the City, as well as the City's own operations and decisions. The General Plan contains 10 General Plan topics, which cover all state-required elements: Land Use; Transportation and Mobility; Infrastructure and Public Services; Housing; Resource Management; Open Space, Parks and Recreation; Safety; Noise; Air Quality; and Sustainability. The City's General Plan includes various policies related to directly and indirectly improving air quality. Applicable goals and policies include the following (City of Calimesa 2014):

Air Quality Element

Goal AQ-2. Reduce vehicle trips and resulting emissions.

Goal AQ-3. Conserve energy, fuel, and water throughout the community.

Policy AQ-2. Require appropriate and feasible transit amenities in high-density and mixed-use developments. (MM)

Policy AQ-3. Promote pedestrian and bicycle circulation in both existing and planned commercial and residential areas. (MM)

Policy AQ-6. Develop neighborhood parks in high-density residential districts to encourage pedestrian travel to recreation facilities. (MM)

Policy AQ-7. Encourage centrally located parking in commercial areas to allow shoppers to walk to a number of destinations. (MM)

Policy AQ-9. Encourage energy conservation and solar design features to be incorporated in all new development projects. (MM)

Policy AQ-13. Reduce the effects of air pollution and the urban heat island effect with increased tree planting in public and private spaces. (MM)

Policy AQ-14. Encourage use of energy-efficient street cleaning equipment and landscaping practices. (MM)

Infrastructure and Public Services Element

Goal IPS-4. Ensure adequate service from utility purveyors of natural gas, electricity, and communication services.

Safety Element

Policy SAF-2. The City supports and will require earthquake strengthening and provisions for alternative or backup essential services, such as water, sewer, electricity, and natural gas pipelines and connections, especially in areas of high seismic or geologic hazard.

Sustainability Element

Goal SUS-5. Reduce automobile use and fuel consumption.

Goal SUS-7. Reduce energy use and improve energy efficiency.

Policy SUS-1. The City encourages a built environment that promotes physical activity and access to healthy foods while reducing driving and pollution.

Policy SUS-3. The City will promote increased physical activity, reduced driving, and increased walking, cycling, and public transit by:

- Encouraging the development of compact development patterns that are pedestrian- and bicycle-friendly.
- Increasing opportunities for active transportation (walking and biking) and transit use. (MM)

Policy SUS-16. Reduce vehicle miles traveled by creating expanded bicycle and multi-use trails. (MM)

Policy SUS-17. The City will promote and encourage community-wide use of alternative transportation methods. (MM)

Policy SUS-20. Promote and support green building techniques and practices to reduce energy use. (MM)

Transportation Element

Policy TM-11. Reduce vehicle trips through design and changes in operations. (MM)

4.5.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts to energy are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to energy would occur if the Project would:

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

4.5.4 Impacts Analysis

4.5.4.1 Summary of Previous Impact Analysis

Mesa Verde Estates Specific Plan EIR (2007) and Addendum to the Mesa Verde Specific Plan EIR (2017)

On December 28, 2018, California adopted comprehensive amendments to the CEQA Guidelines, which included the provision for "Energy Impacts." These provisions specify that if analysis of the project's energy use reveals that the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary use of energy, or wasteful use of energy resources, the environmental impact report (EIR) shall mitigate that energy use. The Mesa Verde Estates Specific Plan Final EIR (City of Calimesa 2007) and the Addendum to the Mesa Verde Specific Plan EIR (City of Calimesa 2017) were both prepared prior to the addition of the Energy Impacts CEQA Guidelines and therefore did not include energy impact analyses. As such, the analysis provided for the Project herein is provided without comparison to the previous approved project.

4.5.4.2 Proposed Project Impact Analysis

Threshold 4.5a: ***Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?***

Less-than-Significant Impact.

Methodology

Information from the CalEEMod Version 2022 outputs, for Section 4.2, Air Quality, was utilized in this analysis, detailing Project-related construction equipment, transportation energy demands, and facility energy demands. It should be noted that there is no proposed natural gas usage associated with the proposed Project.

In August 2023, the South Coast Air Quality Management District, in conjunction with the California Air Pollution Control Officers Association and other California air districts, released the latest version of the CalEEMod Version 2022.1.1.22. The latest version of CalEEMod has been used to determine the proposed Project's anticipated transportation and facility energy demands. Outputs from the annual model runs are provided in Appendix B-3.

On May 2, 2022, EPA approved the 2021 version of the EMissions FACtor model (EMFAC2021) web database for use in State Implementation Plan and transportation conformity analyses. EMFAC2021 is a mathematical model that was developed to calculate emission rates, fuel consumption, and vehicle miles traveled (VMT) from motor vehicles that operate on highways, freeways, and local roads in California, and is commonly used by CARB to project changes in future emissions from on-road mobile sources. This energy study utilizes the different fuel types for each vehicle class from the annual EMFAC2021 emission inventory to derive the average vehicle fuel economy that is then used to determine the estimated annual fuel consumption associated with vehicle usage during Project construction and operational activities. For purposes of analysis, the 2030, 2035, 2038, 2040, and 2045 analysis years were utilized to determine the average vehicle fuel economy used throughout the duration of the Project. Outputs from the EMFAC2021 model run are provided in Appendix B-3.

Construction Duration

For purposes of analysis, construction of the Project is expected to commence in July 2026 and would end in December 2045. The construction schedule utilized in the analysis, shown in Table 4.5-2, represents a "worst-case" analysis scenario. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per CEQA Guidelines.

Table 4.5-2. Construction Duration

Phase	Construction Activity	Start Date	End Date	Days
1	Site Preparation	7/1/2026	9/1/2026	45
	Mass Grading Phase 1 + 2	9/2/2026	6/2/2027	196
	Building Construction	6/3/2027	11/3/2028	372
	Paving	11/4/2028	8/4/2029	195
	Architectural Coating	8/5/2029	5/5/2030	195
2	Site Preparation	5/6/2030	6/20/2030	34
	Mass Grading Phase 1 + 2	6/21/2030	2/1/2031	161

Table 4.5-2. Construction Duration

Phase	Construction Activity	Start Date	End Date	Days
	Building Construction	2/2/2031	5/2/2033	586
	Paving	5/3/2033	12/20/2033	166
	Architectural Coating	12/21/2033	9/1/2034	183
3	Site Preparation	5/1/2033	11/1/2033	132
	Mass Grading Phase 3 + 4	11/2/2033	3/2/2035	348
	Building Construction	3/3/2035	12/31/2038	1000
	Paving	6/1/2037	12/31/2038	415
	Architectural Coating	6/1/2037	12/31/2038	415
4	Site Preparation	1/1/2037	6/1/2037	108
	Mass Grading Phase 3 + 4	6/2/2037	9/2/2038	328
	Building Construction	9/3/2038	12/31/2040	607
	Paving	6/1/2039	12/31/2040	414
	Architectural Coating	6/1/2039	12/31/2040	414
5	Site Preparation	1/1/2041	5/1/2041	87
	Remedial Grading	5/2/2041	6/2/2042	283
	Building Construction	6/3/2042	12/31/2045	934
	Paving	6/1/2044	12/31/2045	413
	Architectural Coating	6/1/2044	12/31/2045	413

Source: Appendix B-3.

Construction Electricity Consumption Estimates

Project Construction Power Cost

The 2024 National Construction Estimator identifies a typical power cost per 1,000 square feet of construction per month of $2.66, which was used to calculate the Project's total construction power cost (Appendix B-3).

As shown in Table 4.5-3, the total power cost of the on-site electricity usage during the construction of the Project is estimated to be approximately $2,737,719.38.

Table 4.5-3. Construction Power Cost

Phase	Land Use	Power Cost (per 1,000 square feet)	Size (1,000 square feet)	Construction Duration (months)	Power Cost
1	General Light Industry	$2.66	1,400.00	46	$171,304.30
	City Park		553.21		$67,691.14
	Parking Lot		2,073.46		$253,708.53
	Government (Civic Center)		16.50		$2,018.94
	Single-Family Housing		1,382.55		$169,168.82
	Apartments Low Rise		196.10		$23,994.80
				PHASE 1 CONSTRUCTION POWER COST	**$687,886.53**
2	General Light Industry	$2.66	700.00	52	$96,824.17

Table 4.5-3. Construction Power Cost

Phase	Land Use	Power Cost (per 1,000 square feet)	Size (1,000 square feet)	Construction Duration (months)	Power Cost
	Unrefrigerated Warehouse-No Rail		700.00		$96,824.17
	Strip Mall		50.00		$6,916.01
	City Park		705.67		$97,608.73
	Parking Lot		2,203.27		$304,756.13
	Single-Family Housing		912.60		$126,230.83
	Apartments Low Rise		85.86		$11,876.16
				PHASE 2 CONSTRUCTION POWER COST	**$741,036.20**
3	General Light Industry	$2.66	700.00	67	$124,754.22
	Unrefrigerated Warehouse-No Rail		700.00		$124,754.22
	Strip Mall		250.00		$44,555.08
	City Park		387.68		$69,093.17
	Parking Lot		557.57		$99,369.95
	Single-Family Housing		871.65		$155,345.46
	Apartments Low Rise		85.86		$15,301.97
				PHASE 3 CONSTRUCTION POWER COST	**$633,174.07**
4	General Office Building	$2.66	240.00	47	$30,004.85
	Elementary School		50.16		$6,271.27
	City Park		718.74		$89,857.04
	Parking Lot		445.62		$55,711.36
	Single-Family Housing		1,343.55		$167,970.62
	Apartments Low Rise		205.64		$25,709.11
				PHASE 4 CONSTRUCTION POWER COST	**$375,524.25**
5	Elementary School	$2.66	50.16	59	$7,872.44
	City Park		531.43		$83,403.09
	Single-Family Housing		1,066.65		$167,400.05
	Apartments Low Rise		263.94		$41,422.74
				PHASE 5 CONSTRUCTION POWER COST	**$300,098.32**
				PHASE 1–5 TOTAL CONSTRUCTION POWER COST	**$2,737,719.38**

Source: Appendix B-3.

Project Construction Electricity Usage

The total Project construction electricity usage is the summation of the products of the power cost (estimated in Table 4.5-3) by the utility provider cost per kilowatt hour (kWh) of electricity. SCE's general service rate schedule is used to determine the Project's electrical usage. As of March 28, 2024, SCE's general service rate is $0.15 per kWh of electricity for industrial services and $0.19 for residential services. As shown in Table 4.5-4, the total electricity usage from on-site Project construction related activities is estimated to be approximately 17,254,892 kWh.

Table 4.5-4. Construction Electricity Usage

Phase	Land Use	Cost per kWh	Project Construction Electricity Usage (kWh)
1	General Light Industry	$0.15	1,168,196
	City Park		461,614
	Parking Lot		1,730,145
	Government (Civic Center)		13,768
	Single-Family Housing	$0.19	889,005
	Apartments Low Rise		126,096
	PHASE 1 CONSTRUCTION ELECTRICITY USAGE		**4,388,825**
2	General Light Industry	$0.15	660,285
	Unrefrigerated Warehouse-No Rail		660,285
	Strip Mall		47,163
	City Park		665,635
	Parking Lot		2,078,261
	Single-Family Housing	$0.19	663,360
	Apartments Low Rise		62,411
	PHASE 2 CONSTRUCTION ELECTRICITY USAGE		**4,837,400**
3	General Light Industry	$0.15	850,752
	Unrefrigerated Warehouse-No Rail		850,752
	Strip Mall		303,840
	City Park		471,175
	Parking Lot		677,646
	Single-Family Housing	$0.19	816,362
	Apartments Low Rise		80,414
	PHASE 3 CONSTRUCTION ELECTRICITY USAGE		**4,050,940**
4	General Office Building	$0.15	204,616
	Elementary School		42,766
	City Park		612,773
	Parking Lot		379,919
	Single-Family Housing	$0.19	882,709
	Apartments Low Rise		135,105
	PHASE 4 CONSTRUCTION ELECTRICITY USAGE		**2,257,888**
5	Elementary School	$0.15	53,685
	City Park		568,761
	Single-Family Housing	$0.19	879,710
	Apartments Low Rise		217,682
	PHASE 5 CONSTRUCTION ELECTRICITY USAGE		**1,719,839**
	PHASE 1–5 TOTAL CONSTRUCTION ELECTRICITY USAGE		**17,254,892**

Source: Appendix B-3.
Note: kWh = kilowatt hours.

Construction Equipment Fuel Estimates

Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction.

Construction Equipment

Consistent with industry standards and typical construction practices, each piece of equipment listed in Table 4.5-5 would operate up to a total of 8 hours per day, or more than two-thirds of the period during which construction activities are allowed.

Table 4.5-5. Construction Equipment Assumptions

Phase	Construction Activity	Equipment	Quantity	Hours Per Day
1	Site Preparation	Crawler Tractors	5	8
		Off-Highway Trucks	4	8
	Mass Grading Phase 1 + 2	Excavators	2	8
		Graders	2	8
		Rubber Tired Dozers	2	8
		Scrapers	16	8
		Crawler Tractors	4	8
		Off-Highway Trucks	3	8
	Building Construction	Cranes	2	8
		Forklifts	6	8
		Generator Sets	2	8
		Tractors/Loaders/ Backhoes	6	8
		Welders	2	8
	Paving	Pavers	2	8
		Paving Equipment	2	8
		Rollers	2	8
	Architectural Coating	Air Compressors	2	8
2	Site Preparation	Crawler Tractors	5	8
		Off-Highway Trucks	4	8
	Mass Grading Phase 1 + 2	Excavators	1	8
		Graders	2	8
		Rubber Tired Dozers	2	8
		Scrapers	14	8
		Crawler Tractors	4	8
		Off-Highway Trucks	4	8
	Building Construction	Cranes	2	8
		Forklifts	7	8
		Generator Sets	2	8
		Tractors/Loaders/ Backhoes	7	8

Table 4.5-5. Construction Equipment Assumptions

Phase	Construction Activity	Equipment	Quantity	Hours Per Day
		Welders	2	8
	Paving	Pavers	2	8
		Paving Equipment	2	8
		Rollers	2	8
	Architectural Coating	Air Compressors	1	8
3	Site Preparation	Crawler Tractors	5	8
		Off-Highway Trucks	4	8
	Mass Grading Phase 3 + 4	Excavators	1	8
		Graders	2	8
		Rubber Tired Dozers	2	8
		Scrapers	14	8
		Crawler Tractors	4	8
		Off-Highway Trucks	4	8
	Building Construction	Cranes	3	8
		Forklifts	8	8
		Generator Sets	3	8
		Tractors/Loaders/ Backhoes	8	8
		Welders	3	8
	Paving	Pavers	3	8
		Paving Equipment	3	8
		Rollers	3	8
	Architectural Coating	Air Compressors	1	8
4	Site Preparation	Crawler Tractors	5	8
		Off-Highway Trucks	4	8
	Mass Grading Phase 3 + 4	Excavators	1	8
		Graders	2	8
		Rubber Tired Dozers	2	8
		Scrapers	14	8
		Crawler Tractors	4	8
		Off-Highway Trucks	4	8
	Building Construction	Cranes	2	8
		Forklifts	7	8
		Generator Sets	2	8
		Tractors/Loaders/ Backhoes	7	8
		Welders	2	8
	Paving	Pavers	2	8
		Paving Equipment	2	8
		Rollers	2	8
	Architectural Coating	Air Compressors	1	8
5	Site Preparation	Crawler Tractors	5	8

Table 4.5-5. Construction Equipment Assumptions

Phase	Construction Activity	Equipment	Quantity	Hours Per Day
		Off-Highway Trucks	4	8
	Remedial Grading	Excavators	1	8
		Graders	2	8
		Rubber Tired Dozers	2	8
		Scrapers	14	8
		Crawler Tractors	4	8
		Off-Highway Trucks	4	8
	Building Construction	Cranes	2	8
		Forklifts	7	8
		Generator Sets	2	8
		Tractors/Loaders/ Backhoes	7	8
		Welders	2	8
	Paving	Pavers	2	8
		Paving Equipment	2	8
		Rollers	2	8
	Architectural Coating	Air Compressors	1	8

Source: Appendix B-3.

Project Construction Equipment Fuel Consumption

Project construction activity timeline estimates, construction equipment schedules, equipment power ratings, load factors, and associated fuel consumption estimates are presented in Table 4.5-6. The aggregate fuel consumption rate for all equipment is estimated at 18.5 horsepower hours per gallon, obtained from CARB 2018 Emissions Factors Tables and cited fuel consumption rate factors presented in Table D-24 of the Moyer Guidelines (Appendix B-3). For the purposes of this analysis, the calculations are based on all construction equipment being diesel-powered, which is consistent with industry standards.

Diesel fuel would be supplied by existing commercial fuel providers serving the Project area and region.[2] As presented in Table 4.5-6, Project construction activities would consume an estimated 3,558,727 gallons of diesel fuel. Project construction would represent a "single-event" diesel fuel demand and would not require ongoing or permanent commitment of diesel fuel resources for this purpose.

[2] Based on Appendix A of the CalEEMod User's Guide, construction consists of several types of off-road equipment. Since the majority of the off-road construction equipment used for construction projects are diesel-fueled, CalEEMod assumes all of the equipment operates on diesel fuel.

Table 4.5-6. Construction Equipment Fuel Consumption Estimates

Phase	Construction Activity	Duration (days)	Equipment	hp Rating	Quantity	Usage Hours	Load Factor	hp-hrs/day	Fuel Consumption (gallons)
1	Site Preparation	45	Crawler Tractors	87	5	8	0.43	1,496	3,640
			Off-Highway Trucks	376	4	8	0.38	4,572	11,121
	Mass Grading Phase 1 + 2	196	Excavators	36	2	8	0.38	219	2,319
			Graders	148	2	8	0.41	971	10,286
			Rubber Tired Dozers	367	2	8	0.4	2,349	24,885
			Scrapers	423	16	8	0.48	25,989	275,344
			Crawler Tractors	87	4	8	0.43	1,197	12,683
			Off-Highway Trucks	376	3	8	0.38	3,429	36,330
	Building Construction	372	Cranes	367	2	8	0.29	1,703	34,242
			Forklifts	82	6	8	0.2	787	15,829
			Generator Sets	14	2	8	0.74	166	3,333
			Tractors/Loaders/Backhoes	84	6	8	0.37	1,492	29,998
			Welders	46	2	8	0.45	331	6,660
	Paving	195	Pavers	81	2	8	0.42	544	5,737
			Paving Equipment	89	2	8	0.36	513	5,404
			Rollers	36	2	8	0.38	219	2,307
	Architectural Coating	195	Air Compressors	37	2	8	0.48	284	2,995
								PHASE 1 TOTAL CONSTRUCTION FUEL DEMAND (GALLONS DIESEL FUEL)	**483,113**
2	Site Preparation	34	Crawler Tractors	87	5	8	0.43	1,496	2,750
			Off-Highway Trucks	376	4	8	0.38	4,572	8,403
	Mass Grading Phase 1 + 2	161	Excavators	36	1	8	0.38	109	952
			Graders	148	2	8	0.41	971	8,449
			Rubber Tired Dozers	367	2	8	0.4	2,349	20,441
			Scrapers	423	14	8	0.48	22,740	197,904
			Crawler Tractors	87	4	8	0.43	1,197	10,418
			Off-Highway Trucks	376	4	8	0.38	4,572	39,790
	Building Construction	586	Cranes	367	2	8	0.29	1,703	53,940

Table 4.5-6. Construction Equipment Fuel Consumption Estimates

Phase	Construction Activity	Duration (days)	Equipment	hp Rating	Quantity	Usage Hours	Load Factor	hp-hrs/day	Fuel Consumption (gallons)
			Forklifts	82	7	8	0.2	918	29,091
			Generator Sets	14	2	8	0.74	166	5,251
			Tractors/Loaders/ Backhoes	84	7	8	0.37	1,740	55,131
			Welders	46	2	8	0.45	331	10,491
	Paving	166	Pavers	81	2	8	0.42	544	4,884
			Paving Equipment	89	2	8	0.36	513	4,600
			Rollers	36	2	8	0.38	219	1,964
	Architectural Coating	183	Air Compressors	37	1	8	0.48	142	1,405
								PHASE 2 TOTAL CONSTRUCTION FUEL DEMAND (GALLONS DIESEL FUEL)	**455,864**
3	Site Preparation	132	Crawler Tractors	87	5	8	0.43	1,496	10,677
			Off-Highway Trucks	376	4	8	0.38	4,572	32,623
	Mass Grading Phase 3 + 4	348	Excavators	36	1	8	0.38	109	2,059
			Graders	148	2	8	0.41	971	18,263
			Rubber Tired Dozers	367	2	8	0.4	2,349	44,183
			Scrapers	423	14	8	0.48	22,740	427,767
			Crawler Tractors	87	4	8	0.43	1,197	22,519
			Off-Highway Trucks	376	4	8	0.38	4,572	86,006
	Building Construction	1,000	Cranes	367	3	8	0.29	2,554	138,071
			Forklifts	82	8	8	0.2	1,050	56,735
			Generator Sets	14	3	8	0.74	249	13,440
			Tractors/Loaders/ Backhoes	84	8	8	0.37	1,989	107,520
			Welders	46	3	8	0.45	497	26,854
	Paving	415	Pavers	81	3	8	0.42	816	18,316
			Paving Equipment	89	3	8	0.36	769	17,250
			Rollers	36	3	8	0.38	328	7,365
	Architectural Coating	415	Air Compressors	37	1	8	0.48	142	3,187

Table 4.5-6. Construction Equipment Fuel Consumption Estimates

Phase	Construction Activity	Duration (days)	Equipment	hp Rating	Quantity	Usage Hours	Load Factor	hp-hrs/day	Fuel Consumption (gallons)
							PHASE 3 TOTAL CONSTRUCTION FUEL DEMAND (GALLONS DIESEL FUEL)		1,032,834
4	Site Preparation	108	Crawler Tractors	87	5	8	0.43	1,496	8,736
			Off-Highway Trucks	376	4	8	0.38	4,572	26,692
	Mass Grading Phase 3 + 4	328	Excavators	36	1	8	0.38	109	1,940
			Graders	148	2	8	0.41	971	17,213
			Rubber Tired Dozers	367	2	8	0.4	2,349	41,644
			Scrapers	423	14	8	0.48	22,740	403,183
			Crawler Tractors	87	4	8	0.43	1,197	21,225
			Off-Highway Trucks	376	4	8	0.38	4,572	81,063
	Building Construction	607	Cranes	367	2	8	0.29	1,703	55,873
			Forklifts	82	7	8	0.2	918	30,133
			Generator Sets	14	2	8	0.74	166	5,439
			Tractors/Loaders/ Backhoes	84	7	8	0.37	1,740	57,107
			Welders	46	2	8	0.45	331	10,867
	Paving	414	Pavers	81	2	8	0.42	544	12,181
			Paving Equipment	89	2	8	0.36	513	11,472
			Rollers	36	2	8	0.38	219	4,898
	Architectural Coating	414	Air Compressors	37	1	8	0.48	142	3,180
							PHASE 4 TOTAL CONSTRUCTION FUEL DEMAND (GALLONS DIESEL FUEL)		792,844
5	Site Preparation	87	Crawler Tractors	87	5	8	0.43	1,496	7,037
			Off-Highway Trucks	376	4	8	0.38	4,572	21,502
	Remedial Grading	283	Excavators	36	1	8	0.38	109	1,674
			Graders	148	2	8	0.41	971	14,852
			Rubber Tired Dozers	367	2	8	0.4	2,349	35,930
			Scrapers	423	14	8	0.48	22,740	347,868
			Crawler Tractors	87	4	8	0.43	1,197	18,313
			Off-Highway Trucks	376	4	8	0.38	4,572	69,942

Table 4.5-6. Construction Equipment Fuel Consumption Estimates

Phase	Construction Activity	Duration (days)	Equipment	hp Rating	Quantity	Usage Hours	Load Factor	hp-hrs/day	Fuel Consumption (gallons)
	Building Construction	934	Cranes	367	2	8	0.29	1,703	85,972
			Forklifts	82	7	8	0.2	918	46,367
			Generator Sets	14	2	8	0.74	166	8,369
			Tractors/Loaders/ Backhoes	84	7	8	0.37	1,740	87,871
			Welders	46	2	8	0.45	331	16,721
	Paving	413	Pavers	81	2	8	0.42	544	12,152
			Paving Equipment	89	2	8	0.36	513	11,444
			Rollers	36	2	8	0.38	219	4,886
	Architectural Coating	413	Air Compressors	37	1	8	0.48	142	3,172
PHASE 5 TOTAL CONSTRUCTION FUEL DEMAND (GALLONS DIESEL FUEL)									**794,071**
PHASES 1–5 TOTAL CONSTRUCTION FUEL DEMAND (GALLONS DIESEL FUEL)									**3,558,727**

Source: Appendix B-3.
Notes: hp = horsepower; hp-hrs/day = horsepower hours per day.

Construction Trips and VMT

Construction generates on-road vehicle emissions from vehicle usage for workers, vendors, and haul trucks commuting to and from the site. The number of workers and vendor trips are presented below in Table 4.5-7. It should be noted that for vendor trips specifically, CalEEMod only assigns vendor trips to the Building Construction phase. Vendor trips would likely occur during all phases of construction. As such, the CalEEMod defaults for vendor trips have been adjusted based on a ratio of the total vendor trips to the number of days of each subphase of activity.

Table 4.5-7. Construction Trips and VMT

Phase	Construction Activity	Worker Trips per Day	Vendor Trips per Day
1	Site Preparation	23	47
	Mass Grading Phase 1 + 2	73	79
	Building Construction	982	150
	Paving	15	78
	Architectural Coating	196	0
2	Site Preparation	23	11
	Mass Grading Phase 1 + 2	68	49
	Building Construction	831	183
	Paving	15	52
	Architectural Coating	166	0
3	Site Preparation	23	23
	Mass Grading Phase 3 + 4	68	61
	Building Construction	887	173
	Paving	23	72
	Architectural Coating	177	0
4	Site Preparation	23	11
	Mass Grading Phase 3 + 4	68	32
	Building Construction	486	59
	Paving	15	40
	Architectural Coating	97	0
5	Site Preparation	23	47
	Remedial Grading	73	79
	Building Construction	982	150
	Paving	15	78
	Architectural Coating	196	0

Source: Appendix B-3.

Construction Worker Fuel Estimates

With respect to estimated VMT for the Project, the construction worker trips (personal vehicles used by workers commuting to the Project from home) would generate an estimated 51,975,140 VMT during Project construction. Based on CalEEMod methodology, it is assumed that 50% of all construction worker trips are from light-duty-auto

vehicles (LDA), 25% are from light-duty trucks (LDT1[3]), and 25% are from light-duty trucks (LDT2[4]). Data regarding Project-related construction worker trips were based on CalEEMod defaults utilized within the air quality impact analysis (Appendix B-3).

Vehicle fuel efficiencies for LDA, LDT1, and LDT2 were estimated using information generated within the 2021 version of the EMFAC developed by CARB. EMFAC2021 is a mathematical model that was developed to calculate emission rates, fuel consumption, and VMT from motor vehicles that operate on highways, freeways, and local roads in California, and is commonly used by CARB to project changes in future emissions from on-road mobile sources. EMFAC2021 was run for the LDA, LDT1, and LDT2 vehicle classes within Riverside County for the years 2026 through 2045. Data from EMFAC2021 are shown in Appendix B-3.

As shown in Table 4.5-8, the estimated fuel consumption resulting from Project construction worker trips is 1,529,433 gallons. It should be noted that construction worker trips would represent a "single-event" gasoline fuel demand and would not require ongoing or permanent commitment of fuel resources for this purpose.

[3] Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 pounds and equivalent test weight (ETW) of less than or equal to 3,750 pounds.

[4] Vehicles under the LDT2 category have a GVWR of less than 6,000 pounds and ETW between 3,751 and 5,750 pounds.

Table 4.5-8. Construction Worker Fuel Consumption Estimates

Phase	Year	Construction Activity	Duration (days)	Worker (trips/day)	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
1	2026	**LDA**						
		Site Preparation	45	12	18.5	9,990	33.43	299
		Mass Grading Phase 1 + 2	87	37	18.5	59,552	33.43	1,781
		LDT1						
		Site Preparation	45	6	18.5	4,995	25.70	194
		Mass Grading Phase 1 + 2	87	19	18.5	30,581	25.70	1,190
		LDT2						
		Site Preparation	45	6	18.5	4,995	26.01	192
		Mass Grading Phase 1 + 2	87	19	18.5	30,581	26.01	1,176
	2027	**LDA**						
		Mass Grading Phase 1 + 2	109	37	18.5	74,611	34.29	2,176
		Building Construction	152	491	18.5	1,380,692	34.29	40,270
		LDT1						
		Mass Grading Phase 1 + 2	109	19	18.5	38,314	26.22	1,461
		Building Construction	152	246	18.5	691,752	26.22	26,384
		LDT2						
		Mass Grading Phase 1 + 2	109	19	18.5	38,314	26.63	1,439
		Building Construction	152	246	18.5	691,752	26.63	25,979
	2028	**LDA**						

Table 4.5-8. Construction Worker Fuel Consumption Estimates

Phase	Year	Construction Activity	Duration (days)	Worker (trips/day)	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
		Building Construction	220	491	18.5	1,998,370	35.14	56,863
		Paving	40	8	18.5	5,920	35.14	168
1	2028	**LDT1**						
		Building Construction	220	246	18.5	1,001,220	26.76	37,408
		Paving	40	4	18.5	2,960	26.76	111
		LDT2						
		Building Construction	220	246	18.5	1,001,220	27.23	36,768
		Paving	40	4	18.5	2,960	27.23	109
	2029	**LDA**						
		Paving	155	8	18.5	22,940	35.96	638
		Architectural Coating	106	98	18.5	192,178	35.96	5,344
		LDT1						
		Paving	155	4	18.5	11,470	27.31	420
		Architectural Coating	106	49	18.5	96,089	27.31	3,518
		LDT2						
		Paving	155	4	18.5	11,470	27.79	413
		Architectural Coating	106	49	18.5	96,089	27.79	3,458
	2030	**LDA**						
		Architectural Coating	89	98	18.5	161,357	36.74	4,392
		LDT1						
		Architectural Coating	89	49	18.5	80,679	27.86	2,896
		LDT2						
		Architectural Coating	89	49	18.5	80,679	28.31	2,850
						PHASE 1 CONSTRUCTION WORKER FUEL CONSUMPTION		**257,896**

Table 4.5-8. Construction Worker Fuel Consumption Estimates

Phase	Year	Construction Activity	Duration (days)	Worker (trips/day)	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2	2030	**LDA**						
		Site Preparation	34	12	18.5	7,548	36.74	205
		Mass Grading Phase 1 + 2	138	34	18.5	86,802	36.74	2,363
		LDT1						
		Site Preparation	34	6	18.5	3,774	27.86	135
		Mass Grading Phase 1 + 2	138	17	18.5	43,401	27.86	1,558
		LDT2						
		Site Preparation	34	6	18.5	3,774	28.31	133
		Mass Grading Phase 1 + 2	138	17	18.5	43,401	28.31	1,533
	2031	**LDA**						
		Mass Grading Phase 1 + 2	23	34	18.5	14,467	37.47	386
		Building Construction	238	416	18.5	1,831,648	37.47	48,881
		LDT1						
		Mass Grading Phase 1 + 2	23	17	18.5	7,234	28.38	255
		Building Construction	238	208	18.5	915,824	28.38	32,266
		LDT2						
		Mass Grading Phase 1 + 2	23	17	18.5	7,234	28.79	251
		Building Construction	238	208	18.5	915,824	28.79	31,811
	2032	**LDA**						

Table 4.5-8. Construction Worker Fuel Consumption Estimates

Phase	Year	Construction Activity	Duration (days)	Worker (trips/day)	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
		Building Construction	262	416	18.5	2,016,352	38.16	52,843
		LDT1						
		Building Construction	262	208	18.5	1,008,176	28.90	34,890
		LDT2						
		Building Construction	262	208	18.5	1,008,176	29.24	34,484
2	2033	**LDA**						
		Building Construction	86	416	18.5	661,856	38.73	17,090
		Paving	166	8	18.5	24,568	38.73	634
		Architectural Coating	8	83	18.5	12,284	38.73	317
		LDT1						
		Building Construction	86	208	18.5	330,928	29.34	11,280
		Paving	166	4	18.5	12,284	29.34	419
		Architectural Coating	8	42	18.5	6,216	29.34	212
		LDT2						
		Building Construction	86	208	18.5	330,928	29.60	11,181
		Paving	166	4	18.5	12,284	29.60	415
		Architectural Coating	8	42	18.5	6,216	29.60	210
	2034	**LDA**						
		Architectural Coating	175	83	18.5	268,713	39.29	6,839
		LDT1						
		Architectural Coating	175	42	18.5	135,975	29.80	4,564
		LDT2						
		Architectural Coating	175	42	18.5	135,975	29.96	4,538
						PHASE 2 CONSTRUCTION WORKER FUEL CONSUMPTION		**299,693**

Table 4.5-8. Construction Worker Fuel Consumption Estimates

Phase	Year	Construction Activity	Duration (days)	Worker (trips/day)	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
3	2033	**LDA**						
		Site Preparation	132	12	18.5	29,304	38.73	757
		Mass Grading Phase 3 + 4	43	34	18.5	27,047	38.73	698
		LDT1						
		Site Preparation	132	6	18.5	14,652	29.34	499
		Mass Grading Phase 3 + 4	43	17	18.5	13,524	29.34	461
		LDT2						
		Site Preparation	132	6	18.5	14,652	29.60	495
		Mass Grading Phase 3 + 4	43	17	18.5	13,524	29.60	457
	2034	**LDA**						
		Mass Grading Phase 3 + 4	260	34	18.5	163,540	39.29	4,162
		LDT1						
		Mass Grading Phase 3 + 4	260	17	18.5	81,770	29.80	2,744
		LDT2						
		Mass Grading Phase 3 + 4	260	222	18.5	1,067,820	29.96	35,640
	2035	**LDA**						
		Mass Grading Phase 3 + 4	45	34	18.5	28,305	39.80	711
		Building Construction	216	444	18.5	1,774,224	39.80	44,579

Table 4.5-8. Construction Worker Fuel Consumption Estimates

Phase	Year	Construction Activity	Duration (days)	Worker (trips/day)	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
		LDT1						
		Mass Grading Phase 3 + 4	45	17	18.5	14,153	30.22	468
		Building Construction	216	222	18.5	887,112	30.22	29,356
		LDT2						
		Mass Grading Phase 3 + 4	45	17	18.5	14,153	30.29	467
		Building Construction	216	222	18.5	887,112	30.29	29,289
3	2036	**LDA**						
		Building Construction	262	444	18.5	2,152,068	40.27	53,442
		LDT1						
		Building Construction	262	222	18.5	1,076,034	30.63	35,125
		LDT2						
		Building Construction	262	222	18.5	1,076,034	30.60	35,168
	2037	**LDA**						
		Building Construction	261	444	18.5	2,143,854	40.66	52,726
		Paving	154	12	18.5	34,188	40.66	841
		Architectural Coating	154	89	18.5	253,561	40.66	6,236
		LDT1						
		Building Construction	261	222	18.5	1,071,927	31.00	34,578
		Paving	154	6	18.5	17,094	31.00	551
		Architectural Coating	154	45	18.5	128,205	31.00	4,136
		LDT2						
		Building Construction	261	222	18.5	1,071,927	30.86	34,740

Table 4.5-8. Construction Worker Fuel Consumption Estimates

Phase	Year	Construction Activity	Duration (days)	Worker (trips/day)	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
		Paving	154	6	18.5	17,094	30.86	554
		Architectural Coating	154	45	18.5	128,205	30.86	4,155
	2038	**LDA**						
		Building Construction	261	444	18.5	2,143,854	41.00	52,288
		Paving	261	12	18.5	57,942	41.00	1,413
		Architectural Coating	261	89	18.5	429,737	41.00	10,481
3	2038	**LDT1**						
		Building Construction	261	222	18.5	1,071,927	31.34	34,201
		Paving	261	6	18.5	28,971	31.34	924
		Architectural Coating	261	45	18.5	217,283	31.34	6,933
		LDT2						
		Building Construction	261	222	18.5	1,071,927	31.09	34,481
		Paving	261	6	18.5	28,971	31.09	932
		Architectural Coating	261	45	18.5	217,283	31.09	6,989
					PHASE 3 CONSTRUCTION WORKER FUEL CONSUMPTION			**561,680**
4	2037	**LDA**						
		Site Preparation	108	12	18.5	23,976	40.66	590
		Mass Grading Phase 3 + 4	153	34	18.5	96,237	40.66	2,367
		LDT1						
		Site Preparation	108	6	18.5	11,988	31.00	387
		Mass Grading Phase 3 + 4	153	17	18.5	48,119	31.00	1,552
		LDT2						
		Site Preparation	108	6	18.5	11,988	30.86	389

Table 4.5-8. Construction Worker Fuel Consumption Estimates

Phase	Year	Construction Activity	Duration (days)	Worker (trips/day)	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
		Mass Grading Phase 3 + 4	153	17	18.5	48,119	30.86	1,559
	2038	**LDA**						
		Mass Grading Phase 3 + 4	175	34	18.5	110,075	41.00	2,685
		Building Construction	86	243	18.5	386,613	41.00	9,429
		LDT1						
		Mass Grading Phase 3 + 4	175	17	18.5	55,038	31.34	1,756
		Building Construction	86	122	18.5	194,102	31.34	6,193
4	2038	**LDT2**						
		Mass Grading Phase 3 + 4	175	17	18.5	55,038	31.09	1,770
		Building Construction	86	122	18.5	194,102	31.09	6,244
	2039	**LDA**						
		Building Construction	260	243	18.5	1,168,830	41.28	28,312
		Paving	153	8	18.5	22,644	41.28	548
		Architectural Coating	153	49	18.5	138,695	41.28	3,360
		LDT1						
		Building Construction	260	122	18.5	586,820	31.65	18,541
		Paving	153	4	18.5	11,322	31.65	358
		Architectural Coating	153	25	18.5	70,763	31.65	2,236
		LDT2						
		Building Construction	260	122	18.5	586,820	31.28	18,758
		Paving	153	4	18.5	11,322	31.28	362

Table 4.5-8. Construction Worker Fuel Consumption Estimates

Phase	Year	Construction Activity	Duration (days)	Worker (trips/day)	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
		Architectural Coating	153	25	18.5	70,763	31.28	2,262
	2040	**LDA**						
		Building Construction	261	243	18.5	1,173,326	41.52	28,258
		Paving	261	8	18.5	38,628	41.52	930
		Architectural Coating	261	49	18.5	236,597	41.52	5,698
		LDT1						
		Building Construction	261	122	18.5	589,077	31.93	18,450
		Paving	261	4	18.5	19,314	31.93	605
		Architectural Coating	261	25	18.5	120,713	31.93	3,781
4	2040	**LDT2**						
		Architectural Coating	261	122	18.5	589,077	31.45	18,729
		Building Construction	261	4	18.5	19,314	31.45	614
		Paving	261	25	18.5	120,713	31.45	3,838
					PHASE 4 CONSTRUCTION WORKER FUEL CONSUMPTION			**190,560**
5	2041	**LDA**						
		Site Preparation	87	12	18.5	19,314	41.72	463
		Remedial Grading	174	34	18.5	109,446	41.72	2,624
		LDT1						
		Site Preparation	87	6	18.5	9,657	32.18	300
		Remedial Grading	174	17	18.5	54,723	32.18	1,700
		LDT2						
		Site Preparation	87	6	18.5	9,657	31.60	306
		Remedial Grading	174	17	18.5	54,723	31.60	1,732
	2042	**LDA**						

Table 4.5-8. Construction Worker Fuel Consumption Estimates

Phase	Year	Construction Activity	Duration (days)	Worker (trips/day)	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
		Remedial Grading	109	34	18.5	68,561	41.88	1,637
		Building Construction	152	199	18.5	559,588	41.88	13,363
		LDT1						
		Remedial Grading	109	17	18.5	34,281	32.42	1,057
		Building Construction	152	100	18.5	281,200	32.42	8,675
		LDT2						
		Remedial Grading	109	17	18.5	34,281	31.72	1,081
		Building Construction	152	100	18.5	281,200	31.72	8,864
5	2043	**LDA**						
		Building Construction	261	199	18.5	960,872	42.00	22,875
		LDT1						
		Building Construction	261	100	18.5	482,850	32.63	14,798
		LDT2						
		Building Construction	261	100	18.5	482,850	31.83	15,168
	2044	**LDA**						
		Building Construction	261	199	18.5	960,872	42.11	22,820
		Paving	153	8	18.5	22,644	42.11	538
		Architectural Coating	153	40	18.5	113,220	42.11	2,689
		LDT1						
		Building Construction	261	100	18.5	482,850	32.82	14,714
		Paving	153	4	18.5	11,322	32.82	345
		Architectural Coating	153	20	18.5	56,610	32.82	1,725
		LDT2						
		Building Construction	261	100	18.5	482,850	31.92	15,125

Table 4.5-8. Construction Worker Fuel Consumption Estimates

Phase	Year	Construction Activity	Duration (days)	Worker (trips/day)	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
		Paving	153	4	18.5	11,322	31.92	355
		Architectural Coating	153	20	18.5	56,610	31.92	1,773
	2045	**LDA**						
		Building Construction	260	199	18.5	957,190	42.19	22,687
		Paving	260	8	18.5	38,480	42.19	912
		Architectural Coating	260	40	18.5	192,400	42.19	4,560
5	2045	**LDT1**						
		Building Construction	260	100	18.5	481,000	32.98	14,583
		Paving	260	4	18.5	19,240	32.98	583
		Architectural Coating	260	20	18.5	96,200	32.98	2,917
		LDT2						
		Building Construction	260	100	18.5	481,000	32.00	15,029
		Paving	260	4	18.5	19,240	32.00	601
		Architectural Coating	260	20	18.5	96,200	32.00	3,006
						PHASE 2 CONSTRUCTION WORKER FUEL CONSUMPTION		**219,604**
						PHASE 1–5 TOTAL CONSTRUCTION WORKER FUEL CONSUMPTION		**1,529,433**

Source: Appendix B-3.
Notes: mpg = miles per gallon; LDA = light-duty-auto vehicles; LDT1 = light-duty trucks (gross vehicle weight rating of less than 6,000 pounds and equivalent test weight of less than or equal to 3,750 pounds); LDT2 = light-duty trucks (gross vehicle weight rating of less than 6,000 pounds and equivalent test weight between 3,751 and 5,750 pounds).

Construction Vendor and Hauling Fuel Estimates

With respect to estimated VMT, the construction vendor trips (vehicles that deliver materials to the site during construction) and material-hauling trips would generate an estimated 5,799,761 VMT along area roadways during Project construction. It is assumed that 50% of all vendor trips are from medium-heavy duty trucks (MHDTs) and 50% of all vendor trips are from heavy-heavy duty trucks (HHDTs). Hauling trips are assumed to be performed only by HHDTs. These assumptions are consistent with the CalEEMod defaults utilized within the within the air quality impact analysis (Appendix B-3). Vehicle fuel efficiencies for MHDTs and HHDTs were estimated using information generated within EMFAC2021. EMFAC2021 was run for the MHDT and HHDT vehicle classes within Riverside County for the 2026 through 2045 calendar years. Data from EMFAC2021 are shown in Appendix B-3.

Based on Table 4.5-9, it is estimated that 613,506 gallons of fuel will be consumed related to construction vendor and hauling trips during construction. It should be noted that Project construction vendor trips would represent a "single-event" diesel fuel demand and would not require ongoing or permanent commitment of diesel fuel resources for this purpose.

Table 4.5-9. Construction Vendor/Hauling Fuel Consumption Estimates

Phase	Year	Construction Activity	Duration (days)	Vendor/ Hauling (trips/ day)	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
1	2026	**MHDT**						
		Site Preparation	45	10	10.2	4,590	8.72	526
		Mass Grading Phase 1 + 2	87	40	10.2	35,496	8.72	4,068
		HHDT						
		Site Preparation	45	10	10.2	4,590	6.33	726
		Mass Grading Phase 1 + 2	87	40	10.2	35,496	6.33	5,611
	2027	**MHDT**						
		Mass Grading Phase 1 + 2	109	40	10.2	44,472	8.87	5,012
		Building Construction	152	75	10.2	116,280	8.87	13,104
		HHDT						
		Mass Grading Phase 1 + 2	109	40	10.2	44,472	6.45	6,894
		Building Construction	152	75	10.2	116,280	6.45	18,026
	2028	**MHDT**						
		Building Construction	220	75	10.2	168,300	9.09	18,522
		Paving	40	39	10.2	15,912	9.09	1,751

Table 4.5-9. Construction Vendor/Hauling Fuel Consumption Estimates

Phase	Year	Construction Activity	Duration (days)	Vendor/ Hauling (trips/ day)	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
		HHDT						
		Building Construction	220	75	10.2	168,300	6.60	25,507
		Paving	40	39	10.2	15,912	6.60	2,412
	2029	**MHDT**						
		Paving	155	39	10.2	61,659	9.37	6,583
		HHDT						
		Paving	155	39	10.2	61,659	6.76	9,121
		PHASE 1 CONSTRUCTION VENDOR/HAULING FUEL CONSUMPTION						**117,861**
2	2030	**MHDT**						
		Site Preparation	34	6	10.2	2,081	9.72	214
		Mass Grading Phase 1 + 2	138	25	10.2	35,190	9.72	3,620
		HHDT						
		Site Preparation	34	6	10.2	2,081	6.93	300
		Mass Grading Phase 1 + 2	138	25	10.2	35,190	6.93	5,075
	2031	**MHDT**						
		Mass Grading Phase 1 + 2	23	25	10.2	5,865	10.15	578
		Building Construction	238	92	10.2	223,339	10.15	22,003
		HHDT						
		Mass Grading Phase 1 + 2	23	25	10.2	5,865	7.12	824
		Building Construction	238	92	10.2	223,339	7.12	31,369
	2032	**MHDT**						
		Building Construction	262	92	10.2	245,861	10.63	23,129
		HHDT						
		Building Construction	262	92	10.2	245,861	7.31	33,628
	2033	**MHDT**						
		Building Construction	86	92	10.2	80,702	11.14	7,242

Table 4.5-9. Construction Vendor/Hauling Fuel Consumption Estimates

Phase	Year	Construction Activity	Duration (days)	Vendor/ Hauling (trips/ day)	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
		Paving	166	26	10.2	44,023	11.14	3,950
		HHDT						
		Building Construction	86	92	10.2	80,702	7.49	10,770
		Paving	166	26	10.2	44,023	7.49	5,875
							PHASE 2 CONSTRUCTION VENDOR/HAULING FUEL CONSUMPTION	**148,577**
3	2033	**MHDT**						
		Site Preparation	132	12	10.2	16,157	11.14	1,450
		Mass Grading Phase 3 + 4	43	31	10.2	13,597	11.14	1,220
		HHDT						
		Site Preparation	132	12	10.2	16,157	7.49	2,156
		Mass Grading Phase 3 + 4	43	31	10.2	13,597	7.49	1,815
	2034	**MHDT**						
		Mass Grading Phase 3 + 4	260	31	10.2	82,212	11.73	7,006
		HHDT						
		Mass Grading Phase 3 + 4	260	31	10.2	82,212	7.68	10,707
	2035	**MHDT**						
		Mass Grading Phase 3 + 4	45	31	10.2	14,229	12.38	1,149
		Building Construction	216	87	10.2	191,678	12.38	15,483
		HHDT						
		Mass Grading Phase 3 + 4	45	31	10.2	14,229	7.86	1,811
		Building Construction	216	87	10.2	191,678	7.86	24,396
	2036	**MHDT**						
		Building Construction	262	87	10.2	232,499	13.05	17,812
		HHDT						
		Building Construction	262	87	10.2	232,499	8.03	28,936

Table 4.5-9. Construction Vendor/Hauling Fuel Consumption Estimates

Phase	Year	Construction Activity	Duration (days)	Vendor/ Hauling (trips/ day)	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
	2037	**MHDT**						
		Building Construction	261	87	10.2	231,611	13.72	16,884
		Paving	154	36	10.2	56,549	13.72	4,122
3	2037	**HHDT**						
		Building Construction	261	87	10.2	231,611	8.19	28,275
		Paving	154	36	10.2	56,549	8.19	6,903
	2038	**MHDT**						
		Building Construction	261	87	10.2	231,611	14.39	16,095
		Paving	261	36	10.2	95,839	14.39	6,660
		HHDT						
		Building Construction	261	87	10.2	231,611	8.34	27,783
		Paving	261	36	10.2	95,839	8.34	11,496
		PHASE 3 CONSTRUCTION VENDOR/HAULING FUEL CONSUMPTION						**232,160**
4	2037	**MHDT**						
		Site Preparation	108	6	10.2	6,610	13.72	482
		Mass Grading Phase 3 + 4	153	16	10.2	24,970	13.72	1,820
		HHDT						
		Site Preparation	108	6	10.2	6,610	8.19	807
		Mass Grading Phase 3 + 4	153	16	10.2	24,970	8.19	3,048
	2038	**MHDT**						
		Mass Grading Phase 3 + 4	175	16	10.2	28,560	14.39	1,985
		Building Construction	86	30	10.2	26,316	14.39	1,829
		HHDT						
		Mass Grading Phase 3 + 4	175	16	10.2	28,560	8.34	3,426
		Building Construction	86	30	10.2	26,316	8.34	3,157
4	2039	MHDT						

Table 4.5-9. Construction Vendor/Hauling Fuel Consumption Estimates

Phase	Year	Construction Activity	Duration (days)	Vendor/ Hauling (trips/ day)	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
		Building Construction	260	30	10.2	79,560	15.05	5,286
		Paving	153	20	10.2	31,212	15.05	2,074
		HHDT						
		Building Construction	260	30	10.2	79,560	8.46	9,400
		Paving	153	20	10.2	31,212	8.46	3,688
	2040	**MHDT**						
		Building Construction	261	30	10.2	79,866	15.71	5,084
		Paving	261	20	10.2	53,244	15.71	3,389
		HHDT						
		Building Construction	261	30	10.2	79,866	8.58	9,312
		Paving	261	20	10.2	53,244	8.58	6,208
		PHASE 4 CONSTRUCTION VENDOR/HAULING FUEL CONSUMPTION						**60,994**
5	2041	**MHDT**						
		Site Preparation	87	3	10.2	2,662	16.37	163
		Remedial Grading	174	8	10.2	14,198	16.37	867
		HHDT						
		Site Preparation	87	3	10.2	2,662	8.67	307
		Remedial Grading	174	8	10.2	14,198	8.67	1,637
	2042	**MHDT**						
		Remedial Grading	109	8	10.2	8,894	17.02	523
		Building Construction	152	26	10.2	40,310	17.02	2,368
5	2042	**HHDT**						
		Remedial Grading	109	8	10.2	8,894	8.76	1,016
		Building Construction	152	26	10.2	40,310	8.76	4,603
	2043	**MHDT**						
		Building Construction	261	26	10.2	69,217	17.65	3,922

Table 4.5-9. Construction Vendor/Hauling Fuel Consumption Estimates

Phase	Year	Construction Activity	Duration (days)	Vendor/ Hauling (trips/ day)	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
		HHDT						
		Building Construction	261	26	10.2	69,217	8.82	7,843
	2044	**MHDT**						
		Building Construction	261	26	10.2	69,217	18.25	3,792
		Paving	153	11	10.2	17,167	18.25	941
		HHDT						
		Building Construction	261	26	10.2	69,217	8.88	7,794
		Paving	153	11	10.2	17,167	8.88	1,933
	2045	**MHDT**						
		Paving	260	26	10.2	68,952	18.81	3,666
		Architectural Coating	260	11	10.2	29,172	18.81	1,551
		HHDT						
		Paving	260	26	10.2	68,952	8.93	7,723
		Architectural Coating	260	11	10.2	29,172	8.93	3,268
PHASE 5 CONSTRUCTION VENDOR/HAULING FUEL CONSUMPTION								**53,915**
PHASE 1–5 TOTAL CONSTRUCTION VENDOR/HAULING FUEL CONSUMPTION								**613,506**

Source: Appendix B-3.
Notes: mpg = miles per gallon; MHDT = medium-heavy duty truck; HHDT = heavy-heavy duty truck.

Energy Efficiency Measures for Construction

Starting in 2014, CARB adopted the nation's first regulation aimed at cleaning up off-road construction equipment such as bulldozers, graders, and backhoes. These requirements ensure fleets gradually turnover the oldest and dirtiest equipment to newer, cleaner models and prevent fleets from adding older, dirtier equipment. As such, the equipment used for Project construction would conform to CARB regulations and California emissions standards. It should also be noted that there are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in the construction of the Project would therefore not result in inefficient wasteful or unnecessary consumption of fuel.

Construction contractors would be required to comply with applicable CARB regulations regarding retrofitting, repowering, or replacing diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling to reduce public exposure to diesel particulate matter and other toxic air contaminants. Compliance with anti-idling and emissions regulations would result in a more

efficient use of construction-related energy and the minimization or elimination of wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additional construction-source energy efficiencies would occur due to required California regulations and best available control measures. For example, CCR Title 13, Motor Vehicles, Section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Section 2449(d)(3) requires that grading plans shall reference the requirement that a sign shall be posted on site stating that construction workers need to shut off engines at or before 5 minutes of idling. In this manner, construction equipment operators are required to be informed that engines are to be turned off at or prior to 5 minutes of idling. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials and/or in response to citizen complaints.

In general, construction processes promote conservation and efficient use of energy by reducing raw materials demands, with related reduction in energy demands associated with raw materials extraction, transportation, processing, and refinement. Use of materials in bulk reduces energy demands associated with preparation and transport of construction materials, as well as the transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations.

Construction Energy Impacts

As stated above, the estimated power cost of on-site electricity usage during the construction of the Project is assumed to be approximately $2,737,719.38. Additionally, based on the assumed power cost, it is estimated that the total electricity usage during construction, after full Project buildout, is calculated to be approximately 17,254,892 kWh.

Construction equipment used by the Project would result in single event consumption of approximately 3,558,727 gallons of diesel fuel during construction. Construction equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the Project's proposed construction process that are unusual or energy-intensive, and Project construction equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies.

CCR Title 13, Title 13, Motor Vehicles, Section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Best available control measures inform construction equipment operators of this requirement. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials and/or in response to citizen complaints.

Construction worker trips for full construction of the Project would result in the estimated fuel consumption of 1,529,433 gallons during construction. Additionally, fuel consumption from construction vendor trips (MHDTs and HHDTs) and hauling (HHDTs) will total approximately 613,506 gallons of fuel consumed related to construction vendor and hauling trips construction. Diesel fuel would be supplied by City and regional commercial vendors. Indirectly, construction energy efficiencies and energy conservation would be achieved using bulk purchases, transport, and use of construction materials. The 2023 IEPR released by CEC has shown that fuel efficiencies are getting better within on- and off-road vehicle engines due to more stringent government requirements. As supported

by the preceding discussions, Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary. This impact would be less than significant.

Operation Energy Estimates

Energy consumption in support of or related to Project operations would include transportation fuel demands (fuel consumed by passenger car and truck vehicles accessing the Project site), fuel demands from operational equipment, and facilities energy demands (energy consumed by building operations and site maintenance activities).

Transportation Fuel Demands

Energy that would be consumed by Project-generated traffic is a function of total VMT and estimated vehicle fuel economies of vehicles accessing the Project site. The VMT per vehicle class can be determined by evaluating the vehicle fleet mix and the total VMT. As with worker and vendors trips, operational vehicle fuel efficiencies were estimated using information generated within EMFAC2021 developed by CARB. EMFAC2021 was run for Riverside County for the 2030, 2035, 2038, 2040, and 2045 calendar years. Data from EMFAC2021 are shown in Appendix B-3.

The estimated transportation energy demands are summarized in Table 4.5-10. As summarized in Table 4.5-10, the Project would result in 535,613,346 annual VMT and 20,998,207 gallons per year during operations.

Table 4.5-10. Total Project-Generated Traffic Annual Fuel Consumption

Phase	Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual Vehicle Miles Traveled	Estimated Annual Fuel Consumption (gallons)
1	LDA	36.74	15,856,630	431,573
	LDT1	27.86	1,110,867	39,880
	LDT2	28.31	7,026,649	248,194
	MDV	22.91	4,957,844	216,436
	LHDT1	18.91	3,848,025	203,530
	LHDT2	17.52	1,102,986	62,947
	MHDT	9.72	2,166,164	101,807
	HHDT	6.93	8,087,525	1,166,310
	OBUS	7.42	12,204	1,644
	UBUS	8.73	8,028	920
	MCY	42.56	705,184	16,569
	SBUS	6.63	28,184	4,254
	MH	5.95	103,726	17,429
	TRUs	-	-	238,525
PHASE 1 FUEL CONSUMPTION (ALL VEHICLES)			**45,014,016**	**2,750,017**
2	LDA	39.80	33,540,598	842,746
	LDT1	30.22	2,184,892	72,301
	LDT2	30.29	15,823,637	522,438
	MDV	24.88	10,438,892	419,596
	LHDT1	23.15	5,206,295	224,907

Table 4.5-10. Total Project-Generated Traffic Annual Fuel Consumption

Phase	Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual Vehicle Miles Traveled	Estimated Annual Fuel Consumption (gallons)
	LHDT2	21.00	1,475,927	70,269
	MHDT	12.38	3,812,800	307,991
	HHDT	7.86	12,477,540	1,588,072
	OBUS	8.50	21,464	2,526
	UBUS	12.28	14,478	1,179
	MCY	43.04	1,429,469	33,211
	SBUS	7.28	49,597	6,816
	MH	6.04	150,637	24,958
	TRUs	-	-	238,182
PHASE 2 FUEL CONSUMPTION (ALL VEHICLES)			**86,626,227**	**4,355,191**
3	LDA	41.00	56,546,137	1,379,157
	LDT1	31.34	3,574,227	114,041
	LDT2	31.09	27,272,002	877,275
	MDV	25.73	17,604,861	684,323
	LHDT1	26.47	6,963,189	263,061
	LHDT2	23.86	1,944,121	81,468
	MHDT	14.39	5,744,275	399,172
	HHDT	8.34	17,129,533	2,054,757
	OBUS	9.11	37,770	4,144
	UBUS	15.76	28,667	1,819
	MCY	43.27	2,368,236	54,737
	SBUS	7.85	83,534	10,641
	MH	6.07	235,578	38,837
	TRUs	-	-	238,180
PHASE 3 FUEL CONSUMPTION (ALL VEHICLES)			**139,532,128**	**6,201,612**
4	LDA	41.52	64,251,787	1,547,439
	LDT1	31.93	3,994,107	125,093
	LDT2	31.45	31,290,473	994,829
	MDV	26.14	19,981,177	764,422
	LHDT1	28.61	7,354,956	257,046
	LHDT2	25.74	2,036,974	79,124
	MHDT	15.71	6,024,451	101,807
	HHDT	8.58	17,438,598	2,033,285
	OBUS	9.46	44,883	4,747
	UBUS	19.35	36,407	1,882
	MCY	43.37	2,662,145	61,381
	SBUS	8.38	93,890	11,206
	MH	6.07	258,961	42,629
	TRUs	-	-	238,152
PHASE 4 FUEL CONSUMPTION (ALL VEHICLES)			**155,468,810**	**6,263,043**
5	LDA	42.19	69,507,031	1,647,467

Table 4.5-10. Total Project-Generated Traffic Annual Fuel Consumption

Phase	Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual Vehicle Miles Traveled	Estimated Annual Fuel Consumption (gallons)
	LDT1	32.98	4,189,957	127,027
	LDT2	32.00	34,252,715	1,070,253
	MDV	26.78	21,557,835	804,872
	LHDT1	33.61	7,623,712	226,810
	LHDT2	30.10	2,095,993	69,638
	MHDT	18.81	6,336,265	101,807
	HHDT	8.93	17,789,030	1,992,525
	OBUS	10.06	49,080	4,879
	UBUS	105.65	46,385	439
	MCY	43.58	2,812,300	64,534
	SBUS	10.50	95,754	9,119
	MH	6.07	241,466	39,789
	TRUs	-	-	238,184
PHASE 5 FUEL CONSUMPTION (ALL VEHICLES)			**166,597,523**	**6,397,343**
PHASE 1–5 TOTAL FUEL CONSUMPTION (ALL VEHICLES)			**593,238,704**	**23,217,189**

Source: Appendix B-3.
Notes: mpg = miles per gallon.

On-Site Cargo-Handling Equipment Fuel Demands

It is common for industrial buildings to require the operation of exterior cargo-handling equipment in the building's truck court areas. For this Project, on-site modeled operational equipment includes up to 16 175-horsepower, natural-gas-powered cargo-handling equipment – port tractors operating 4 hours a day[5] for 365 days of the year under both scenarios. Based on usage factors from EMFAC2021, it is estimated that on-site cargo-handling equipment would consume 74,270 gallons of fuel per year (Table 4.5-11).

Table 4.5-11. On-Site Cargo-Handling Equipment Fuel Consumption

Duration (days)	Equipment	Quantity	Usage Hours	Fuel Consumption (gallons/year)	Activity (hours/ year)	Total Fuel Consumption
365	Cargo-Handling Equipment - Port Tractor	16	4	31,673	9,962	74,270

Source: Appendix B-3.
Notes: gal/yr = gallons per year; hrs/yr

[5] Based on Table II-3, Port and Rail Cargo Handling Equipment Demographics by Type, from CARB's Technology Assessment: Mobile Cargo Handling Equipment document (CARB 2015), a single piece of equipment could operate up to 2 hours per day (Total Average Annual Activity divided by Total Number Pieces of Equipment). As such, the analysis conservatively assumes that the tractor/loader/backhoe would operate up to 4 hours per day.

Stationary Source Energy Demands

Fuel consumption estimates from stationary sources are presented in Table 4.5-12. As previously stated, the aggregate fuel consumption rate for all equipment is estimated at 18.5 horsepower hours per gallon, obtained from CARB 2018 Emissions Factors Tables (CARB 2018) and cited fuel consumption rate factors presented in Table D-24 of the Moyer Guidelines (CARB 2018; Appendix B-3). The proposed Project was conservatively assumed to include the installation of eight 300-horsepower diesel-powered fire pumps at Project buildout (one for each building). Additionally, to support cold storage uses, the Project was conservatively assumed to include the installation of one 800-horsepower emergency generator. The fire pumps and emergency generator were each estimated to operate for up to 1 hour per day, 1 day per week, for up to 50 hours per year for maintenance and testing purposes. Diesel fuel would be supplied by existing commercial fuel providers serving the region. As presented in Table 4.5-12, Project stationary sources would consume an estimated 6,025 gallons of diesel fuel.

Table 4.5-12. Stationary Source Equipment Fuel Consumption Estimates

Equipment	hp Rating	Quantity	Usage Hours	Annual Hourly Usage	Load Factor	hp-hrs/day	Total Fuel Consumption
Fire Pump	300	8	1	50	0.73	219	4,519
Emergency Generator	800	1	1	50	0.73	219	1,506
						STATIONARY SOURCE FUEL DEMAND (GALLONS DIESEL FUEL)	6,025

Source: Appendix B-3.
Notes: hp = horsepower; hp-hrs/day = horsepower hours per day.

Facility Energy Demands

Energy Demand without Mitigation

Project building operations activities would result in the consumption of electricity, which would be supplied to the Project by SCE. It should be noted that there is no proposed natural gas usage associated with the proposed Project. Annual electricity demands without mitigation for the Project are summarized in Table 4.5-13; the Project would consume 86,659,772 kWh/year of electricity demand.

Table 4.5-13. Project Annual Operational Energy Demand Summary – Without Mitigation

Phase	Land Use	Electricity Demand (kWh/year)
1	General Light Industry	6,698,350
	Government (Civic Center)	287,812
	Single-Family Housing	6,621,524
	Apartments Low Rise	1,266,656
	Parking Lot	1,815,584
	Refrigerated Warehouse-No Rail	15,308,685
	PHASE 1 PROJECT ENERGY DEMAND	31,998,611
2	General Light Industry	13,396,700

Table 4.5-13. Project Annual Operational Energy Demand Summary – Without Mitigation

Phase	Land Use	Electricity Demand (kWh/year)
	Government (Civic Center)	287,812
	Single-Family Housing	10,992,290
	Apartments Low Rise	1,821,246
	Parking Lot	3,745,644
	Unrefrigerated Warehouse-No Rail	3,221,646
	Strip Mall	487,920
	Refrigerated Warehouse-No Rail	15,308,685
	PHASE 2 PROJECT ENERGY DEMAND	**49,261,943**
3	General Light Industry	20,095,049
	Government (Civic Center)	287,812
	Single-Family Housing	15,166,932
	Apartments Low Rise	2,375,836
3	Parking Lot	4,248,956
	Unrefrigerated Warehouse-No Rail	6,443,292
	Strip Mall	2,927,518
	Refrigerated Warehouse-No Rail	15,308,685
	PHASE 3 PROJECT ENERGY DEMAND	**66,854,080**
4	General Light Industry	20,095,049
	Government (Civic Center)	287,812
	Single-Family Housing	21,601,671
	Apartments Low Rise	3,704,114
	Parking Lot	4,638,936
	Unrefrigerated Warehouse-No Rail	6,443,292
	Strip Mall	2,927,518
	General Office Building	4,186,361
	Elementary School	326,458
	Refrigerated Warehouse-No Rail	15,308,685
	PHASE 4 PROJECT ENERGY DEMAND	**79,519,897**
5	General Light Industry	20,095,049
	Government (Civic Center)	287,812
	Single-Family Housing	26,710,237
	Apartments Low Rise	5,408,965
	Parking Lot	4,638,936
	Unrefrigerated Warehouse-No Rail	6,443,292
	Strip Mall	2,927,518
	General Office Building	4,186,361
	Elementary School	652,916
	Refrigerated Warehouse-No Rail	15,308,685
	PHASE 5 PROJECT ENERGY DEMAND	**86,659,772**

Note: kWh/year = kilowatt hours/year.

Renewable Energy Potential

As part of the Project's design process, the Project applicant considered how the Project could increase its reliance on renewable energy sources to meet its energy demand. Renewable energy sources that were considered for their potential to be used to power the Project, consistent with CEC's definition of eligible renewables, include biomass, geothermal, solar, wind, and small hydroelectric facilities.

Given the Project site's location in an urbanized, developed area and the nature of the Project (i.e., residential, commercial, and educational), there are considerable site constraints, including limited land availability, incompatibility with on-site and surrounding land uses for large-scale power generation facilities, unknown interconnection feasibility, compatibility with utility provider systems, and no known water or geothermal resources to harness, that would eliminate the potential for biomass, geothermal, and hydroelectric renewable energy to be installed on site.

The Project does include solar power, which would be provided by solar photovoltaic panels installed as required by current California Building Code. As solar power technology improves in the future and regulations require additional solar, it is reasonable to assume that additional solar power may be provided to the Project site.

The Project would comply with the current energy code requirements regarding battery energy storage, which would apply to the Project's non-residential land uses and multifamily residential buildings that are four stories or greater, and which are based on solar photovoltaic requirements. In addition, the Project does not preclude installation of additional battery storage in the future.

In summary, the Project includes the on-site renewable energy source (i.e., solar) that was determined to be feasible for the site and does not include the on-site renewable energy sources that were determined to be infeasible.

Energy Efficiency Measures for Operations

Energy efficiency/energy conservation attributes of the Project would be complemented by increasingly stringent state and federal regulatory actions addressing vehicle fuel economies and vehicle emissions standards and enhanced building/utilities energy efficiencies mandated under California building codes (e.g., Title 24, California Green Building Standards Code).

Project annual fuel consumption estimates represent likely potential maximums that would occur for the Project. Under subsequent future conditions, average fuel economies of vehicles accessing the Project site can be expected to improve as older, less fuel-efficient vehicles are removed from circulation, and in response to fuel economy and emissions standards imposed on newer vehicles entering the circulation system.

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells), would likely decrease future gasoline fuel demands per VMT. Location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands.

Operational Energy Impacts

As stated above, annual vehicular trips and related VMT generated by the operation of the Project would result in a fuel demand of 535,613,346 annual VMT and 20,998,207 gallons per year during operations.

Fuel would be provided by current and future commercial vendors. Trip generation and VMT generated by the Project are consistent with other industrial uses of similar scale and configuration, as reflected respectively in the Institute of Transportation Engineers Trip Generation Manual (11th Edition; ITE 2021) and CalEEMod. As such, Project operations would not result in excessive and wasteful vehicle trips and VMT, nor excess and wasteful vehicle energy consumption compared to other industrial uses.

It should be noted that the state strategy for the transportation sector for medium- and heavy-duty trucks is focused on making trucks more efficient and expediting truck turnover rather than reducing VMT from trucks. This is in contrast to the passenger vehicle component of the transportation sector where both per-capita VMT reductions and an increase in vehicle efficiency are forecasted to be needed to achieve the overall state emissions reductions goals.

Heavy-duty trucks involved in goods movements are generally controlled on the technology side and through fleet turnover of older trucks and engines to newer and cleaner trucks and engines. The first battery-electric HHDTs are being tested this year and the South Coast Air Quality Management District is looking to integrate this new technology into large-scale truck operations. The following state strategies reduce GHG emissions from the medium and heavy-duty trucks:

- CARB's Mobile Source Strategy focuses on reducing GHGs through the transition to zero- and low-emission vehicles and from medium-duty and heavy-duty trucks.
- CARB's Sustainable Freight Action Plan establishes a goal to improve freight efficiency by 25% by 2030, deploy more than 100,000 freight vehicles and equipment capable of zero-emission operation, and maximize both zero- and near-zero-emission freight vehicles and equipment powered by renewable energy by 2030.
- CARB's Emissions Reduction Plan for Ports and Goods Movement in California focuses on reducing heavy-duty truck-related emissions and focuses on establishment of emissions standards for trucks, fleet turnover, truck retrofits, and restriction on truck idling (CARB 2006). While the focus of the Emissions Reduction Plan for Ports and Goods Movement is to reduce criteria air pollutants and air toxic emissions, the strategies to reduce these pollutants would also generally have a beneficial effect in reducing GHG emissions.
- CARB's On-Road Truck and Bus Regulation (2010) requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent.
- CARB's Heavy-Duty (Tractor-Trailer) GHG Regulation requires SmartWay tractor trailers that include idle-reduction technologies, aerodynamic technologies, and low-rolling resistant tires that would reduce fuel consumption and associated GHG emissions.

The proposed Project would facilitate the accessibility, parking, and loading of trucks on site. Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative

energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells), would likely decrease future gasoline fuel demands per VMT. Location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. The Project would implement sidewalks, facilitating and encouraging pedestrian access. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption. In compliance with CALGreen and City requirements, the Project would promote the use of bicycles as an alternative means of transportation by providing short-term and/or long-term bicycle parking accommodations. As supported by the preceding discussions, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Project facility operational energy demands are estimated at 86,659,772 kWh/year of electricity, which would be supplied by SCE. It should be noted that there is no proposed natural gas usage associated with the proposed Project. The Project proposes conventional industrial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. The Project does not propose uses that are inherently energy intensive and the energy demands in total would be comparable to other industrial uses of similar scale and configuration.

Lastly, the Project would comply with the applicable Title 24 standards. Compliance itself with applicable Title 24 standards will ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. This impact would be less than significant.

Threshold 4.5b: ***Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

Less-than-Significant Impact. The Project would be subject to and would comply with, at a minimum, the California Building Energy Efficiency Standards (24 CCR Part 6). Part 6 of Title 24 establishes energy efficiency standards for nonresidential buildings constructed in California to reduce energy demand and consumption. As such, the Project would comply with the CCR requirements for energy efficiency.

Part 11 of Title 24 of the CCR sets forth voluntary and mandatory energy measures that are applicable to the Project under CALGreen. CALGreen institutes mandatory minimum environmental performance standards for all ground-up, new construction of commercial buildings, low-rise residential buildings, high-rise residential buildings, and schools, which would apply to the Project. As the California Building Energy Efficiency Standards and CALGreen are updated, the Project would continue to meet requirements that would further reduce energy-related consumption.

Consistency with Intermodal Surface Transportation Efficiency Act

Transportation and access to the Project site is provided by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct, intermodal transportation plans or projects that may be realized pursuant to the Intermodal Surface Transportation Efficiency Act because SCAG is not planning for intermodal facilities on or through the Project site.

Consistency with TEA-21

The Project site is located along major transportation corridors with proximate access to the interstate freeway system. The site selected for the Project facilitates access, acts to reduce VMT, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. The Project

supports the strong planning processes emphasized under TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of, TEA-21.

Consistency with IEPR

Electricity would be provided to the Project by SCE. SCE's Clean Power and Electrification Pathway white paper builds on existing state programs and policies. As such, the Project is consistent with, and would not otherwise interfere with, nor obstruct implementation of, the goals presented in the 2023 IEPR.

Consistency with State of California Energy Plan

The Project site is located along major transportation corridors with proximate access to the interstate freeway system. The site selected for the Project facilitates access and takes advantage of existing infrastructure systems. The Project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with or obstruct, implementation of the State of California Energy Plan.

Specific Plan Amendment Sustainability Consistency

The Specific Plan Amendment Sustainability document is a part of the overall specific plan which identifies a multitude of measures and goals that will allow for integrated, connected community intended to encourage day-to-day interaction between the mix of complementary land uses and incorporate numerous sustainable principles and concepts. The Project would be consistent with the measures identified in the Sustainability document to the extent feasible; therefore, energy associated with the proposed Project would be reduced further than reductions taken in this analysis.

Consistency with CCR Title 24, Part 6, Energy Efficiency Standards

The 2022 version of Title 24 was adopted by CEC and became on January 1, 2023. The proposed Project would be required to comply with the Title 24 standards in place at the time plan check submittals are made. Therefore, the Project would not result in a significant impact on energy resources. The proposed Project would be subject to Title 24 standards.

Consistency with CCR Title 24, Part 11, CALGreen

As previously stated, CCR, Title 24, Part 11, CALGreen is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2009, and is administered by the California Building Standards Commission. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Standards Code that was published on July 1, 2022, and became effective on January 1, 2023. The Project would be required to comply with the applicable standards in place at the time plan check submittals are made.

Consistency with AB 1493

AB 1493 is not applicable to the Project as it is a statewide measure establishing vehicle emissions standards. No feature of the Project would interfere with implementation of the requirements under AB 1493.

Consistency with RPS

California's RPS is not applicable to the Project as it is a statewide measure that establishes a renewable energy mix. No feature of the Project would interfere with implementation of the requirements under the RPS.

Consistency with SB 350

The proposed Project would use energy from SCE, which has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. No feature of the Project would interfere with implementation of SB 350. Additionally, the Project would be designed and constructed to implement the energy efficiency measures for new industrial developments and would include several measures designed to reduce energy consumption.

As shown above, the Project would not conflict with any of the state or local plans. As such, a less-than-significant impact is expected. On this basis, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. This impact would be less than significant.

4.5.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of past, present, and reasonably foreseeable future projects are significant, the lead agency must then determine whether the project has any contribution to the cumulative impact, and if so, whether the project's incremental effect is "cumulatively considerable." The full list of related projects applicable to this Project's cumulative analyses is provided in Section 2.6, Cumulative Projects, and illustrated on Figure 2-4, Cumulative Projects, in Chapter 2, Environmental Setting of this Draft SEIR.

Threshold 4.5a - Cumulative

Not Cumulatively Considerable. Cumulative projects that could exacerbate the Project's impacts include any projects in the region that could result in wasteful, inefficient, or unnecessary uses of energy. As described in herein, while the Project would result in an increase in electricity consumption, the Project would be in compliance with CALGreen and City requirements; the Project would promote the use of bicycles as an alternative mean of transportation by providing short-term and/or long-term bicycle parking accommodations; and the Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources, including electricity, natural gas, or petroleum, during Project construction or operation. Cumulative projects would be subject to CEQA and would require an energy analysis, analysis of consistency with existing plans and policies for renewable energy and energy efficiency, and implementation of control measures and mitigation, if necessary to avoid wasteful, inefficient, or unnecessary consumption of energy resources. Further, like the Project, cumulative projects would be subject to state law, including the mandatory energy requirements found in Title 24, Part 6 of the California Energy Code, the California Building Energy Efficiency Standards (Title 24 CCR Part 6), and Part 11, California Green Building Standards (Title 24 CCR Part 6). Like the Project, cumulative projects in the City would also be required to demonstrate consistency with the applicable General Plan measures related to energy efficiency and resource consumption, which would promote renewable energy use and minimize the wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, the Project's contribution to cumulative impacts would not be cumulatively considerable.

Threshold 4.5b – Cumulative

Not Cumulatively Considerable. Cumulative projects that could exacerbate the proposed Project's impacts include any projects in the region that could result in wasteful, inefficient, or unnecessary uses of energy. As described herein, the Project would not conflict with any of the state or local plans. The Project would be consistent with and exceed the mandatory requirements of state law, including Parts 6 and 11 of Title 24, and would be consistent with applicable General Plan measures related to energy efficiency and construction energy use.

Like the Project, cumulative projects would be subject to CEQA and would require an energy analysis, analysis of consistency with existing plans and policies for renewable energy and energy efficiency, and implementation of control measures and mitigation, if necessary to avoid wasteful, inefficient, or unnecessary consumption of energy resources. Further, like the Project, cumulative projects would be subject to state law, including the mandatory energy requirements found in Title 24, Part 6 of the California Energy Code, the California Building Energy Efficiency Standards (Title 24 CCR Part 6), and Part 11, California Green Building Standards (Title 24 CCR Part 6). Like the Project, cumulative projects in the City would also be subject to appliable General Plan measures related to energy efficiency and resource consumption, which would promote renewable energy use and minimize the wasteful, inefficient, or unnecessary consumption of energy resources. On this basis, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and the Project's contribution to cumulative impacts would not be cumulatively considerable.

4.5.6 Mitigation Measures

4.5.6.1 Previously Adopted Mitigation Measures

The Mesa Verde Estates Specific Plan Final EIR (2007) and the Addendum to the Mesa Verde Specific Plan EIR (2017) were both prepared prior to the addition of the Energy Impacts CEQA guidelines and therefore did not include energy impacts analyses. Therefore, no previously adopted mitigation measures are applicable or carried forward.

4.5.6.2 Project Mitigation Measures

No mitigation measures are required.

4.5.7 Level of Significance Conclusion

Threshold 4.5a: The Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation and impacts would be less than significant.

Threshold 4.5b: The Project would not conflict with any of the state or local plans for renewable energy or energy efficiency, and impacts would be less than significant.

4.5.8 References

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4.6 Geology and Soils

This section describes the existing geological conditions of the Mesa Verde Specific Plan Area 2 Amendment 2 Project (Project or Specific Plan Amendment) site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed Project compared to the previously approved Mesa Verde Estates Specific Plan, as amended by the 2017 Mesa Verde Specific Plan Area 2 Amendment 1 (2017 Specific Plan or previously approved project).

The analyses presented in this section are based on a review of publicly available resources on geology and geotechnical hazards; the 2004 Limited Geotechnical Investigation by Hushmand and Associates and Petra Geotechnical (Appendix E-1), the 2004 Fault Investigation Report by Petra Geotechnical and Hushmand Associates (Appendix E-2); the 2014 Preliminary Geotechnical Investigation (for the Phase I area of the Project site) (Appendix E-3); the 2023 Re-evaluation of the Portion of the Cherry Valley Fault by Petra Geosciences (Appendix E-4); and the 2021 Geotechnical Due-Diligence/Feasibility Assessment by Petra Geosciences (Appendix E-6). For paleontological resources, the Paleontological Resources Review Memorandum prepared September 2023 and updated March 2024 by Dudek was also reviewed (Appendix E-5).

4.6.1 Existing Conditions

4.6.1.1 Regional Geology

The Project site is located in Western Riverside County in the geomorphic province known as the Peninsular Ranges. The Peninsular Ranges province lies in the southwestern most region of California and extends south 775 miles past the United States/Mexico border. It is bounded by the Transverse Ranges to the north, the Colorado Desert to the east, and the Pacific Ocean to the west. The province is characterized by a series of northwest-trending, fault-bound mountain ranges separated by long, broad valleys. The Project site is located in a very complex geologic area between two mountain ranges: the San Bernardino Mountains to the north and the San Jacinto Mountains toward the south, both of which contain peaks over 10,000 feet in elevation. In general, sediments occupy the relatively low-lying areas, and crystalline bedrock comprises the mountainous areas (Appendix E-1). Numerous active faults associated with the San Andreas fault system exist in the region, which produce abundant seismic activity.

4.6.1.2 Topography

The topography of the Project site is characterized by flat mesas and ridges transected by primarily southwesterly draining valleys and canyons. The mesas and ridges lie at approximately the same elevation and represent a relatively flat to undulating topography and a gently southwest-facing sloping surface collectively referred to informally as the Calimesa surface. Elevations of the Calimesa surface are highest within the northeastern parts of the Project site where the elevations are just over 2,300 feet above sea level. Elevations of the Calimesa surface gradually decrease toward the southwest providing an elevation difference across the Project site of about 200 feet (Appendix E-1).

4.6.1.3 Soils and Geologic Formations

Locally, the Project site lies along the western edge of the Beaumont Plain and near the eastern edge of a region referred to as the San Timoteo Badlands. The Project area is located on the northeastern portion of a regional northwest-trending fold within the San Timoteo Formation. The axis of this fold is located west and southwest of the

Project site and parallels the San Jacinto fault. Bedrock units of the San Timoteo Formation on the west portion of the fold typically dip 15 to 50 degrees to the southwest, and on the east portion (including the area beneath Project area), bedding planes typically dip northwesterly to northeasterly at 5 to 15 degrees. Locally, steeper orientations of the bedrock units typically occur in association with deformation along the north side of the Cherry Valley fault, a local fault that transects the Project site.

During the 2004 geotechnical investigation, the primary geologic units observed included the San Timoteo Formation and valley alluvium, in addition to important soil profiles that developed within these two formations (Appendix E-1).

San Timoteo Formation

The San Timoteo Formation is Pleistocene in age (1.5 to 1.3 million years old) and has been divided into three members that reach a total thickness of over 5,000 feet. Within the Project area, only the upper member of the formation was encountered. The middle and lower members are only present in the deep subsurface. The San Timoteo Formation is chiefly of fluvial (river) origin with local lacustrine (lake) deposits and is composed of beds of siltstone, sandstone, silty sandstone, claystone, and poorly sorted gravelly to bouldery sandstone and conglomerate (Appendix E-1). The surface exposures of the formation are generally friable to moderately hardened, and easily to moderately erodible. Bedding varies from thin to thick and is well-defined to poorly developed with gradational contacts (Appendix E-1).

Alluvium

The canyons and valleys within the Project site contain young alluvium of Holocene age (up to 11,700± years old). An analysis of onsite alluvium that was considered typical of most of the thicker valley alluvium within the eastern portion of the Project site, suggested a maximum approximate age of 5,000 years (Appendix E-1). This alluvium is primarily locally derived from upstream outcrops of the San Timoteo Formation. The material is generally composed of dark-reddish-brown and dark brown, loosely hardened, sand to silty sand with minor amounts of gravelly sand with occasional boulders. The young alluvium is relatively thin in small tributary canyons and thicker in the larger drainages and at the canyon mouths. The arroyos in the narrower parts of smaller valleys indicate thicknesses of only about 5 feet to as much as 20 feet (Appendix E-1).

Soils

Project site soils formed by weathering processes on the San Timoteo Formation and younger valley-fill sediments. Surface soil characteristics typically change as the soil develops over time; the soils onsite were found to exhibit ages varying from late Pleistocene, on the order of 100,000 years, to only a few thousand years in age. Because of their relatively young age, these soils are considered very useful in determining the activity of faulting. Soils can be divided into several recognizable layers or horizons; their degree of development in terms of their physical, chemical and mineralogical properties are indicative of their age. The soil profile consists of the vertical arrangement of all the soil horizons from the surface to the parent material. The principal soils and soil horizons exposed at the Project site are described below (Appendix E-1).

- **A Horizon**: The A horizon is a thin surficial unit consisting of an accumulation of organic matter mixed with a more dominant loosely consolidated mineral fraction. This horizon, because of its surface position, is the youngest soil horizon and is estimated to be late-Holocene in age (i.e., closer to 11,700 years than not).

- **Bt Horizon**: The Bt or argillic horizon was observed in most of the trenches and may or may not be overlain by a thin A-horizon. This soil unit consists of hard, dark-brown, sandy clay and clay in the form of blocks and prisms, with moderately to well-developed clay films on the soil surfaces. Soils with a well-developed thick Bt horizon generally may be assigned a minimum age of latest Pleistocene. Bt Horizon soils onsite were reportedly of an age of approximately 100,000 years, based on statistical comparison of the soil development on site with dated regional soils developed under similar conditions.
- **Btk Horizon**: The Btk horizon is a clay-rich horizon with later accumulation of carbonate in the form of thin filaments, small flecks, or as thin linings on soil surfaces.
- **K Horizon**: The K soil horizon is characterized by abundant calcium carbonate in the soil profile. In this horizon most mineral grains are coated or engulfed with carbonate to form a white to light gray unit.
- **CBk Horizon**: This horizon is transitional between slightly weathered parent material (hard, blocky siltstone) and the more-weathered Btk horizons.
- **CK Horizon**: The CK horizon represents a transitional zone between relatively unweathered parent material and the K horizon. Calcium Carbonate occurs, but the parent material is prominent.

Artificial Fill

There are a few local areas within the Project site with artificial fill, including but not limited to the roadways of Sandalwood Drive and Mustang Way. Portions of these roadways, which cross tributary drainage channels I are considered to have the most significant/deepest fill sections onsite (Appendix E-1).

4.6.1.4 Seismicity

Southern California is a region of high seismic activity with numerous Holocene-active[1] faults that are related to the active margin of the North American and Pacific tectonic plates. Earthquakes along the San Andreas Fault relieve the convergent plate stress from these two tectonic plates, which result in right lateral offsets along fault planes. Faulting associated with the compressional forces creates earthquakes and is primarily responsible for the mountain building, basin development, and regional upwarping found in this area.

The principal active faults in the region include the San Andreas, San Jacinto and Elsinore Faults (Figure 4.6-1). Over the last 100 years, there have been a number of substantial seismic events, or earthquakes, in the region of the Project area. Historical earthquakes in the region of the site include the 1923 North San Jacinto Fault Earthquake (Magnitude 6.3), 1992 Landers Earthquake (Magnitude 7.3), 1992 Big Bear Earthquake (Magnitude 6.4), and the 1918 San Jacinto Earthquake (Magnitude 6.8) (SCEDC 2023). Richter magnitude is one measure of the size of an earthquake as recorded by a seismograph, the standard instrument that records ground shaking. The reported Richter magnitude for an earthquake represents the highest amplitude measured by the seismograph at a distance of 100 kilometers from the epicenter. Richter magnitudes vary logarithmically, with each whole number step representing a tenfold increase in the amplitude of the recorded seismic waves. Earthquake magnitudes are also measured by their moment magnitude, which is related to the physical characteristics of a fault, including the rigidity of the rock, the size of fault rupture, and the movement or displacement across a fault (CGS 2002).

According to California Geologic Survey Special Publication 42, an active fault is defined as one that has had surface displacement within Holocene time (the last 11,700 years) and is referred to as a Holocene-active fault (CGS 2018).

[1] A Holocene-active fault is a fault where evidence has demonstrated that displacement along that fault has occurred sometime within the last 11,700 years (CGS 2018).

The Project Area lies between three major Holocene-active fault zones of the San Andreas fault system including the northwest-trending San Andreas fault zone located approximately 23 miles to the northeast, the northwest trending San Jacinto fault zone located approximately 6 miles to the southwest, and the east-west trending San Gorgonio Pass-Banning fault zone located approximately 2.5 miles to the east, as shown on Figure 4.6-1. More specifically, the subject site is located at the westernmost end of the San Gorgonio Pass fault zone (Appendix E-1).

Most faults associated with the San Andreas and San Jacinto fault zones are strike-slip which are faults dominated by horizontal movement along the faults. Faults within the San Gorgonio-Banning fault zone are a combination of strike-slip and reverse/thrust faults, which accommodate vertical and horizontal motion due to regional compression associated with a left bend in the San Andreas fault in the San Gorgonio Pass region. The Banning fault lies just northeast of the site and is not believed to be active west of Banning (Rasmussen, 1982 as cited in Appendix E-2). Southwest of the Banning fault is the San Gorgonio Pass fault zone, which represents a complex system of northerly dipping faults.

As shown on Figure 4.6-1, the western strand of the San Gorgonio Pass fault zone, known as the Cherry Valley fault, extends onto and crosses through the Project site from the east, and "dies out" toward the west within the property (Appendix E-2). The Cherry Valley fault is a thrust fault, with a low to moderate northerly dip. Displacements across this fault in the late Pleistocene time (2.58 million to 11,700 years ago) have offset and deformed units of the San Timoteo Formation within the property. Riverside County considers the Cherry Valley fault to be potentially active. The County has issued an Earthquake Fault Overlay map which delineates areas adjacent to faults that require a fault hazard investigation prior to approval of any proposed development. The portions of the site adjacent to the Cherry Valley fault are included on this map as areas of required investigation.

Cherry Valley Fault

Figure 4.6-2, Cherry Valley Fault, depicts the location of the fault that crosses through the Project site starting at the southeast corner of the Project site and continuing to the west. According to mapping by others, this fault represents the westernmost extension of the San Gorgonio Pass fault zone that apparently dies out south of a series of northeast trending faults in the Crafton Hills area (Appendix E-2). Reportedly, all faults of the San Gorgonio Pass fault zone are at least late-Quaternary in age, where the Quaternary period spans from 2.58 million years ago to the present, and the faults within the eastern portion of the zone between Beaumont and Whitewater exhibit evidence of Holocene activity (i.e., within the last 11,700 years).

Motion across the Cherry Valley fault is primarily reverse (rocks on the north side of the fault move upward) with a relatively minor component of strike-slip (horizontal motion). The fault generally dips towards the north at approximately 30 degrees. Repeated surface rupturing earthquakes across this fault in the late Pleistocene within the Project site have "pushed" the San Timoteo formation up and over itself (Appendix E-2).

4.6.1.5 Seismic Hazards

Surface Fault Rupture

Surface fault rupture occurs where displacement or fissuring occurs along a fault zone at ground surface. Ground rupture is considered most likely along Holocene active faults. While primary ground damage due to earthquake fault rupture typically results in a relatively small percentage of the total damage in an earthquake, the location of structures or facilities too close to a rupturing fault that results in ground displacement can cause substantial damage. The primary method to avoid this hazard is to conduct an investigation to adequately identify locations of

active or potentially active faults, primarily through conducting a fault trenching study, and set structures and facilities away from the fault trace. The magnitude and nature of fault rupture can vary for different faults, or even along different strands of the same fault.

The Alquist-Priolo Earthquake Fault Zoning Act, passed in California in 1972, requires that the State Geologist establish Earthquake Fault Zones around the surface traces of active faults and issue corresponding maps. The Project site is not located within an Alquist-Priolo Earthquake Fault Zone and no mapped Holocene-active faults are known to pass through the immediate Project site. However, as noted above, Riverside County considers the Cherry Valley Fault a potentially active fault where fault investigations must be conducted to provide site-specific evidence to evaluate the potential for surface fault rupture.

In 2004, a fault investigation was conducted at the Project site and determined that within the eastern portion of the fault on the Project site, surface rupture across the Cherry Valley Fault displaced a surficial late Pleistocene soil (Appendix E-1). Considerable secondary folding and faulting has occurred in the rocks above the main fault zone (rocks north of the fault), which in places has tilted the sediments of the San Timoteo Formation toward the south to vertical or even overturned. In contrast, rocks south of the main fault zone are relatively undeformed and typically exhibit regional dips of the San Timoteo Formation and minor secondary faulting.

Based on the 2004 study which included evaluation of existing data from pertinent reports and a site field investigation, the Cherry Valley fault within the property was subdivided into two sections based on evidence of the recency of activity along the fault. These two sections were identified as the Western and Eastern fault zones, as shown on Figure 4.6-2, where the western portion was judged to be inactive (no displacement within the last 11,700 years) and the eastern portion potentially active because there was not enough evidence to rule out Holocene activity (Appendix E-2). The two portions of the fault did have a relatively well-defined boundary as shown in Figure 4.6-2. However, a re-evaluation of the Cherry Valley Fault was conducted in 2023 and included a review of additional fault investigation reports that were not available at the time of the 2004 investigation (Appendix E-4). According to the re-evaluation, where Holocene soils were found in the vicinity of the Cherry Valley Fault, there was no observed displacement and the additional reports reviewed supported a determination that the Cherry Valley Fault as it crosses through the Project site is inactive and unlikely to experience surface fault rupture (i.e., does not require structural setbacks for habitable structures) (Appendix E-4).

Ground Shaking

Earthquakes in the Southern California region can produce strong ground shaking that is felt over large distances. According to modelling conducted by the United States Geological Survey, the Southern California region has a 93% probability of experiencing a magnitude 6.7 or greater earthquake before the year 2045 (USGS 2015).

Ground shaking intensity is related to the size of an earthquake, the distance to the site, and the response of the geologic materials that underlie a site. As a rule, the greater the earthquake magnitude and the closer the fault rupture to a site, the greater the intensity of ground shaking. Violent ground shaking is generally expected at and near the epicenter of a large earthquake. However, different types of geologic materials respond differently to earthquake waves in a manner that may alter ground shaking intensity. For instance, deep unconsolidated materials can amplify earthquake waves and cause longer periods of ground shaking. By contrast, dense sediments or bedrock tend to experience more of a sharp jolt or jolting that is shorter in duration.

A common measure of ground motion is the peak ground acceleration (PGA). The PGA for a given component of motion is the largest value of horizontal acceleration obtained from a seismograph. PGA is expressed as the percentage of the acceleration due to gravity (g), which is approximately 9.8 meters per second squared.

The primary threat associated with ground shaking to the site would be an earthquake on the San Jacinto Fault, which could produce severe ground shaking. According to the American Society of Civil Engineers' hazard mapping tool, the PGA at the Project site could reach up to 1.01g, which could cause substantive damage (ASCE 2023). For reference, ground shaking during the 1994 Northridge earthquake, which caused substantive damage in the area, had PGA values that were recorded up to 1g.

Secondary Earthquake Hazards

Secondary earthquake hazards include earthquake-induced land sliding, subsidence and seismic settlement, liquefaction, and lateral spreading.

Landslide. Areas having the potential for earthquake-induced landslides generally occur within areas of previous landslide movement, or where local topographic, geological, geotechnical, and subsurface water conditions indicate a potential for permanent ground displacement. The California Geological Survey has not included any portions of the site as part of their Landslide Seismic Hazards Zonation Program. However, the varied topography within the Project site indicates that areas may be susceptible to landslide (CGS 2024).

Subsidence and Seismic Settlement Subsidence or settlement is the gradual settling or sinking downward of an engineered structure (such as a building) due to the compaction of unconsolidated material below the foundation. Ground subsidence may occur as a response to natural forces such as earthquake movements, which can cause abrupt elevation changes of several feet or densification of low-density granular soils during an earthquake event that may cause several inches of settlement. Settlement accelerated by earthquakes can result in vertical or horizontal separations of structures or portions of one structure; cracked foundations, roads, sidewalks, and walls; and (in severe situations) building collapse and bending or breaking of underground utility lines. Based on the site-specific geologic conditions, the potential for subsidence and/or seismic settlement is potentially present.

Liquefaction. Soil liquefaction occurs primarily in saturated, loose, fine-to-medium-grained soils in areas where the groundwater table is within 50 feet of the surface. Shaking suddenly (as with an earthquake) causes soils to lose strength and behave as a liquid, resulting in ground failure. Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures or slumping.

The soils most susceptible to liquefaction are clean, loose, uniformly graded, saturated sands and silts. According to data compiled for the Calimesa General Plan, the potential for liquefaction within the Project site varies from low to moderate (City of Calimesa 2014).

Lateral spreading. Lateral spreading, a secondary hazard related to liquefaction, occurs when there is horizontal displacement of surficial soil layers that move toward an open slope face such as incised channel or "free face". Resulting horizontal displacements can reach up to several meters, and can damage foundations, bridges, roadways, pipelines, etc. Based on the varied topography and range of liquefaction at the Project site, the potential for lateral spreading is potentially present.

4.6.1.6 Other Geologic Hazards

Landslides and Slope Stability

Significant factors that contribute to slope failure include slope height and steepness, shear strength and orientation of weak layers in the underlying geologic units, pore water pressures, rainfall, human activities such as excavation, or seismic activity. Downhill ground displacement may variously be termed a slope failure, landslide, or debris flow based on the speed, mass, and type of movement. The primary difference between landslides and debris flows is that, by definition, debris flows do not possess a basal slip surface. Therefore, debris flows are less likely to become reactivated by grading than historic landslides. The rate of rock and soil movements can vary from a slow creep over many years to a sudden mass movement. Landslides occur throughout California, but the density of incidents increases in zones of active faulting.

Soil Erosion

Factors contributing to potential soil erosion include climate, the physical characteristics of soils, topography, land use, and the amount of soil disturbance. In general, the loss of ground cover caused by construction activities is a primary factor contributing to an increase in soil erosion potential. Erosion potential is also directly related to the terrain's steepness. Although the terrain is relatively flat at the Project site, exposed soil would still have the potential for erosion and soil loss.

Subsidence

Under certain circumstances, densification or compaction of soils can result in settlement or subsidence that can cause damage to foundations and structures, as well as water and sewer lines. In addition to subsidence caused by ground shaking/ tectonic movements (discussed above), subsidence can occur from a few different factors including aquifer-system compaction due to lowering of groundwater levels by sustained groundwater overdraft; hydrocompaction of moisture deficient deposits above the water table (typically associated with irrigation of arid areas); fluid withdrawal from oil and gas fields; and subterranean mining. Aquifer system compaction and hydrocompaction have been significant factors in observed land subsidence in unincorporated areas of Riverside County, most predominantly impacting agricultural land (County of Riverside 2021). Subsidence in California is integrally linked to irrigation for agriculture from groundwater pumping. The lowering of the groundwater table for agricultural irrigation can cause compaction of the sediments by reducing the size and number of open pore spaces (USGS 2000). In aquifer systems that include semi-consolidated silt and clay layers (aquitards) of sufficient aggregate thickness, long-term ground-water-level declines can result in a vast one-time release of "water of compaction" from compacting aquitards, which manifests itself as land subsidence. Areas of documented subsidence in Riverside County are located outside of the Project area, in Coachella Valley and Elsinore-Temecula. While subsidence has not been documented at or near the Project site, the site is located in an area considered to be susceptible to subsidence (City of Calimesa 2014).

Expansive Soils

Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with cyclical changes in the moisture content. The ability of clayey soils to change volume can over time result in uplift or cracking to foundation elements or other rigid structures such as slabs-on-grade, rigid pavements, sidewalks, or other slabs or hardscape founded on these soils.

Collapsible Soils

Collapsible soils are typically associated with semi-arid to arid climates where soil is rapidly deposited, creating a sensitive material with little to no cementation or strength. Collapse occurs when the subject soil is wetted or experiences increased loading (e.g., construction of a new building), which causes rapid changes in void ratio and results in soil settlement. Indicators of potentially collapsible soil are low density and low moisture contents of in-situ soil.

4.6.1.7 Paleontological Resources

Paleontological resources are the remains or traces of plants and animals that are preserved in earth's crust, and per the Society of Vertebrate Paleontology (2010) guidelines, are older than written history or older than approximately 5,000 years, which is approximates the middle Holocene. They are limited, nonrenewable resources of scientific and educational value and are afforded protection under state laws and regulations. This study satisfies requirements in accordance with state guidelines (13 PRC, 21000 et seq.) and Public Resources Code Section 5097.5 (Stats 1965, c 1136, p. 2792). This analysis also complies with guidelines and significance criteria specified by SVP (2010). Table 4.6-1 provides definitions for high, undetermined, low, and no paleontological resource potential, or sensitivity, as set forth in and by the SVP (2010) Guidelines for Determining Significance: Paleontological Resources.

The Project site is relatively undeveloped and underlain by Holocene (~less than 11,700 years old) alluvial fan deposits (map unit Qf); late to middle Pleistocene (~11,700 to 774,000 years ago) older axial channel deposits (map unit Qoa_1), middle to early Pleistocene (~774,000 to 2.58 million years ago [mya]) very old sedimentary deposits, and middle Pleistocene to early Pliocene (~1.5 mya to 4 mya) San Timoteo Formation (upper Member = map unit Qstu) (Cohen et al., 2023; Dibblee and Minch, 2004; Matti et al., 2015; Morton and Miller, 2006a). A paleontological resources assessment was conducted by Brian F. Smith and Associates, Inc. (BFSA) in 2015 and updated in 2017. According to the BFSA (2017) analysis, the Project site has a high potential to yield paleontological resources (i.e., high sensitivity) due to the presence of Pleistocene older alluvial deposits and the San Timoteo Formation (Appendix E-5). However, Holocene alluvial fan deposits mapped within the Project site are too young to contain significant paleontological resources and thus have low potential to yield such resources (Appendix E-5-BFSA 2017; Cohen et al. 2023; Dibblee and Minch 2004).

BFSA (2017) referenced a records search conducted by the San Bernardino County Museum in an earlier assessment by Leslie (2004), which documented three (3) paleontological resource localities from within the Project site itself (Appendix E-5). Dudek requested paleontological records searches from the Natural History Museum of Los Angeles County and the Western Science Center. The Natural History Museum of Los Angeles results were received on April 9, 2023, and detail Pleistocene and older sedimentary deposits in the area that have yielded fossil localities (NHMLA 2023; WSC 2023; Appendix E-5). The Natural History Museum of Los Angeles locality in the San Timoteo Badlands, LACM (Los Angeles County Museum) VP (Vertebrate Paleontology) 7618 to 7622 and LACM VP CIT (California Institute of Technology) 132-133, yielded Pleistocene megafaunal remains, including horse (Equidae) and camel (Camelidae) specimens. LACM 4540 from the gravel pits west of Jack Rabbit trail, yielded the remains of an extinct horse (Equidae). Localities VP 1653 and LACM IP 437, located north of the Soboba Indian Reservation, yielded Pleistocene invertebrates, including insect (*Sobobapteron kirkbaye*) and brachiopod (*Terebratalia hemphili*) specimens, in addition to vertebrates, including monkfish (*Squatina*) and stickleback (*Gasterosteus*). Locality LACM VP 4135 located north of Banning, near Beaumont, yielded a camel (Camelidae) specimen. The Mount Eden Formation east of Eden Hot Springs has produced fossil specimens of deer, camel,

horse, and rhinoceros (LACM VP 1118-1119). The Western Science Center paleontological records search results letter was received on May 12, 2023. No paleontological resources were documented from the Project site according to the WSC (2023) records search results.

The intensive pedestrian survey for this Project was performed by Dudek Archaeologists and Paleontologists Keshia Montifolca, David Alexander, Seth Bruck, and Daphne Tomlin from April 17, 2023, to April 25, 2023. The survey was conducted using standard paleontological procedures and techniques. Survey transects were spaced 15 meters where possible; however, actual survey transect spacing varied depending on ground visibility. Where transects were not feasible (such as on slopes greater than 25°), transects were not utilized. Instead, a mixed approach (opportunistic survey) was utilized, selectively examining terraces, cut banks, triangles, and ridges where possible, and utilizing existing access trails.

Formal transects were not used for the majority of the northwesternmost and central sections of the Project site. These areas, approximately 30 percent of the Project area, consist of numerous slopes greater than 30 degrees and dense vegetation, with ground visibility of less than 25 percent. Due to the steep slopes or vegetation, the mixed survey approach was used. All survey transects were oriented parallel to the long axis of the Project site, or to major topographic features. Transect spacing was kept using a combination of compasses and field tablets equipped with a mobile ESRI ArcGIS application with real-time locations plotted on aerials. The crew moved together as a team to ensure accurate transect spacing and to facilitate resource identification.

Within each transect, the ground surface was examined for fossils. Ground disturbances such as burrows, cut banks, and drainages were also visually inspected for exposed subsurface fossils. No paleontological resources were discovered during this survey.

A secondary, supplemental pedestrian survey of the Project site was conducted on April 27, 2023, by Michael Williams, PhD and David Alexander, BA. The focus of this survey was to examine the canyon that bisects the Project site from the northeast to the southwest, determine whether paleontological resources are present on the ground surface, and field check the published geological mapping and records search results. Other than fossil root casts, no paleontological resources were observed during the survey. Although major portions of the surface of the Project site were obscured by vegetation, good exposures of the mapped very old sedimentary deposits and the San Timoteo Formation were observed in the canyon (Appendix E-5). Additionally, a potential paleosol (fossil soil horizon) was examined and photographed during the survey (Appendix E-5).

A third, supplemental pedestrian survey of the expanded Project area was conducted along County Line Road on January 31, 2024 by David Alexander, BA. The majority of the survey area was developed and either covered by asphalt, cement, or residential landscaping. There were a few exposures observed near the east and west ends of the road, where the very old sedimentary deposits were exposed in road cuts, and the San Timoteo Formation was exposed with the overlying very old sedimentary deposits in a large drainage at the west end of the survey area (Appendix E-5). No paleontological resources were discovered during this survey (Appendix E-5).

The older axial channel deposits (map unit Qoa_1), very old sedimentary deposits (map unit Qvor), and the San Timoteo Formation have been known to yield significant paleontological resources in the region. The middle to early Pleistocene very old sedimentary deposits and the middle Pleistocene to early Pliocene San Timoteo Formation contain fossils that date back to the Irvingtonian and Blancan North American Land Mammal Ages. Ranging from 1.5 to 4 million years in age, the San Timoteo Formation deposits can be as much as 2,000 meters thick in the San Timoteo Badlands (Albright 2000). Fossil mammals recovered from the San Timoteo Formation include mastodon, horse, camel, antelope, dog, bear, rodent, and rabbit (Scott, pers. comm. 2003). The upper portion of this formation

is reddish in color, and fines upward, into paleosols, which have produced many of the fossils previously reported. The Shutt Ranch Local Fauna, which was dated at 780,000 to 990,000 years ago, was also recovered from upper portion of this formation (Albright 1999, 2000; Morton and Miller 2006b). In addition, layers of "massive, very fine grained, light gray calcareous "marls'… representing shallow marshes of limited extent" occur within the formation (Albright 2000).

During construction monitoring for the Sandalwood Drive Extension (SDE) project in Calimesa, which is included in the Project site, Paleo Environmental Associates, Inc. salvaged approximately 515 terrestrial fossils from 23 fossil localities from fine-grained, fluvial (river or stream) deposits within the Upper San Timoteo Formation (PEAI 2010). Of the 515 fossil specimens, approximately 475 were collected during sediment screening of one locality. The aforementioned Shutt Ranch Local Fauna was recovered just north of the SDE project and seven fossil specimens from the SDE project are shared with the Shutt Ranch Local Fauna. Fossil specimens salvaged from the SDE project include, but are not limited to, tortoise (*Testudinidae*), lizard (*Iguanidae*), snakes (*Colubridae*? and *Crotalidae*?), bird (Aves), rabbits (*Sylvilagus*), rodents (*Dipodomys*, *Neotoma lepida*?, *Microtus californicus*?), bats (Microchiroptera), horse (*Equus*), camel (*Pliauchenia*?), and possible mammoth (*Mammuthus*?).

Paleontological resources have been discovered within the Project site as a result of previous investigations by other consultants (BFSA 2017; Leslie 2004; PEAI 2010). Given the proximity and number of past fossil discoveries in the surrounding area within Pleistocene and older sedimentary deposits, the Project site is likely to produce paleontological resources.

Table 4.6-1. Paleontological Resource Sensitivity Criteria

Resource Sensitivity / Potential	Definition
High	Rock units from which vertebrate or significant invertebrate, plant, or trace fossils have been recovered are considered to have a high potential for containing additional significant paleontological resources. Rock units classified as having high potential for producing paleontological resources include, but are not limited to, sedimentary formations and some volcaniclastic formations (e.g., ashes or tephras), and some low-grade metamorphic rocks that contain significant paleontological resources anywhere within their geographical extent, and sedimentary rock units temporally or lithologically suitable for the preservation of fossils (e.g., middle Holocene and older, fine-grained fluvial sandstones, argillaceous and carbonate-rich paleosols, cross-bedded point bar sandstones, fine-grained marine sandstones). Paleontological potential consists of both (1) the potential for yielding abundant or significant vertebrate fossils or for yielding a few significant fossils, large or small, vertebrate, invertebrate, plant, or trace fossils and (2) the importance of recovered evidence for new and significant taxonomic, phylogenetic, paleoecologic, taphonomic, biochronologic, or stratigraphic data. Rock units that contain potentially datable organic remains older than late Holocene, including deposits associated with animal nests or middens, and rock units that may contain new vertebrate deposits, traces, or trackways are also classified as having high potential.
Low Potential	Reports in the paleontological literature or field surveys by a qualified professional paleontologist may allow determination that some rock units have low potential for yielding significant fossils. Such rock units will be poorly represented by fossil specimens in institutional collections or, based on general scientific consensus, only preserve fossils in rare circumstances and the presence of fossils is the exception not the rule; e.g., basalt flows or Recent colluvium. Rock units with low potential typically will not require impact mitigation measures to protect fossils.
Undetermined Potential	Rock units for which little information is available concerning their paleontological content, geologic age, and depositional environment are considered to have undetermined potential. Further study is necessary to determine whether these rock units have high or low potential to contain significant paleontological resources. A field survey by a qualified professional paleontologist to specifically determine the paleontological resource potential of these rock units is required before a paleontological resource impact mitigation program can be developed. In cases where no subsurface data are available, paleontological potential can sometimes be determined by strategically located excavations into subsurface stratigraphy.
No Potential	Some rock units have no potential to contain significant paleontological resources; for instance, high-grade metamorphic rocks (such as gneisses and schists) and plutonic igneous rocks (such as granites and diorites). Rock units with no paleontological resource potential require neither protection nor impact mitigation measures relative to paleontological resources.

Source: SVP 2010

4.6.2 Regulatory Requirements

4.6.2.1 Federal

Occupational Safety and Health Administration Regulations

Excavation and trenching are among the most hazardous construction operations. OSHA Excavation and Trenching Standard, Title 29 of the Code of Federal Regulations, Part 1926, Subpart P, covers requirements for excavation and trenching operations. OSHA requires that all excavations in which employees could potentially be exposed to cave-ins be protected by sloping or benching the sides of the excavation, supporting the sides of the excavation, or placing a shield between the side of the excavation and the work area.

4.6.2.2 State

Alquist-Priolo Earthquake Fault Zoning Act.

The major State legislation regarding earthquake fault zones is the Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act). In 1972, the State of California began delineating "Earthquake Fault Zones" (called Special Studies Zones prior to 1994) around and along faults that are "sufficiently active" and "well defined" to reduce fault-rupture risks to structures for human occupancy (California Public Resources Code Sections 2621–2630). The boundary of an "Earthquake Fault Zone" is generally 500 feet from major active faults and from 200 to 300 feet from well-defined minor faults. The mapping of active faults has been completed by the State Geologist, and these maps are distributed to all affected cities, counties, and State agencies for their use in developing planning policies and controlling renovation or new construction. Before a project can be permitted within an identified Earthquake Fault Zone, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults. A site-specific evaluation and written report must be prepared by a licensed geologist. If an active fault is identified, a structure intended for human occupancy cannot be placed over the trace of the fault and must be set back from the fault. The Alquist-Priolo Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards.

California Building Code

The state regulations protecting structures from geo-seismic hazards are contained in the California Building Code (24 CCR Part 2), which is updated on a triennial basis. These regulations apply to public and private buildings in the state. Until January 1, 2008, the California Building Code was based on the then-current Uniform Building Code and contained additions, amendments, and repeals specific to building conditions and structural requirements of the State of California. The 2022 California Building Code, effective January 1, 2023, is based on the 2021 International Building Code and enhances the sections dealing with existing structures. Seismic-resistant construction design is required to meet more stringent technical standards than those set by previous versions of the California Building Code.

Chapters 16 and 16A of the 2022 California Building Code include structural design requirements governing seismically resistant construction, including (but not limited to) factors and coefficients used to establish seismic site class and seismic occupancy category for the soil/rock at the building location and the proposed building design. Chapters 18 and 18A include the requirements for foundation and soil investigations (Sections 1803 and 1803A); excavation, grading, and fill (Sections 1804 and 1804A); damp-proofing and water-proofing (Sections 1805

and 1805A); allowable load-bearing values of soils (Sections 1806 and 1806A); the design of foundation walls, retaining walls, embedded posts and poles (Sections 1807 and 1807A), and foundations (Sections 1808 and 1808A); and design of shallow foundations (Sections 1809 and 1809A); and the design of deep foundations (Sections 1810 and 1810A). Chapter 33 of the 2022 California Building Code includes requirements for safeguards at work sites to ensure stable excavations and cut or fill slopes (Section 3304).

Construction activities are subject to occupational safety standards for excavation and trenching, as specified in the California Safety and Health Administration regulations (Title 8 of the California Code of Regulations) and in Chapter 33 of the California Building Code. These regulations specify the measures to be used for excavation and trench work where workers could be exposed to unstable soil conditions. The Project would be required to employ these safety measures during excavation and trenching

California Health and Safety Code

Sections 17922 and 17951–17958.7 of the California Health and Safety Code require cities and counties to adopt and enforce the current edition (2022) of the California Building Code, including a grading section. Sections of Volume II of the California Building Code specifically apply to select geologic hazards.

California Occupational Safety and Health Administration Regulations

In California, California OSHA has responsibility for implementing federal rules relevant to worker safety, including slope protection during construction excavations. California OSHA's requirements are more restrictive and protective than federal OSHA standards. Title 8 of the California Code of Regulations, Chapter 4, Division of Industrial Safety, covers requirements for excavation and trenching operations, as well as safety standards whenever employment exists in connection with the construction, alteration, painting, repairing, construction maintenance, renovation, removal, or wrecking of any fixed structure or its part.

Natural Hazards Disclosure Act

Effective June 1, 1998, the Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more State-mapped hazard areas. If a property is located in a Seismic Hazard Zone as shown on a map issued by the State Geologist, the seller or the seller's agent must disclose this fact to potential buyers.

Construction General Permit (State Water Resources Control Board Order 2009-0009-DWQ, as Amended)

For stormwater discharges associated with construction activity in the state, the State Water Resources Control Board has adopted the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) to avoid and minimize water quality impacts attributable to such activities. In accordance with National Pollutant Discharge Elimination System Phase I Permit requirements, the Construction General Permit applies to all projects in which construction activity disturbs one acre or more of soil. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling and excavation. The Construction General Permit requires the development and implementation of a stormwater pollution prevention plan (SWPPP), which would include and specify water quality best management practices (BMPs) designed to prevent pollutants from contacting stormwater and keep all products of erosion from moving off site into receiving waters. Routine inspection of all BMPs is required under the provisions of the

Construction General Permit, and the SWPPP must be prepared and implemented by qualified individuals as defined by the State Water Resources Control Board.

California Code of Regulations, Title 14, Division 3, Chapter 1

Title 14, Division 3, Chapter 1 of the California Code of Regulations prohibits any person from destroying, disturbing, or mutilating geological features including paleontological resources. This applies to all excavation and grading activities that would be performed under the proposed project.

4.6.2.3 Local

Riverside County

Riverside County has delineated a number of County Fault Zones as part of their latest approved General Plan Safety Element. County Fault Zones often encompass smaller or less distinct fault lines than those that have been identified by the State under the Alquist-Priolo Act but nonetheless appear to have affected geologically young materials. County Fault Zones are updated much more frequently than Alquist-Priolo zone maps. They commonly reflect the recent findings of professional consultants who perform site investigations for land development. Riverside County regulations concerning projects within County hazard management zones mirror State regulations, e.g., CCR Title 14, Article 3 §3600-3603.

City of Calimesa

2014 General Plan

POLICY SAF-1: Discourage development near areas susceptible to potential seismic or geological hazards.

POLICY SAF-2: The City supports and will require earthquake strengthening and provisions for alternative or backup essential services, such as water, sewer, electricity, and natural gas pipelines and connections, especially in areas of high seismic or geologic hazard.

POLICY SAF-3: The City will adopt and enforce building code provisions to help buildings and other structures survive an earthquake.

According to the City of Calimesa General Plan (2014), the following polices apply to paleontological resources:

> "Open Space (OS) identifies areas within the Planning Area that have been planned to remain in a natural condition due to environmental and geologic constraints, steep slopes, visual resources and significant ridgelines, archaeological and paleontological sensitivity, ecological quality and sensitive biological habitats, and public open space and / or recreational need…The following apply to development in the OS land use category:
>
> - Precise determination of any development shall be on the basis of a detailed slope analysis and biological, archaeological, and paleontological assessment prior to approval of any development. "

Municipal Code

Chapter 18.70- Landscape Requirements. This section of the City's Municipal Code (CMC) sets forth the City's requirements related to erosion control (Section 18.70.170), slopes (Section 18.70.180), and soils (Section 18.70.190). The CMC requires that for the efficient use of water, grading of a project site shall be designed to minimize soil erosion, runoff and water waste. A grading plan shall be submitted as part of the landscape documentation package. Standards for erosion control shall be in accordance with CMC 18.75.110 in addition to Temporary sediment control measures may consist of the placement of straw or hay bales, gravel or earth-filled sandbags, gravel or earthen berms, filter fabric-type fences and desilting basins with energy dissipators. Slopes exceeding three feet in vertical height shall be planted with an approved groundcover to protect the slope from erosion and instability. Slopes exceeding eight feet in vertical height shall be planted with approved groundcover, shrubs, spaced at not more than 10 feet on center, and trees, spaced not to exceed 20 feet on center. Soil preparation and testing shall be in accordance with CMC 18.75.130.

Chapter 15.05- Adoption of the 2022 Edition of the California Building Code. This section of the CMC sets forth the City's adoption by reference of the 2022 Edition of the California Building Code (Part 2 of Title 24 of the California Code of Regulations), including Volumes 1 and 2, based on the 2021 International Building Code as published by the International Code Council. This section includes amendments to the California Building Code under Section 15.05.020. Specifically, Section J104.2.2, Engineered Grading Requirements states the following: Application for a grading permit must, at a minimum, be accompanied by, but not be limited to, two sets of plans and specifications, and supporting data consisting of a soils engineering report and engineering geology report. The plans and specifications must be prepared and signed by an individual licensed by the State to prepare such plans or specifications when required by the Public Works Director or Building Official. Further, recommendations included in the soils engineering report and the engineering geology report must be incorporated in the grading plans or specifications. When approved by the Public Works Director or Building Official, specific recommendations contained in the soils engineering report and the engineering geology report, which are applicable to grading, may be included by reference.

4.6.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to Geology and Soils are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to geology and soils would occur if the Project would:

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) Seismic-related ground failure, including liquefaction.
    iv) Landslides.
b) Result in substantial soil erosion or the loss of topsoil.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial 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.

4.6.4 Impacts Analysis

4.6.4.1 Summary of Previous Impact Analysis

Mesa Verde Estates Specific Plan EIR (2007)

The 2005 Draft EIR identified the risks of seismic activity at the Project site and vicinity that could result in seismic hazards adversely affecting proposed improvement including from fault rupture, ground shaking, and landslides. The Cherry Valley Fault intersects the Project site and was determined to have a potential to result in surface displacement. In addition, potential impacts associated with erosion, unstable soils, dust, and sedimentation were also identified. The 2007 Final EIR concluded that there are no special or unique geologic or topographic features on the Project site. However, it did conclude that development of the Project site would potentially result in significant impacts related to seismic activity, landslides, erosion, unstable soils, dust and sedimentation. Many of these potential impacts are exacerbated by the substantial amount of grading (including cut and fill operations) required to develop the project site and by the Cherry Valley Fault, which runs through a portion of the Project site. The 2007 Final EIR provided nine mitigation measures that reduce potential geology and soil impacts to a less than significant level. The detailed measures outline a variety of ways that development on the Project site must be sensitive to the site's topography, including fault zone setbacks, wind and water erosion prevention measures, requirements for the compacting of fill material, and other geotechnical engineering requirements. With implementation of these mitigation measures, impacts were determined to be less than significant (City of Calimesa 2017).

Addendum to the Mesa Verde Specific Plan EIR (2017)

Largely due to the fact that the 2017 Addendum did not substantially change the overall development footprint or land use pattern, no new or substantial increases in severity of impacts were identified, and no modifications to the mitigation measures were made (City of Calimesa 2017).

4.6.4.2 Project Impact Analysis

Threshold 4.6a(i) Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault?

Less-than-Significant Impact. Fault rupture hazards are considered highest with Holocene-active faults where there is evidence to indicate that displacement of subsurface materials has occurred within the last 11,700 years. While no Holocene-active faults are present on the Project site according to the Alquist-Priolo Earthquake Fault Zoning Act, Riverside County considers the Cherry Valley Fault, which does intersect the Project site as shown on

Figure 4.6-2, as a potentially active fault. As a result, Riverside County requires a fault trenching investigation to determine the recency of displacement so that appropriate building setbacks can be implemented in the case of discovering Holocene aged displacement. A fault trenching investigation was initially conducted at the Project site in 2004 and the findings concluded that the fault trace within the Project site could be divided into Western and Eastern fault zones, with the western portion considered inactive (no displacement within the last 11,700 years) and the eastern portion potentially active because there was not enough evidence to rule out Holocene activity (Appendix E-2). Based on this lack of definitive proof, structural setbacks for the eastern fault zone were recommended for habitable structures to mitigate potential hazards to structures or people. However, a re-evaluation was conducted in 2023 that included a review of additional fault investigation reports that were not available at the time of the 2004 investigation (Appendix E-4). According to the re-evaluation, there was no observed displacement within Holocene aged soils and the additional reports supported a determination that the eastern fault zone was also inactive and unlikely to experience surface fault rupture (i.e., does not require structural setbacks for habitable structures) (Appendix E-4). As a result, the findings of the 2023 fault re-investigation report concluded that structural setbacks for habitable structures were not necessary. Therefore, based on the findings of the latest fault investigation report and absence of any known Holocene-active faults that intersect the Project site, the likelihood of fault rupture occurring within the Project site boundary and adjacent off-site improvement areas (Figure 3.12-a, Off-Site Impact Area) is unlikely and the potential to cause substantial adverse effects, including the risk of loss, injury or death would be less than significant.

As discussed below in Section 4.6.6.1, the 2017 Mitigation Monitoring and Reporting Program (MMRP) included mitigation measures GS-1 related to setback requirements from the fault zone, which is no longer required or applicable to the proposed Project. No mitigation is required for substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault. The Project would result in a less-than-significant impact and would not require mitigation related to rupture of a known earthquake, which would be a reduced impact compared to the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.6a(ii) Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Less-than-Significant Impact. The Project site is located in the seismically active region of southern California that is expected to experience substantive seismic events in the future, as discussed in the 2005 EIR. The proposed changes to the Project would not have any effect on the likelihood of a strong ground shaking occurring in the future.

Additionally, in accordance with the building code requirements, the Project would be designed and constructed in accordance with the most current version of the California Building Code which includes seismic design requirements (e.g., site preparations of subsurface soils [i.e., compaction], foundation design, and structural materials), to minimize any substantive damage or catastrophic failure that might occur with strong seismic ground shaking. The California Building Code sets forth structural design parameters for buildings to withstand seismic shaking without substantial structural damage. Section 1803 of the California Building Code requires preparation of a site-specific geotechnical investigation to assess the degree of potential seismic hazards and recommend appropriate design/mitigation measures. The City's Municipal Code implements the California Building Code and contains standards and regulations relating to seismic safety and construction standards for building foundations. Conformance with the California Building Code, as required by state law, and the City's Municipal Code, would minimize the potential for damage of new structures and their foundations. The continuation of design review and code enforcement to meet current seismic standards is the primary mitigation strategy to avoid or reduce damage from an earthquake. Further, Policies SAF-1, SAF-2, and SAF-3 of the City's 2014 General Plan are intended to help

reduce risks of structural and human losses due to seismic hazards. In addition, future developments would be required to go through City's building plan check review to ensure compliance with building code requirements. The building plan check review also includes a detailed, site-specific geotechnical investigation that would calculate the seismic design parameters to reduce hazards to people and structures arising from ground shaking. As a result, the proposed Project, including within the Project site boundary and adjacent off-site improvement areas (Figure 3.12-a, Off-Site Impact Area), would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking, and impacts would be less than significant.

As discussed below in Section 4.6.6.1, the 2017 MMRP included mitigation measures GS-2 related to the requirement for the Project to be constructed in accordance with the California Building Code using applicable seismic coefficients. Compliance with the California Building Code is a regulatory requirement and is not mitigation under CEQA. No mitigation is required for substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. The Project would result in a less-than-significant impact and would not require mitigation related to seismic ground shaking, which would be a reduced impact compared to the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.6a(iii) Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Less-than-Significant Impact. Liquefaction hazards are generally site-specific and depend on the underlying conditions of the site, including type of soil materials (e.g., density, grain size, and amounts of fine materials) and moisture content. The potential for liquefaction generally occurs during strong ground shaking where saturated cohesionless loose sediments are present near ground surface, typically within the upper 50 feet. According to the 2004 and 2014 geotechnical reports, the potential for liquefaction is low based on the results of the field investigation, deep depth to groundwater (more than 50 feet), and relatively dense and stiff soils (Appendix E-1 and E-3). Further, all proposed improvements would be designed and constructed in accordance with the most recent version of the California Building Code and City's Municipal Code Section J104.2.2, Engineered Grading Requirements, which includes requirements to ensure that any liquefaction hazards that may be present are addressed through site preparation and/or foundation design in accordance with a soils engineering report. The City's Municipal Code Section J104.2.2, Engineered Grading Requirements requires that an application for a grading permit must, at a minimum, be accompanied by, but not be limited to, two sets of plans and specifications, and supporting data consisting of a soils engineering report and engineering geology report, which must be incorporated in the grading plans or specifications. As a result of compliance with the California Building Code and City's Municipal Code, as well as the low potential for liquefaction based on past investigation, the proposed Project, including within the Project site boundary and adjacent off-site improvement areas (Figure 3.12-a, Off-Site Impact Area), would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving ground failure, including liquefaction, and impacts would be less than significant.

As discussed below in Section 4.6.6.1, the 2017 MMRP included mitigation measures GS-3, GS-7, GS-8, and GS-9 related to the requirement to adhere to the 2004 geotechnical report for grading specifications, compaction of fill materials, and foundations for residential slabs. Preparation of a site-specific geotechnical report prepared by a California licensed geotechnical engineer or engineering geologist, and development in accordance with the engineering report recommendations is a regulatory requirement and is not mitigation under CEQA. No mitigation is required for substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. The Project would result in a less-than-significant impact and would not require mitigation associated with seismic-related ground failure, including liquefaction, which would be a reduced impact compared to the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.6a(iv) Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Less-than-Significant Impact. The Project site includes varying topographic conditions but according to the 2004 geotechnical investigation report, landsliding hazards are not generally present within the site boundary. However, it was noted that a few small slides were observed along the major stream channels where erosion and undercutting had led to destabilized slopes in areas (Appendix E-1). With topography having slope gradients greater than 15 percent in areas, other areas may be susceptible to landslides. If not designed appropriately, construction of the proposed improvements could either create unstable slopes through grading or placement of new loadings that result in a landslide. According to the geotechnical report, many of the slides appear to be shallow, where the damage caused is not devastating but could still cause damage to structures and facilities in the pathway of a landslide or debris flow. As required in accordance with the City's Municipal Code Section J104.2.2, Engineered Grading Requirements, a final design level geotechnical report, which is prepared by a California licensed geotechnical engineer or engineering geologist prior to issuance of a building permit, would include, but is not limited to, general geotechnical recommendations, soil and excavation characteristics, grading, seismic design criteria, slope stability, foundation and concrete slab on-grade, slope maintenance, and site drainage and moisture protection that are consistent with current building code requirements. All proposed structures would be designed and set back from the top and away from the bottom of slopes in accordance with applicable building codes. With adherence to the California Building Code and a final design level geotechnical report, prepared by a California licensed geotechnical engineer consistent with building code requirements, the Project, including within the Project site boundary and adjacent off-site improvement areas (Figure 3.12-a, Off-Site Impact Area), would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides, and impacts would be less than significant.

As discussed below in Section 4.6.6.1, the 2017 MMRP included mitigation measures GS-3 and GS-6 related to the requirement to adhere to the 2004 geotechnical report related to grading specifications and development on steep slopes. Preparation of a site-specific geotechnical report and development in accordance with the engineering report recommendations is a regulatory requirement and is not mitigation under CEQA. No mitigation is required for substantial adverse effects, including the risk of loss, injury, or death involving landslides. The Project would result in a less-than-significant impact and would not require mitigation related to landslides, which would be a reduced impact compared to the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.6b Would the Project result in substantial soil erosion or the loss of topsoil?

Less-than-Significant Impact with Mitigation. As with the previously approved project, construction of the proposed Project would still require earthwork activities that could expose soils to the effects of wind and water erosion if not managed appropriately. For any project disturbing more than one acre of ground surface, the Construction General Permit requires the preparation and implementation of a SWPPP that would include erosion control and sediment control BMPs, such as sandbags, straw wattles, and covering of soil stockpiles, which would ensure that soil erosion and loss of topsoil on the construction site would be minimized. Further, the Project must implement, at a minimum, the BMPs identified in the County MS4 Permit and CMC requirements related to erosion control (Section 18.70.170), slopes (Section 18.70.180), and soils (Section 18.70.190), which includes erosion control and sediment control strategies for construction sites. Compliance with the Construction General Permit and MS4 Permit requirements would minimize impacts related to erosion and loss of topsoil during construction, including within the Project site boundary and adjacent off-site improvement areas (Figure 3.12-a, Off-Site Impact Area), resulting in less-than-significant impacts.

As described in Section 3.8.1, Grading Phasing Plan and Section 3.8.2, Occupancy Phasing Plan, the Project would result in grading over four phases over time. The grading phasing would result in areas of graded land that would not necessarily be developed immediately but may be developed and occupied over the course of years. Although the Construction General Permit, County MS4 Permit, and CMC requirements set forth requirements for minimization of erosion and loss of topsoil, graded land that would remain undeveloped over the course of years could result in substantial erosion due to exposure to wind and rain events and potential impacts would be significant. As discussed below in Section 4.6.6.1, the 2017 MMRP included mitigation measure GS-4 which included measures to minimize wind and water erosion onsite. This SEIR includes MM-GEO-1, which replaces GS-4 and includes augmented/additional requirements related to wind and water erosion. With implementation of MM-GEO-1, potential impacts related to soil erosion or the loss of topsoil, including within the Project site boundary and adjacent off-site improvement areas (Figure 3.12-a, Off-Site Impact Area), would be less than significant, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.6c 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?

Less-than-Significant Impact. Similar to the prior approvals, the proposed Project includes a substantial increase in new construction which would represent an overall increase in new loadings (i.e., new weight) on the underlying subsurface materials within the Project site. As a result, there could be areas with loose uncompacted soils that could potentially be insufficient to support the proposed improvements in their current condition. As with the prior approvals, compliance with current building codes, the City's Municipal Code requirements, and recommendations contained in a final design level geotechnical report (e.g., removal of undocumented fill and replacement with engineered fill, over excavation of building footprint areas and placement of compacted engineered fill, optimizing soil moisture conditions, and use of compacted aggregate base) would ensure adequate site preparation and structural engineering of future structures and related infrastructure from on-site soil stability limitations, and no mitigation is required. Such regulatory compliance would apply to construction within the Project site boundary and adjacent off-site improvement areas (Figure 3.12-a, Off-Site Impact Area). The Project would result in a less-than-significant impact and would not require mitigation related to development located on unstable soils, which would be consistent the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.6d 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?

Less-than-Significant Impact with Mitigation. Expansive soils will experience volumetric changes (shrink or swell) as the moisture content decreases or increases over time. According to the 2004 Limited Geotechnical Investigation, earth materials within the Project site range from non-expansive to highly expansive (Appendix E-1). The cyclical shrinking and swelling can shift, crack, or break structures built on moderate to highly expansive soils if not addressed prior to construction. The City's Municipal Code Section J104.2.2, Engineered Grading Requirements requires that an application for a grading permit must, at a minimum, be accompanied by, but not be limited to, two sets of plans and specifications, and supporting data consisting of a soils engineering report and engineering geology report, which must be incorporated into the grading plans or specifications. As with the prior approvals, compliance with current building codes, the City's Municipal Code requirements, and recommendations contained in a final design level geotechnical report (e.g., removal of undocumented fill and replacement with engineered fill, over excavation of building footprint areas and placement of compacted engineered fill, optimizing soil moisture conditions, and use of compacted aggregate base) would ensure adequate site preparation and structural engineering of future structures and related infrastructure from on-site expansive soils, and no mitigation

is required. Such regulatory compliance would apply to construction within the Project site boundary and adjacent off-site improvement areas (Figure 3.12-a, Off-Site Impact Area). As such, the Project would not create substantial direct or indirect risks to life or property related to expansive soils.

In addition, as discussed below in Section 4.6.6.1, the 2017 MMRP included mitigation measure GS-5 related to the requirement to consult a qualified soils engineer for potential corrosivity of the soils. Measure GS-5 has been revised as MM-GEO-2 and would apply to construction within the Project site boundary and adjacent off-site improvement areas (Figure 3.12-a, Off-Site Impact Area). MM-GEO-2 still requires an evaluation and corrective action for any corrosive soils that may be present onsite that could cause substantive damage to metal or concrete improvements. Impacts related to construction on corrosive soils would be less than significant with implementation of MM-GEO-2, which would be consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.6e 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. As with the previously approved Project, the proposed Project would still include installation of sanitary sewer infrastructure that would be adequate to serve the entirety of the Project. The municipal wastewater systems at the Project site would be maintained and treated by Yucaipa Valley Water District. The use of septic tanks or alternative wastewater disposal systems would not occur as part of the proposed Project and no impact would occur, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.6f Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less-than-Significant Impact with Mitigation. Given the proximity and number of past fossil discoveries in the surrounding area within Pleistocene and older sedimentary deposits, the Project site has a high potential to produce paleontological resources. In the event that intact paleontological resources are located on the Project site, ground-disturbing activities associated with construction of the Project, such as excavations during mass grading, grading during site preparation, large diameter drilling (two feet or greater), and trenching for utilities have the potential to destroy a unique paleontological resource or site. Such impacts would apply to construction within the Project site boundary and adjacent off-site improvement areas (Figure 3.12-a, Off-Site Impact Area). Without mitigation, the potential damage to paleontological resources during construction would be a potentially significant impact. As discussed below in Section 4.6.6.1, the 2017 MMRP included mitigation measures CR-5 and CR-6, which included requirements to minimize impacts to paleontological resources. This SEIR includes MM-GEO-3, which replaces CR-5 and CR-6 and includes augmented/additional requirements related to paleontological resources. With implementation of MM-GEO-3, potential impacts related to paleontological resources would be less than significant, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

4.6.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of past, present, and reasonably foreseeable future projects are significant, the lead agency must then determine whether the project has any contribution to the cumulative impact, and if so, whether the project's incremental effect is "cumulatively considerable." The cumulative geographic study area used to assess potential cumulative geology and soils impacts is Peninsular Ranges geomorphic province which is defined by general geologic characteristics. The province is a geologically complex region of Southern California that includes numerous Holocene-active faults that are capable of

experiencing substantial seismic activity. The full list of related projects applicable to this Project's cumulative analyses is provided in Section 2.6, Cumulative Projects and illustrated on Figure 2-4, Cumulative Projects, in Chapter 2, Environmental Setting of this Draft SEIR.

Threshold 4.6a(i) - Cumulative

Not Cumulatively Considerable. The analysis of cumulative fault rupture impacts is generally site-specific, rather than cumulative in nature, because fault-rupture hazards are entirely dependent on location and do not combine to become cumulatively considerable. In addition, all projects are subject to the regulatory requirements of the Alquist-Priolo Earthquake Fault Zoning Act and Riverside County requirements which limits exposure to fault rupture hazards. The Project site is not within or near an Alquist-Priolo Earthquake Fault Zone and within the Project site, the Cherry Valley Fault is considered inactive. Further, development associated with all cumulative projects would comply with the California Building Code, which sets stringent seismic safety standards. Therefore, the contribution of the proposed Project to impacts associated with rupture of a known earthquake fault would not be cumulatively considerable.

Threshold 4.6a(ii) - Cumulative

Not Cumulatively Considerable. As noted above, the Peninsular Ranges province is a region with numerous Holocene-active faults that could become a source of ground shaking. However, ground shaking hazards are generally site-specific, rather than cumulative in nature, because each cumulative project site has unique geologic considerations (e.g., distance to earthquake epicenter and geotechnical characteristics of underlying materials) which can vary substantially across relatively short distances. However, all cumulative projects would be subject to current building code requirements which include stringent seismic design requirements to minimize the potential damage or injury from seismic events. Therefore, there would be no cumulative impact related to seismic ground shaking because these hazards vary widely throughout the area and are considered site-specific that do not combine to become cumulatively considerable. In addition, cumulative projects would all be required to prepare and implement site-specific geotechnical investigations to address ground shaking hazards. Therefore, since all cumulative projects would be subject to building code requirements, there would be no cumulative impact, and the Project's contribution would not be cumulatively considerable.

Threshold 4.6a(iii) - Cumulative

Not Cumulatively Considerable. The analysis of impacts resulting from liquefaction hazards is also generally site-specific, rather than cumulative in nature, because liquefaction hazards are entirely dependent on site-specific conditions and can vary widely over short distances. From project site to project site, these hazards do not combine with one another to become cumulatively considerable. In addition, all projects are subject to the building code requirements which require evaluations for liquefactions and site preparation requirements (e.g., removal of liquefiable soils or treatment to minimize the hazard). The proposed Project site is considered to have a low potential for liquefaction based on site-specific conditions. Further, development associated with all cumulative projects would be required to comply with the California Building Code, which includes stringent standards for addressing liquefaction hazards. Therefore, the contribution of the proposed modified project related to seismic related ground failure including liquefaction would not be cumulatively considerable.

Threshold 4.6a(iv) - Cumulative

Not Cumulatively Considerable. Cumulative impacts related to landslides could only occur if the projects were all somehow connected to a single area that is vulnerable to landslides where the activities of the projects together might combine to exacerbate the hazard (e.g., multiple projects cutting into the toe of a landslide). However, landslide hazards are largely site-specific and dependent on-site conditions including inclination of the topography, underlying geologic materials, and drainage conditions. The proposed Project site is located in an area with only isolated areas of steep topography that could be susceptible to landslides. However, just as with the proposed Project, all cumulative development would be required to comply with the California Building Code, which includes slope stability requirements. Therefore, the proposed Project would not contribute to a cumulative impact associated with landslides and the impact would not be cumulatively considerable.

Threshold 4.6b - Cumulative

Not Cumulatively Considerable. Construction activities associated with past, present and reasonably foreseeable future projects would include earthwork activities that could expose soils to the effects of wind and water erosion. However, all cumulative projects would require compliance with local grading ordinances and the National Pollutant Discharge Elimination System General Construction Permit (for projects that disturb over 1 acre) which requires preparation and implementation of erosion and sediment control BMP measures pursuant to a SWPPP. With implementation of all required regulations and preparation and implementation of SWPPPs, cumulative projects would not combine with the proposed Project to contribute to a cumulative impact. Therefore, the proposed Project would not contribute to a cumulative significant impact relative to erosion or loss of topsoil and the impact would not be cumulatively considerable.

Threshold 4.6c - Cumulative

Not Cumulatively Considerable. As with liquefaction and landslide hazards, unstable soil hazards are also dependent on site-specific conditions which can vary greatly over short distances. As a result, since the cumulative projects represent varying locations with likely varying underlying conditions, they could not combine to become cumulatively considerable. In addition, all projects are subject to the regulatory requirements of the most current building code requirements which include standards for ensuring that underlying materials can adequately support proposed improvements. Therefore, the contribution of the proposed modified project to impacts associated with unstable soils would not be cumulatively considerable.

Threshold 4.6d - Cumulative

Not Cumulatively Considerable. Expansive soils are soils that can, over time, exhibit volumetric changes due to changes in moisture content which over time can result in damage to improvements. The presence of expansive soils is dependent on site-specific characteristics of underlying soils which can vary over short distances. All projects are subject to the regulatory requirements of the California Building Code which includes standards for expansive soils. Therefore, the contribution of the proposed Project to impacts associated with expansive soils would not be cumulatively considerable.

Threshold 4.6e - Cumulative

Not Cumulatively Considerable. The proposed Project does not include the construction of any septic or alternative wastewater disposal systems. Therefore, the proposed Project could not contribute to any cumulative impacts associated with wastewater disposal systems.

Threshold 4.6f - Cumulative

Not Cumulatively Considerable. As discussed above, the Project would have the potential to indirectly destroy a unique paleontological resource or site or unique geologic feature. Potential cumulative impacts to paleontological resources would result from projects that combine to create an environment where fossils, exposed on the surface, are vulnerable to destruction by earthmoving equipment, looting by the public, and natural causes such as weathering and erosion. The majority of impacts to paleontological resources are site-specific and are therefore generally mitigated on a project-by-project basis. Cumulative projects would be required to assess impacts to paleontological resources through the environmental review (CEQA) process. Additionally, as needed, projects would incorporate individual mitigation for site-specific geological units present on each individual project site. Furthermore, the Project does not propose construction (including grading/excavation) or design features that could directly or indirectly contribute to an increase in a cumulative impact to paleontological resources, as the implementation of MM GEO-2 ensures any significant paleontological resources uncovered during Project excavations would be properly analyzed and salvaged by the on-site paleontological monitor. Therefore, the Project, in combination with the past, present, and reasonably foreseeable future projects adjacent to the Project, would result in less than cumulatively considerable impacts to paleontological resources.

4.6.6 Mitigation Measures

4.6.6.1 Previously Adopted Mitigation Measures

Measures No Longer Applicable: Deleted or Revised/Replaced

The following previously approved mitigation measures are no longer applicable and have been deleted or revised/replaced by proposed mitigation (see Section 4.6.6.2, Proposed Project Mitigation Measures, below). Revised/replaced mitigation measures are denoted by “Replaced,” below.

Deleted: GS-1. Geotechnical reports recommend specific setback distances for structures along the Western Fault Zone, Eastern Fault Zone, and grading areas. These setback distances are shown in Figure 3.5-4 and further details are provided in Attachment E. These setback distances shall be incorporated as mitigation measure for the Proposed Project.

Deleted: GS-2. Structures on the site shall be designed in accordance with the latest edition of the California Building Code. To conform to these provisions, the minimum seismic design should comply with the 2001 California Building Code, Chapter 16 (cited figures and tables in the code) using the following seismic coefficients:

Seismic Zone 4 Z=0.4	
Fault Type	B
Distance	~5 km (to west property line)
	10km (to east property line)

Near Source Factors	Na = 1.0
Soil Profile Type	Nv = 1.0 (east) to 1.2 (west)
Seismic Coefficients	Ca = (0.4)(Na) = 0.4
	Cv = (0.56)(Nv) = 0.56 (east) to 0.67 (west)

Note that the site is about 5 km wide in the east-west direction so the west side of the site is about 5km closer to the San Jacinto Fault than the east side which is about 10 km away. This leads to different design values for facilities depending on where they are located.

Deleted:

GS-3. All on-site grading activities shall be performed in accordance with all Grading Codes of the City of Calimesa. Additionally, the Hushmand and Petra report (2004a) recommended grading specifications that are provided in Draft EIR Appendix E and shall be incorporated as mitigation measures for the Proposed Project. All grading activities shall be accomplished under the direct supervision of a certified engineering geologist.

Replaced:

(Refer to MM-GEO-1).

GS-4. The following preventative measures shall be implemented to minimize wind and water erosion onsite:

- Dust control measures shall be incorporated into the site grading plans. Site grading shall be in strict compliance with the requirements of the South Coast Air Quality Management District (SCAQMD).
- Surface disturbance shall be kept to a minimum that is required to construct and operate the Proposed Project.
- All excavation and grading work should be scheduled in dry weather months, or the construction site shall be weatherized to withstand or avoid erosion.
- The Proposed Project shall be designed and constructed with erosion control features to control or minimize runoff and to protect areas susceptible to erosion from surface flow or wind.
- Stockpiles of excavated soils shall be covered with secured tarps or plastic sheeting.

Drainage control structures shall be used where necessary to direct surface drainage away from disturbance areas and to minimize runoff and sediment disposition down-slope from all disturbed areas. These structures will include culverts, ditches, water bars (berms and cross ditches), and/or sediment traps.

Replaced:

(See MM-GEO-2)

GS-5. A qualified corrosion engineer shall be consulted to evaluate the potential corrosivity of the soil and to recommend methods for protecting metal and concrete. These recommendations shall be made part of the building permit conditions for the Proposed Project.

Deleted:

GS-6. Buildings or other inhabited locations along canyons, valleys, and other locations within the Proposed Project site with steep slopes must be protected from landslides.

Locations above and below these steep slopes shall account for the landslide hazard by setting structures back from the top and away from the bottom of slopes in accordance with applicable building codes. Recommendations regarding the on-site steep slopes are provided in Draft EIR Appendix E and shall be incorporated as mitigation measures for the Proposed Project.

Deleted: GS-7. Fill materials must be properly compacted to minimize potential geotechnical concerns associated with unstable soils beneath Proposed Project structures or facilities during an earthquake event and to minimize subsidence issues. Therefore, recommendations provided in the Hushmand and Petra report (2004a) shall be implemented to minimize these impacts. These recommendations are presented in Draft EIR Appendix E.

Deleted: GS-8. All single-family residential structures shall have conventional shallow foundations and slab-on-grade or post-tension slab/foundations.

Deleted: GS-9. The Hushmand and Petra report (2004a) geotechnical engineering recommendations shall be incorporated as mitigation measures for the Proposed Project and/or Conditions of Approval Recommendations are located in section 7.0 of the Limited Geotechnical Investigation in Support of EIR Activities for the Oak Valley at Calimesa, Riverside, California, June, 2004.

Replaced: (Refer to MM-GEO-3).

CR-5. A qualified paleontologist shall monitor grading as described in MM CR-6. The paleontologist shall be present at any pre-grading meetings to explain the monitoring program to the contractors prior to initiation of any earth disturbing construction excavation (grading) activities. The monitoring program shall include measures listed in MM CR-6.

Replaced: (Refer to MM-GEO-3).

CR-6. In units with known high potential to impact significant paleontological resources, a supervised paleontological field monitor shall be present during earth disturbing construction excavation (grading) activities on a full-time basis. The areas that shall be monitored full-time include any grading in the San Timoteo Formation and the Older Alluvial Sediments, and grading below three meters depth in the Quaternary Younger Alluvium and the Recent Wash Sediments. Monitoring shall be conducted every grading day during each hour that brushing or grubbing and earth disturbing construction excavation (grading) activities are being conducted in these areas.

a) A qualified paleontologist shall supervise the paleontological field monitor. The normal monitoring of earth disturbing construction excavation (grading activities shall include hand recovery of minor concentrations of significant paleontological resources.

b) The project paleontologist and/or field monitor shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large fossil specimens encountered during construction grading excavations.

c) Monitoring and/or salvage of significant paleontological resources shall be consistent with the provisions of CEQA, as well as regulations of the City of Calimesa, and the guidelines of the Society of Vertebrate Paleontology's Measures for Assessment and Mitigation of Adverse Impacts to Non-Renewable Paleontological Resources: Standard Procedures (SVP 1991).

d) As required by SVP (1991) the monitoring program shall involve collection of samples of fossiliferous matrix sediments suspected of containing small or invertebrate or vertebrate fossils. Once collected, the sample shall be dry screened and/or water washed to recover small sized and/or microscopic fossils. A sample of 6,000 pounds of matrix for each horizon, paleosol, or stratigraphic bed at each fossil locality within a sedimentary unit considered adequate. To avoid construction delays, matrix samples may be removed from the path of excavation equipment for processing either on- or off-site. If concentrations of small and/or microscopic invertebrates, rodents, mammals, or other vertebrates are encountered during sampling, it will be necessary to wash and screen additional samples of matrix. The project paleontologist will determine the number of additional samples. Washed matrix samples will be visually examined, as needed with binocular microscopes, and hand-sorted to recover a representative sample of fossil specimens. The remaining unsorted portion of the screened and/or washed matrix shall be accessioned into a museum repository with retrievable storage.

e) Salvage: Fossils shall be identified, curated to a point of identification, and accessioned (deposited) into a permanent and accredited institution maintaining fossil collections, such as the San Bernardino County Museum or the Geology Department at the University of California at Riverside.

f) Upon completion of construction excavations, the project paleontologist shall submit a grading monitoring report of findings and significance for review and approval by the City of Calimesa. The report shall include at least the following elements:

- The dates of paleontological resource monitoring;
- A description of the on-site geology;
- A description of the on-site stratigraphy;
- A catalogue and analysis of the fossils observed and/or salvaged;
- A brief statement of significance of the salvaged fossils; and,
- The repository where the salvaged fossils were accessioned.

Upon approval by the City of Calimesa, acceptance of the final report of findings and significance indicates the completion of the program to mitigate impacts to paleontological resources to a less than significant level.

Measures Applicable Carried Forward

No measures are carried forward as written in the 2017 MMRP.

4.6.6.2 Project Mitigation Measures

MM-GEO-1: Erosion Prevention Plan. Prior to the issuance of a grading permit for any individual development phase, the Project Applicant/Developer shall prepare an Erosion Prevention Plan that shall contain the following minimum requirements:

- Ensure proper development, installation, functioning and monitoring of all installed Best Management Practices (BMPs) for erosion control for all graded areas, equipment staging areas, temporary access roads, road improvements (both on- and off-site), and other areas that would be disturbed as a result of Project implementation, in accordance with the approved Stormwater Pollution Prevention Plan (SWPPP), per the California Stormwater National Pollution Discharge Elimination System permit program and in compliance with South Coast Air Quality Management District Rule 403 related to dust control. BMPs shall be developed by a Construction General Permit Qualified SWPPP Practitioner (QSP) and/or Qualified SWPPP Developer (QSD).
- Identify areas of the Project site that would have graded/exposed soils that would not be subject to building construction, roadway, or landscaping improvements for more than six months and evaluate whether the BMPs installed in accordance with the SWPPP are appropriate and adequate for long-term soils stability and erosion control. These areas shall have BMPs installed that are able to effectively function for the duration of soil exposure to protect areas susceptible to erosion from surface flow or wind, which may be for several years. For these areas, the Erosion Prevention Plan must include a monitoring and maintenance plan that identifies mandatory intervals of inspections. At a minimum, inspections must occur two times per year and after every notable rainfall event that has the potential to result in sediment-laden runoff from the graded areas. All erosion control structures shall be identified and mapped in the Erosion Prevention Plan to ensure identification of the facilities for regular inspection.
- A monitoring log shall be maintained by the qualified monitoring specialist with QSP or QSD certification, and the monitoring log shall be made available to the City upon request. BMPs that have failed and/or require maintenance or replacement shall be documented in the monitoring log.
- In addition to traditional BMPs (e.g. covering soil stockpiles using secured tarps or plastic sheeting and/or soil stabilizers; sandbags, straw wattles), the Erosion Prevention Plan shall identify opportunities for temporary seeding, plantings, and/or landscaping opportunities to further secure exposed soils. Any seeding, plantings, and/or landscaping shall be conducted in coordination with a qualified biologist to ensure drought tolerance and use of appropriate biological materials to prohibit introduction of invasive species. Maintenance protocols, including methods and standards for irrigation and weed abatement, shall be set forth in the Erosion Prevention Plan.
- Drainage control structures shall be used where necessary to direct surface drainage away from disturbance areas and to minimize runoff and sediment disposition down-slope from all disturbed areas. These structures will include culverts, ditches, water

bars (berms and cross ditches), and/or sediment traps. Temporary structures shall not be placed within conservation areas associated with the MSHCP.

- The Erosion Prevention Plan shall set forth protocols for worker trainings related to erosion control. All construction personnel shall be informed before they are allowed to work on the Project site of environmental concerns, pertinent laws and regulations, and elements of the erosion control measures. This information could be presented in an environmental training course for project management and general foreman, and a short environmental training class for construction personnel.

The Erosion Prevention Plan shall be reviewed and updated annually to address ongoing conditions at the site over time, and each update shall be provided to the City for review and approval.

MM-GEO-2: Corrosive Soils Evaluation. Prior to issuance of a building permit for each phase of Project implementation, the Project Applicant/Developer shall retain a qualified corrosion engineer to evaluate the potential corrosivity of the soil. If the soils are determined to be corrosive, the engineer shall recommend methods for protecting metal and concrete that would have exposure to such soils. These recommendations shall be made part of the building permit conditions for the proposed Project, subject to the City's review and approval:

MM-GEO-3: Paleontological Resources. Prior to commencement of any earthmoving activity on-site or the issuance of a grading permit, the Project Applicant/Developer shall retain a Qualified Paleontologist per the Society of Vertebrate Paleontology (SVP) (2010) guidelines to prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the project. The PRIMP shall be reviewed and approved by the City prior to any earthmoving activity on-site. The PRIMP shall be consistent with the SVP (2010) guidelines and shall, at a minimum, outline requirements for: (1) preconstruction meeting attendance and worker environmental awareness training; (2) where monitoring is required within the proposed Project site and procedures for adequate paleontological monitoring; and (3) discoveries treatment and paleontological sampling, reporting, and collections management. These requirements shall include, but not be limited to, the following:

- Construction Worker Paleontological Resources Sensitivity Training. Prior to the commencement of project ground-disturbing activities, a Qualified Paleontologist shall present a paleontological resources sensitivity training (or may be provided via digital recording) to project construction personnel. The Qualified Paleontologist shall inform construction personnel about the laws protecting paleontological resources; the types of paleontological resources that could be encountered; the proper procedures to follow in the event of a paleontological discovery; and safety precautions to be taken when working with paleontological monitors.
- Paleontological Monitoring and Sampling. During grading and excavation activities, a Qualified Paleontological Monitor in accordance with the SVP (2010) guidelines shall be present to monitor the earth-moving activities during all rough grading and other significant ground-disturbing activities (including augering) in Pleistocene alluvial fan deposits and older axial channel deposits, the middle Pleistocene to early Pliocene San Timoteo Formation, and in applicable areas of the project site based on construction

plans and/or geotechnical reports. Site activities shall include sediment sampling for microvertebrate fossils. Should paleontological resources be encountered, the Qualified Paleontological Monitor shall have the authority to halt ground-disturbing activities; shall rope off the find with a 50-foot radius buffer; and shall immediately notify the Qualified Paleontologist of the find.

- Paleontological Resources Recovery Plan. If paleontological resources are discovered during earthmoving activities, a Qualified Paleontologist shall prepare and submit a Paleontological Resources Recovery Plan (PRRP) to the City for review and approval. The recovery plan shall include, but is not limited to, sampling and fossil recovery procedures pertinent to the type(s) of fossil discovered, museum curation for any scientifically significant specimen recovered, and a report of findings. Recommendations in the PRRP shall be implemented before construction activities can resume at the site where the paleontological resources were discovered. Once documentation and collection of the find is completed, the Qualified Paleontological Monitor shall remove the rope and allow grading to recommence in the area of the find. Following Project ground disturbing activities, the Qualified Paleontologist shall prepare a final monitoring report documenting the paleontological monitoring activities and any fossils collected during project implementation. The report shall contain an appropriate description of the fossils, treatment, and curation. A copy of the PRRP and final monitoring report shall be filed with the City and the designated repository (if fossils are recovered and curated) along with field notes and any other supporting documentation. The PRRP shall also include a statement that any fossil lab or curation costs (if necessary due to fossil recovery) are the responsibility of the Project Applicant/Developer.

4.6.7 Level of Significance Conclusion

Threshold 4.6a(i) The Project would result in a less-than-significant impact and would not require mitigation related to rupture of a known earthquake.

Threshold 4.6a(ii) The Project would result in a less-than-significant impact and would not require mitigation related to seismic ground shaking.

Threshold 4.6a(iii) The Project would result in a less-than-significant impact and would not require mitigation associated with seismic-related ground failure.

Threshold 4.6a(iv) The Project would result in a less-than-significant impact and would not require mitigation related to landslides.

Threshold 4.6b With implementation of MM-GEO-1, potential impacts related to soil erosion or the loss of topsoil would be less than significant.

Threshold 4.6c The Project would result in a less-than-significant impact and would not require mitigation related to development located on unstable soils.

Threshold 4.6d Impacts related to construction on corrosive soils would be less than significant with implementation of MM-GEO-2.

Threshold 4.6e The use of septic tanks or alternative wastewater disposal systems would not occur as part of the proposed Project and no impact would occur.

Threshold 4.6f With implementation of MM-GEO-3, potential impacts related to paleontological resources would be less than significant.

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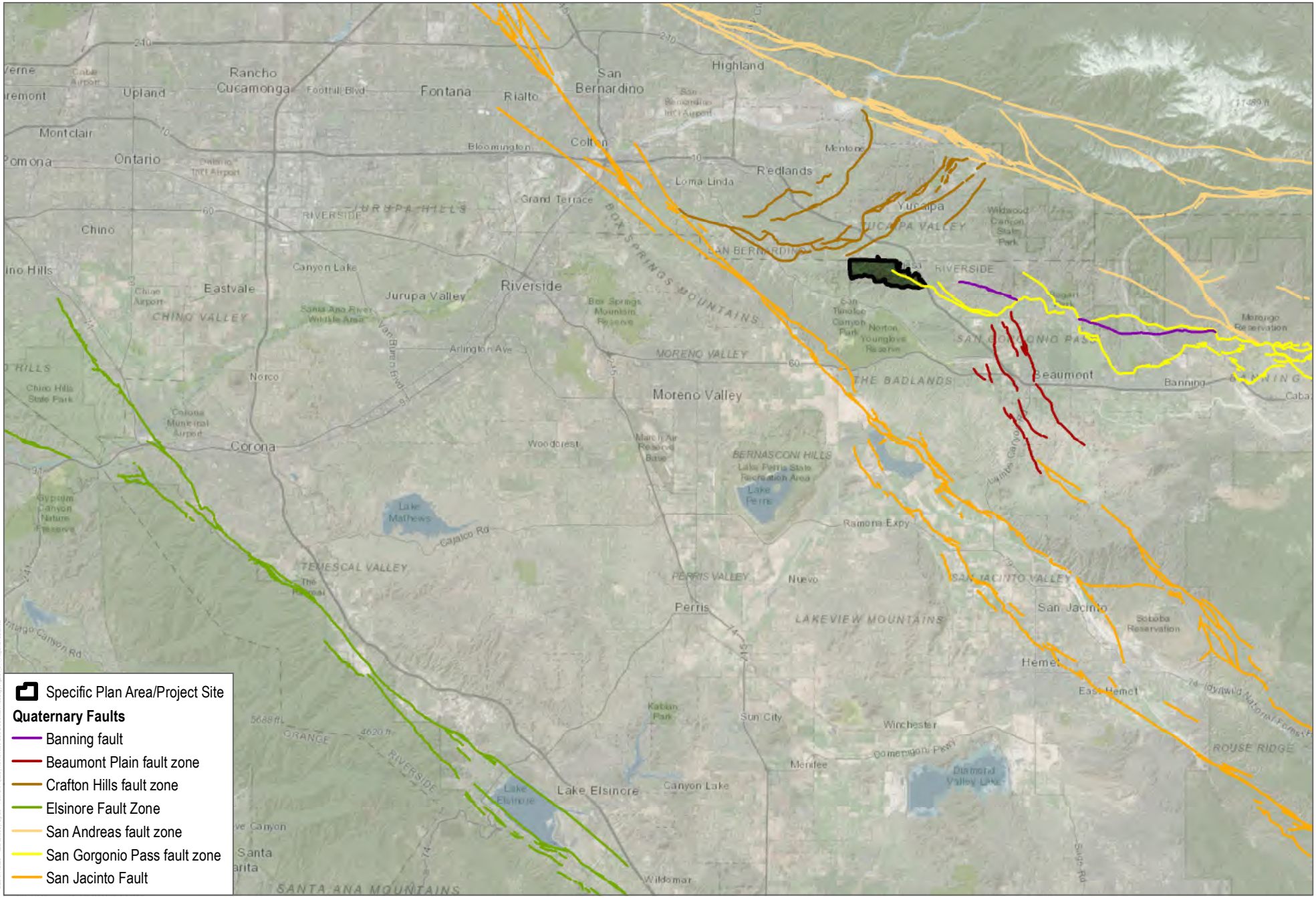

SOURCE: USGS Quaternary Faults Database; Bing Maps

DUDEK

0 2.5 5 Miles

FIGURE 4.6-1

Regional Faults

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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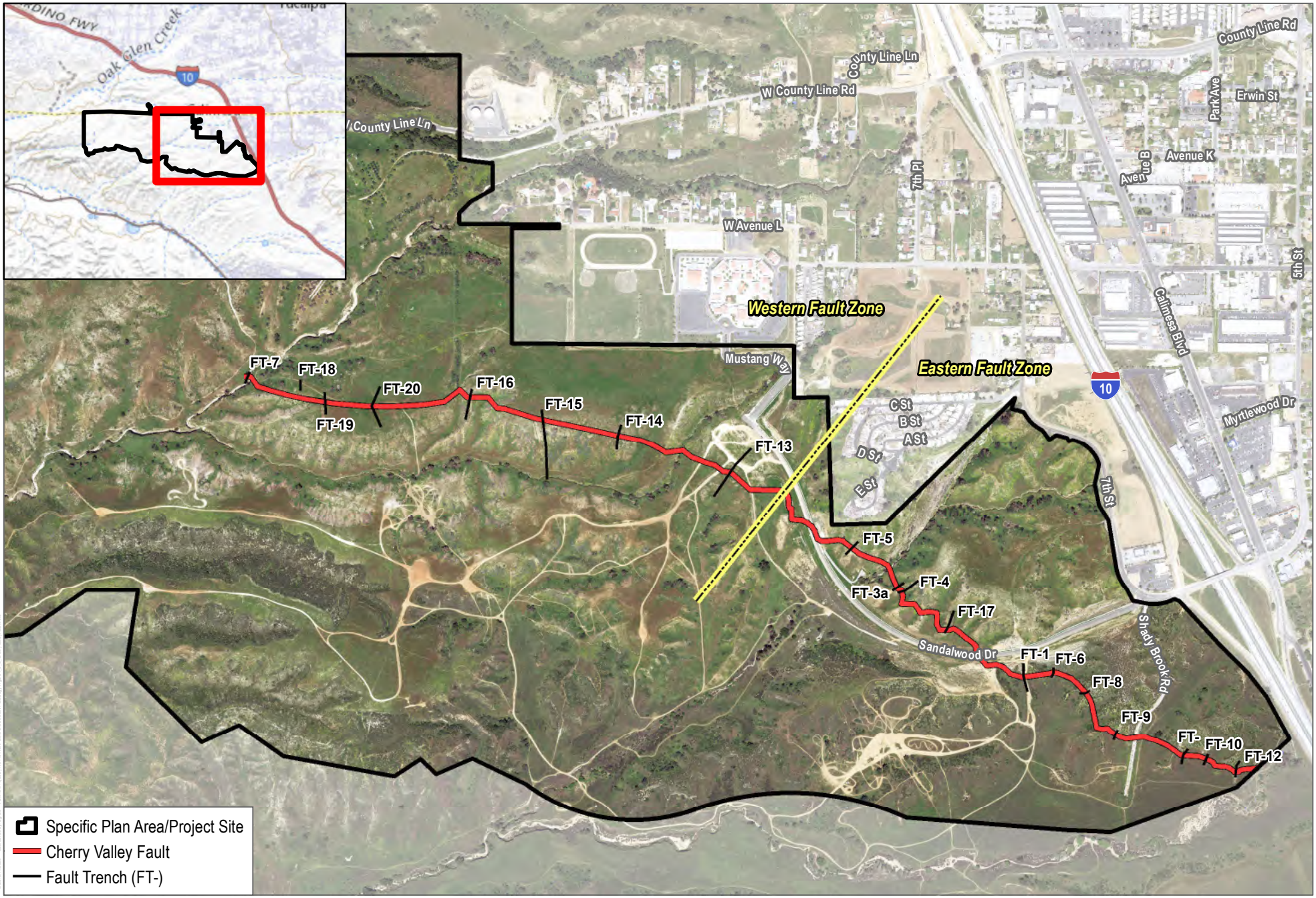

SOURCE: Fiesta Development Inc.(2004), Open Street Map; NAIP

DUDEK

0 500 1,000 Feet

FIGURE 4.6-2

Cherry Valley Fault

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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4.7 Greenhouse Gas Emissions

This section describes the existing greenhouse gas (GHG) conditions of the Mesa Verde Specific Plan Area 2 Amendment 2 Project (Project or Specific Plan Amendment) site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed Project, as applicable, compared to the previously approved Mesa Verde Estates Specific Plan, as amended by the 2017 Mesa Verde Specific Plan Area 2 Amendment 1 (2017 Specific Plan or previously approved project).

The following analysis of the Project's potential impacts related to greenhouse gas emissions is based predominantly on the *Mesa Verde Specific Plan Greenhouse Gas Analysis Report*, prepared by Urban Crossroads, dated May 19, 2025 (Appendix B-4), and the *Mesa Verde Specific Plan Carbon Sequestration Assessment Memorandum*, prepared by Urban Crossroads, dated June 23, 2025 (Appendix B-5).

4.7.1 Existing Environmental Conditions

The Project site is currently vacant and is made up of mostly undeveloped terrain with natural watercourses, valleys, and hillside areas; however, there are currently two paved roadways on the Project site (Sandalwood Drive and Mustang Way), as well as a network of trails. However, the paved roadways and trails would generate negligible GHG emissions, if any.

4.7.1.1 Climate Change Overview

Climate change refers to any significant change in measures of climate, such as temperature, precipitation, or wind patterns, lasting for an extended period (i.e., decades or longer). The Earth's temperature depends on the balance between energy entering and leaving the planet's system. Many factors, both natural and human, can cause changes in Earth's energy balance, including variations in the sun's energy reaching Earth, changes in the reflectivity of Earth's atmosphere and surface, and changes in the greenhouse effect, which affects the amount of heat retained by Earth's atmosphere (EPA 2024a).

The greenhouse effect is the trapping and build-up of heat in the atmosphere (troposphere) near the Earth's surface. The greenhouse effect traps heat in the troposphere through a threefold process as follows: Short-wave radiation emitted by the Sun is absorbed by the Earth, the Earth emits a portion of this energy in the form of long-wave radiation, and GHGs in the upper atmosphere absorb this long-wave radiation and emit it into space and toward the Earth. The greenhouse effect is a natural process that contributes to regulating the Earth's temperature and creates a pleasant, livable environment on the Earth. Human activities that emit additional GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise.

The scientific record of the Earth's climate shows that the climate system varies naturally over a wide range of time scales and that, in general, climate changes prior to the Industrial Revolution in the 1700s can be explained by natural causes such as changes in solar energy, volcanic eruptions, and natural changes in GHG concentrations. Recent climate changes, in particular the warming observed over the past century, however, cannot be explained by natural causes alone. Rather, it is extremely likely that human activities have been the dominant cause of that warming since the mid-twentieth century and is the most significant driver of observed climate change (IPCC 2013; EPA 2024b). Human influence on the climate system is evident from the increasing GHG concentrations in the

atmosphere, positive radiative forcing, observed warming, and improved understanding of the climate system (IPCC 2013). The atmospheric concentrations of GHGs have increased to levels unprecedented in the last 800,000 years, primarily from fossil fuel emissions and secondarily from emissions associated with land use changes (IPCC 2013). Continued emissions of GHGs will cause further warming and changes in all components of the climate system, which is discussed further below.

Greenhouse Gases

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in the California Health and Safety Code, Section 38505(g), for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (see also CEQA Guidelines, Section 15364.5). Some GHGs, such as CO_2, CH_4, and N_2O, occur naturally and are emitted into the atmosphere through natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Manufactured GHGs, which have a much greater heat-absorption potential than CO_2, include fluorinated gases, such as HFCs, PFCs, and SF_6, which are associated with certain industrial products and processes. The following paragraphs provide a summary of the most common GHGs and their sources.[1]

Carbon Dioxide

CO_2 is a naturally occurring gas and a by-product of human activities and is the principal anthropogenic (i.e., caused by human activity) GHG that affects the Earth's radiative balance. Natural sources of CO_2 include respiration of bacteria, plants, animals, and fungus; evaporation from oceans; volcanic out-gassing; and decomposition of dead organic matter. Human activities that generate CO_2 are the combustion of fuels such as coal, oil, natural gas, and wood and changes in land use.

Methane

CH_4 is produced through both natural and human activities. CH_4 is a flammable gas and is the main component of natural gas. CH_4 is produced through anaerobic (without oxygen) decomposition of waste in landfills, flooded rice fields, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, and incomplete fossil fuel combustion.

Nitrous Oxide

N_2O is produced through natural and human activities, mainly through agricultural activities and natural biological processes, although fuel burning and other processes also create N_2O. Sources of N_2O include soil cultivation practices (microbial processes in soil and water), especially the use of commercial and organic fertilizers, manure management, industrial processes (such as in nitric acid production, nylon production, and fossil-fuel-fired power plants), vehicle emissions, and using N_2O as a propellant (e.g., rockets, racecars, and aerosol sprays).

[1] The descriptions of GHGs are summarized from the Intergovernmental Panel on Climate Change (IPCC) Second Assessment Report (1995), IPCC Fourth Assessment Report (2007), CARB's "Glossary of Terms Used in GHG Inventories" (CARB 2018), and EPA's "Glossary of Climate Change Terms" (EPA 2016d).

Fluorinated Gases

Fluorinated gases (also referred to as F-gases) are synthetic powerful GHGs emitted from many industrial processes. Fluorinated gases are commonly used as substitutes for stratospheric ozone-depleting substances (e.g., chlorofluorocarbons, hydrochlorofluorocarbons, and halons). The most prevalent fluorinated gases include the following:

- **Hydrofluorocarbons:** HFCs are compounds containing only hydrogen, fluorine, and carbon atoms. HFCs are synthetic chemicals used as alternatives to ozone-depleting substances in serving many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are used in manufacturing.
- **Perfluorocarbons:** PFCs are a group of human-made chemicals composed of carbon and fluorine only. These chemicals were introduced as alternatives, with HFCs, to the ozone depleting substances. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing. Since PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere, these chemicals have long lifetimes, ranging between 10,000 and 50,000 years.
- **Sulfur Hexafluoride:** SF_6 is a colorless gas soluble in alcohol and ether and slightly soluble in water. SF_6 is used for insulation in electric power transmission and distribution equipment, semiconductor manufacturing, the magnesium industry, and as a tracer gas for leak detection.
- **Nitrogen Trifluoride:** Nitrogen trifluoride is used in the manufacture of a variety of electronics, including semiconductors and flat panel displays.

Chlorofluorocarbons

Chlorofluorocarbons are synthetic chemicals that have been used as cleaning solvents, refrigerants, and aerosol propellants. They are chemically unreactive in the lower atmosphere (troposphere) and their production was prohibited in 1987 due to the chemical destruction of stratospheric O_3.

Hydrochlorofluorocarbons

Hydrochlorofluorocarbons are a large group of compounds, whose structure is very close to that of chlorofluorocarbons—containing hydrogen, fluorine, chlorine, and carbon atoms—but including one or more hydrogen atoms. Like HFCs, hydrochlorofluorocarbons are used in refrigerants and propellants. They were also used in place of chlorofluorocarbons for some applications; however, their use in general is being phased out.

Black Carbon

Black carbon is a component of fine particulate matter, which has been identified as a leading environmental risk factor for premature death. It is produced from the incomplete combustion of fossil fuels and biomass burning, particularly from older diesel engines and forest fires. Black carbon warms the atmosphere by absorbing solar radiation, influences cloud formation, and darkens the surface of snow and ice, which accelerates heat absorption and melting. Black carbon is a short-lived species that varies spatially, which makes it difficult to quantify the global warming potential. Diesel particulate matter emissions are a major source of black carbon and are toxic air contaminants that have been regulated and controlled in California for several decades to protect public health. In relation to declining diesel particulate matter from the California Air Resources Board's (CARB's) regulations pertaining to diesel engines, diesel fuels, and burning activities, CARB estimates that annual black carbon

emissions in California have reduced by 70% between 1990 and 2010, with 95% control expected by 2020 (CARB 2014).

Water Vapor

The primary source of water vapor is evaporation from the ocean, with additional vapor generated by sublimation (change from solid to gas) from ice and snow, evaporation from other water bodies, and transpiration from plant leaves. Water vapor is the most important, abundant, and variable GHG in the atmosphere and maintains a climate necessary for life.

Ozone

Tropospheric O_3, which is created by photochemical reactions involving gases from both natural sources and human activities, acts as a GHG. Stratospheric O_3, which is created by the interaction between solar ultraviolet radiation and molecular oxygen (O_2), plays a decisive role in the stratospheric radiative balance. Depletion of stratospheric O_3, due to chemical reactions that may be enhanced by climate change, results in an increased ground-level flux of ultraviolet-B radiation.

Aerosols

Aerosols are suspensions of particulate matter in a gas emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light.

4.7.1.2 Global Warming Potential

Gases in the atmosphere can contribute to climate change both directly and indirectly. Direct effects occur when the gas itself absorbs radiation. Indirect radiative forcing occurs when chemical transformations of the substance produce other GHGs, when a gas influences the atmospheric lifetimes of other gases, and/or when a gas affects atmospheric processes that alter the radiative balance of the Earth (e.g., affect cloud formation or albedo [reflection of light from the Earth]) (EPA 2024c). The Intergovernmental Panel on Climate Change (IPCC) developed the global warming potential (GWP) concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP of a GHG is defined as the ratio of the time-integrated radiative forcing from the instantaneous release of 1 kilogram of a trace substance relative to that of 1 kilogram of a reference gas (IPCC 2014). The reference gas used is CO_2; therefore, GWP-weighted emissions are measured in metric tons (MT) of CO_2 equivalent (CO_2e).

The current version of The California Emissions Estimator Model (CalEEMod) (version 2022.1.1.20) assumes that the GWP for CH_4 is 25 (so emissions of 1 MT of CH_4 are equivalent to emissions of 25 MT of CO_2), and the GWP for N_2O is 298, based on the IPCC Fourth Assessment Report (IPCC 2007). The GWP values identified in CalEEMod were applied to the Project.

4.7.1.3 Sources of Greenhouse Gas Emissions

Per the U.S. Environmental Protection Agency's (EPA's) Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2021, total United States GHG emissions were approximately 6,340.2 million metric tons (MMT) CO_2e in 2021 (EPA 2023). Total U.S. emissions have decreased by 2.3% from 1990 to 2021, down from a high of 15.8%

above 1990 levels in 2007. Emissions increased from 2020 to 2021 by 5.2% (314.3 MMT CO_2e). Net emissions (i.e., including sinks) were 5,586.0 MMT CO_2e in 2021. Overall, net emissions increased 6.4% from 2020 to 2021 and decreased 16.6% from 2005 levels. Between 2020 and 2021, the increase in total GHG emissions was driven largely by an increase in CO_2 emissions from fossil fuel combustion due to economic activity rebounding after the height of the COVID-19 pandemic. The CO_2 emissions from fossil fuel combustion increased by 6.8% from 2020 to 2021, including a 11.4% increase in transportation sector emissions and a 7.0% increase in electric power sector emissions. The increase in electric power sector emissions was due in part to an increase in electricity demand of 2.4% since 2020. Overall, there has been a decrease in electric power sector emissions from 1990 through 2021, which reflects the combined impacts of long-term trends in many factors, including population, economic growth, energy markets, technological changes including energy efficiency, and the carbon intensity of energy fuel choices (EPA 2023).

According to California's 2000–2020 GHG emissions inventory (2022 edition), California emitted approximately 369 MMT CO_2e in 2020, including emissions resulting from out-of-state electrical generation (CARB 2022a). The sources of GHG emissions in California include transportation, industry, electric power production from both in-state and out-of-state sources, residential and commercial activities, agriculture, high-GWP substances, and recycling and waste. As shown, as of 2020, transportation represents 37% of the total percentage of annual GHG emissions in California. Table 4.7-1 presents California GHG emission source categories and their relative contributions to the emissions inventory in 2020.

Table 4.7-1. Greenhouse Gas Emissions Sources in California

Source Category	Annual GHG Emissions (MMT CO_2e)[a]	Percent of Total[a]
Transportation	135.9	37%
Industrial	73.5	20%
Electric power	59.4	16%
Commercial and Residential	38.8	10%
Agriculture	31.8	9%
High global-warming potential substances	21.4	6%
Recycling and waste	8.9	2%
Total	**369.2**	**100%**

Source: CARB 2022a.
Notes: GHG = greenhouse gas; MMT CO_2e = million metric tons of carbon dioxide equivalent.
Emissions reflect the 2020 California GHG inventory by Scoping Plan Category (CARB 2022a).
[a] Percentage of total and annual GHG emissions have been rounded, and total may not sum due to rounding.

4.7.1.4 Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources through uncertain impacts related to future air temperatures and precipitation patterns. The 2014 IPCC Synthesis Report (IPCC 2014) indicated that warming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia. Signs that global climate change has occurred include warming of the atmosphere and ocean, diminished amounts of snow and ice, rising sea levels, and ocean acidification (IPCC 2014).

In California, climate change impacts have the potential to affect sea-level rise, agriculture, snowpack and water supply, forestry, wildfire risk, public health, frequency of severe weather events, and electricity demand and supply. The primary effect of global climate change has been a rise in average global tropospheric temperature. Global surface temperature in the first two decades of the 21st century (2001–2020) was 0.99°C [0.84°C to 1.10°C]

higher than 1850–1900 (IPCC 2023). Global surface temperature has increased faster since 1970 than in any other 50-year period over at least the last 2000 years (IPCC 2023). Scientific modeling predicts that continued emissions of GHGs at or above current rates would induce more extreme climate changes during the twenty-first century than were observed during the twentieth century. Human activities, principally through emissions of greenhouse gases, have unequivocally caused global warming, with global surface temperature reaching 1.1°C above 1850–1900 in 2011–2020 (IPCC 2023).

Although climate change is driven by global atmospheric conditions, climate change impacts are felt locally. A scientific consensus confirms that climate change is already affecting California. Office of Environmental Health Hazard Assessment identified various indicators of climate change in California, which are scientifically based measurements that track trends in various aspects of climate change. Many indicators reveal discernible evidence that climate change is occurring in California and is having significant, measurable impacts in the state. Changes in the state's climate have been observed including an increase in annual average air temperature, more frequent extreme heat events, more extreme drought, a decline in winter chill, an increase in cooling degree days and a decrease in heating degree days[2], and an increase in variability of statewide precipitation (OEHHA 2022).

Warming temperatures and changing precipitation patterns have altered California's physical systems—the ocean, lakes, rivers and snowpack—upon which the state depends. Winter snowpack and spring snowmelt runoff from the Sierra Nevada and southern Cascade Mountains provide approximately one-third of the state's annual water supply. Impacts of climate on physical systems have been observed such as high variability of snow-water content (i.e., amount of water stored in snowpack), decrease in spring snowmelt runoff, glacier change (loss in area), rise in sea levels, increase in average lake water temperature and coastal ocean temperature, and a decrease in dissolved oxygen in coastal waters (OEHHA 2022).

Impacts of climate change on biological systems, including humans, wildlife, and vegetation, have also been observed including climate change impacts on terrestrial, marine, and freshwater ecosystems. As with global observations, species responses include those consistent with warming: elevational or latitudinal shifts in range, changes in the timing of key plant and animal life cycle events, and changes in the abundance of species and in community composition. Humans are better able to adapt to a changing climate than plants and animals in natural ecosystems. Nevertheless, climate change poses a threat to public health as warming temperatures and changes in precipitation can affect vector-borne pathogen transmission and disease patterns in California, as well as the variability of heat-related deaths and illnesses. In addition, since 1950, the area burned by wildfires each year has been increasing.

The California Natural Resources Agency (CNRA) has released four California Climate Change Assessments (in 2006, 2009, 2012, and 2018), which have addressed the following: acceleration of warming across the state, more intense and frequent heat waves, greater riverine flows, accelerating sea level rise, more intense and frequent drought, more severe and frequent wildfires, more severe storms and extreme weather events, shrinking snowpack and less overall precipitation, ocean acidification, hypoxia,[3] and warming. To address local and regional governments' need for information to support action in their communities, the Fourth Assessment (CNRA 2018) includes reports for nine regions of the state, including the Los Angeles Region, which includes the urbanized portion of Riverside County where the Project is located. Key projected climate changes for the Los Angeles Region include the following (CNRA 2018):

[2] Degree days are defined as the number of degrees by which the average daily temperature is higher than 65°F (cooling degree days) or lower than 65°F (heating degree days) based on the assumption that as outside temperature is 65°F results in comfortable indoor temperatures. Degree days reflect changes in climate and are used as a proxy for the energy demand for heating or cooling buildings.

[3] Hypoxia is the state in which oxygen is not available in sufficient amounts at the tissue level to maintain adequate homeostasis.

- Continued future warming over the Los Angeles Region. Across the region, average maximum temperatures are projected to increase around 4°F to 5°F by the mid-century, and 5°F to 8°F by the late century.
- Extreme temperatures are also expected to increase. The hottest day of the year may be up to 10°F warmer for many locations across the Los Angeles Region by the late century under certain model scenarios. The number of extremely hot days is also expected to increase across the region.
- Despite small changes in average precipitation, dry and wet extremes are both expected to increase. By the late twenty-first century, the wettest day of the year is expected to increase across most of the Los Angeles Region, with some locations experiencing 25% to 30% increases under certain model scenarios. Increased frequency and severity of atmospheric river events are also projected to occur for this region.
- Sea levels are projected to continue to rise in the future, but there is a large range based on emissions scenario and uncertainty in feedbacks in the climate system. Roughly 1 foot to 2 feet of sea level rise is projected by the mid-century, and the most extreme projections lead to 8 feet to 10 feet of sea level rise by the end of the century.
- Projections indicate that the number of wildfires may increase over Southern California, but there remains uncertainty in quantifying future changes of burned area over the Los Angeles region.

4.7.2 Regulatory Requirements

4.7.2.1 Federal

Massachusetts v. U.S. Environmental Protection Agency

In *Massachusetts v. EPA* (April 2007), the U.S. Supreme Court ruled that CO_2 was a pollutant and directed the EPA administrator to determine whether GHG emissions from new motor vehicles cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In making these decisions, the EPA administrator is required to follow the language of Section 202(a) of the Clean Air Act (42 USC 7401 et seq.). On December 7, 2009, the administrator signed a final rule with two distinct findings regarding GHGs under Section 202(a) of the Clean Air Act:

- **Endangerment Finding:** The elevated concentrations of GHGs—CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6—in the atmosphere threaten the public health and welfare of current and future generations. This is referred to as the "endangerment finding."
- **Cause or Contribute Finding:** The combined emissions of GHGs—CO_2, CH_4, N_2O, and HFCs—from new motor vehicles and new motor vehicle engines contribute to the GHG air pollution that endangers public health and welfare. This is referred to as the "cause or contribute finding."

These two findings were necessary to establish the foundation for regulation of GHGs from new motor vehicles as air pollutants under the Clean Air Act.

Energy Independence and Security Act

The Energy Independence and Security Act of 2007 (Public Law 110-140) (42 USC 152), among other key measures, would do the following in aiding the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020, and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy-efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

Federal Vehicle Standards

In 2007, in response to the *Massachusetts v. EPA* decision, the Bush administration issued Executive Order (EO) 13432 directing the EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011 (15 USC 1392–1407); in 2010, the EPA and the NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012 through 2016 (75 FR 25324–25728).

In 2010, President Obama issued a memorandum directing the Department of Transportation, the Department of Energy, the EPA, and the NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the EPA and the NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017 through 2025 light-duty vehicles. The proposed standards are projected to achieve 163 grams per mile of CO_2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017 through 2021 (77 FR 62624-63200). On January 12, 2017, the EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks (40 CFR Parts 85, 86, 600; 49 CFR Parts 523, 531, 533, 536, 537).

In 2011, in addition to the regulations applicable to cars and light-duty trucks described above, the EPA and the NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014 through 2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6% to 23% over the 2010 baselines (76 FR 57106–57513).

In August 2016, the EPA and the NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all sizes of buses and work trucks. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion MT and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program (EPA and NHTSA 2016).

On April 2, 2018, the EPA, under administrator Scott Pruitt, reconsidered the final determination for light-duty vehicles and withdrew its previous 2017 determination, stating that the current standards may be too stringent and therefore should be revised as appropriate (83 FR 16077–16087).

In August 2018, the EPA and the NHTSA proposed to amend certain fuel economy and GHG standards for passenger cars and light trucks and to establish new standards for model years 2021 through 2026. Compared to maintaining the post-2020 standards then in place, the 2018 proposal would increase U.S. fuel consumption by about half a million barrels per day (2% to 3% of total daily consumption, according to the Energy Information Administration) and impact the global climate by 3/1000th of 1°C by 2100 (EPA and NHTSA 2018).

In 2019, the EPA and the NHTSA published the Safer Affordable Fuel-Efficient Vehicles Rule Part One: One National Program (84 FR 51310), which revoked California's authority to set its own GHG emissions standards and set zero-emission vehicle (ZEV) mandates in California. In March 2020, Part Two was issued, which set CO_2 emissions standards and Corporate Average Fuel Economy standards for passenger vehicles and light-duty trucks for model years 2021 through 2026.

In response to EO 13990, on December 21, 2021, the NHTSA finalized the Corporate Average Fuel Economy Preemption rule to withdraw its portions of the Part One Rule. The final rule concluded that the Part One Rule overstepped the agency's legal authority and established overly broad prohibitions that did not account for a variety of important state and local interests.

In March 2022, the NHTSA established new fuel economy standards that would require an industry-wide fleet average of approximately 49 miles per gallon for passenger cars and light trucks in model year 2026, by increasing fuel efficiency by 8% annually for model years 2024 and 2025, and 10% annually for model year 2026 (40 CFR Parts 85, 86, 600; 49 CFR Parts 523, 531, 533, 536, 537).

The Inflation Reduction Act of 2022

The Inflation Reduction Act was signed into law by President Biden in August 2022. The act includes specific investment in energy and climate reform and is projected to reduce GHG emissions within the United States by 40% as compared to 2005 levels by 2030. The act allocates funds to boost renewable energy infrastructure (e.g., solar panels and wind turbines), includes tax credits for the purchase of electric vehicles, and includes measures that will make homes more energy efficient.

The Inflation Reduction Act authorized the EPA to implement the Greenhouse Gas Reduction Fund Program, which is a historic, $27 billion investment to mobilize financing and private capital to combat the climate crisis and ensure American economic competitiveness. The Greenhouse Gas Reduction Fund will be designed to achieve the following program objectives: reduce GHG emissions and other air pollutants; deliver the benefits of GHG- and air-pollution-reducing projects to American communities, particularly low-income and disadvantaged communities; and mobilize financing and private capital to stimulate additional deployment of GHG and air pollution reducing projects (EPA 2024d).

The Inflation Reduction Act confirms that reduction of GHGs is a core goal of the Clean Air Act and that the funding provided should allow the EPA to increase the scope of its Clean Air Act rulemakings. The act also confirms applicability of the Inflation Reduction Act to GHGs in three specific areas: (1) California's ability to regulate GHG emissions from vehicles, (2) the EPA's authority to regulate CH_4 emissions from oil and gas facilities, and (3) the EPA's authority to regulate GHG emissions from power plants.

4.7.2.2 State

The statewide GHG emissions regulatory framework is summarized in this subsection by category: state climate change targets, building energy, renewable energy and energy procurement, mobile sources, water, solid waste, and other state actions. The following text describes EOs, Assembly Bills (ABs), Senate Bills (SBs), and other plans and policies that would directly or indirectly reduce GHG emissions and/or address climate change issues.

State Climate Change Targets

The state has taken a number of actions to address climate change. These actions are summarized below, and include EOs, legislation, and CARB plans and requirements.

Executive Order S-3-05

Executive Order S-3-05 (June 2005) identified GHG emissions-reduction targets and laid out responsibilities among the state agencies for implementing the EO and for reporting on progress toward the targets. This EO identified the following targets:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80% below 1990 levels.

EO S-3-05 also directed the California Environmental Protection Agency to report biannually on progress made toward meeting the GHG targets and the impacts to California due to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry.

Assembly Bill 32

In furtherance of the goals identified in EO S-3-05, the Legislature enacted AB 32, the California Global Warming Solutions Act of 2006 (California Health and Safety Code Sections 38500–38599). AB 32 provided initial direction on creating a comprehensive multiyear program to limit California's GHG emissions at 1990 levels by 2020, and initiate the transformations required to achieve the state's long-range climate objectives.

Executive Order B-30-15

EO B-30-15 (April 2015) identified an interim GHG-reduction target in support of targets previously identified under S-3-05 and AB 32. EO B-30-15 set an interim target goal of reducing GHG emissions to 40% below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80% below 1990 levels by 2050, as set forth in S-3-05. To facilitate achieving this goal, EO B3015 called for CARB to update the Climate Change Scoping Plan (Scoping Plan) to express the 2030 target in terms of MMT CO_2e. The EO also called for state agencies to continue to develop and implement GHG emission-reduction programs in support of the reduction targets.

Senate Bill 32 and Assembly Bill 197

SB 32 and AB 197 (enacted in 2016) are companion bills. SB 32 (California Health and Safety Code Section 38566) codified the 2030 emissions-reduction goal of EO B-30-15 by requiring CARB to ensure that statewide GHG

emissions are reduced to 40% below 1990 levels by 2030. AB 197 (California Health and Safety Code Section 38531) established the Joint Legislative Committee on Climate Change Policies, consisting of at least three members of the Senate and three members of the Assembly, to provide ongoing oversight over implementation of the state's climate policies. AB 197 also added two members of the Legislature to CARB as nonvoting members; requires CARB to make available and update (at least annually via its website) emissions data for GHGs, criteria air pollutants, and toxic air contaminants from reporting facilities; and requires CARB to identify specific information for GHG emissions-reduction measures when updating the Scoping Plan.

Executive Order B-55-18

EO B-55-18 (September 2018) identified a policy for the state to achieve carbon neutrality as soon as possible (no later than 2045) and achieve and maintain net negative emissions thereafter. The goal is in addition to the existing statewide targets of reducing the state's GHG emissions. CARB will work with relevant state agencies to ensure that future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal.

Assembly Bill 1279

The Legislature enacted AB 1279 (California Health and Safety Code Section 38562.2), the California Climate Crisis Act, in September 2022. The bill declares the policy of the state to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter. Additionally, the bill requires that by 2045, statewide anthropogenic GHG emissions be reduced to at least 85% below 1990 levels.

California Air Resources Board's Climate Change Scoping Plan

One specific requirement of AB 32 is for CARB to prepare a scoping plan to help achieve the maximum technologically feasible and cost-effective GHG emission reductions by 2020 (California Health and Safety Code Section 38561[a]) and to update the plan at least once every 5 years. In 2008, CARB approved the first scoping plan: The Climate Change Proposed Scoping Plan: A Framework for Change (Scoping Plan). The Scoping Plan included a mix of recommended strategies that combined direct regulations, market-based approaches, voluntary measures, policies, and other emission-reduction programs calculated to meet the 2020 statewide GHG emission limit and initiate the transformations needed to achieve the state's long-range climate objectives.

In 2014, CARB approved the first update to the Scoping Plan. The First Update to the Climate Change Scoping Plan: Building on the Framework (2014 Scoping Plan Update) defined the state's GHG emission reduction priorities for the next 5 years and laid the groundwork to start the transition to the post-2020 goals set forth in EO S-3-05 and EO B-16-2012 (CARB 2014). The 2014 Scoping Plan Update concluded that California was on track to meet the 2020 target but recommended that a 2030 mid-term GHG reduction target be established to ensure a continuum of action to reduce emissions. The 2014 Scoping Plan Update recommended a mix of technologies in key economic sectors to reduce emissions through 2050 including energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and the rapid market penetration of efficient and clean energy technologies.

In December 2017, CARB released the 2017 Climate Change Scoping Plan Update (2017 Scoping Plan Update) for public review and comment (CARB 2017). The 2017 Scoping Plan Update builds on the successful framework established in the initial Scoping Plan and 2014 Scoping Plan Update, while identifying new technologically feasible and cost-effective strategies that will serve as the framework to achieve the 2030 GHG target and define the state's climate change priorities to 2030 and beyond. The strategies' known commitments include implementing renewable

energy and energy efficiency (including the mandates of SB 350, California Public Utilities Code Section454.51), increased stringency of the Low Carbon Fuel Standard (LCFS), measures identified in the Mobile Source and Freight Strategies, measures identified in the proposed Short-Lived Climate Pollutant (SLCP) Plan, and increased stringency of SB 375 targets. To fill the gap in additional reductions needed to achieve the 2030 target, the 2017 Scoping Plan Update recommends continuing the Cap-and-Trade Program and a measure to reduce GHGs from refineries by 20%.

CARB adopted the 2022 Scoping Plan Update in December 2022. The 2022 CARB Scoping Plan Update outlines the state's plan to reach carbon neutrality by 2045 or earlier, while also assessing the progress the state is making toward achieving GHG reduction goals by 2030. Per the Legislative Analyst's Office, the 2022 CARB Scoping Plan identifies a more aggressive 2030 GHG goal. As it relates to the 2030 goal, perhaps the most significant change in the 2022 plan (as compared to previous Scoping Plans) is that it identifies a new GHG target of 48% below the 1990 level, compared to the current statutory goal of 40% below. Current law requires the state to reduce GHG emissions by at least 40% below the 1990 level by 2030 but does not specify an alternative goal. According to CARB, a focus on the lower target is needed to put the state on a path to meeting the newly established 2045 goal, consistent with the overall path to 2045 carbon neutrality. The carbon neutrality goal requires CARB to expand proposed actions from only the reduction of anthropogenic sources of GHG emissions to also include those that capture and store carbon (e.g., through natural and working lands, or mechanical technologies). The carbon reduction programs build on and accelerate those currently in place, including moving to zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen (CARB 2022b).

The 2022 CARB Scoping Plan Update also emphasizes that there is no realistic path to carbon neutrality without carbon removal and sequestration, and to achieve the state's carbon neutrality goal, carbon reduction programs must be supplemented by strategies to remove and sequester carbon. Strategies for carbon removal and sequestration include carbon capture and storage from anthropogenic point sources, where CO_2 is captured as it leaves a facility's smokestack and is injected into geologic formations or used in industrial materials (e.g., concrete); and CO_2 removal from ambient air, through mechanical (e.g., direct air capture with sequestration) or nature-based (e.g., management of natural and working lands) applications.

The 2022 CARB Scoping Plan Update details "Local Actions" in Appendix D. The Appendix D Local Actions include recommendations to build momentum for local government actions that align with the state's climate goals, with a focus on local GHG reduction strategies (commonly referred to as climate action planning) and approval of new land use development projects, including through environmental review under CEQA. The recommendations provided in Appendix D are non-binding (i.e., not regulatory) and should not be interpreted as a directive to local governments, but rather as evidence-based analytical tools to assist local governments with their role as essential partners in achieving California's climate goals.

Appendix D recognizes consistency with a CEQA-qualified GHG reduction plan such as a Climate Action Plan (CAP) as a first option for evaluating potential GHG emission impacts under CEQA. Absent a qualified GHG reduction plan, for residential and mixed-use projects, Appendix D provides a second option for evaluating project consistency with recommendations for key attributes that projects should achieve that would align with the state's climate goals. These key attributes include electric vehicle (EV) charging infrastructure, infill location, no loss or conversion of natural and working lands, transit-supportive densities or proximity to transit stops, reducing parking requirements, provision of affordable housing (at least 20% of units), no net loss of existing affordable units, and all-electric appliances with no natural gas connection (CARB 2022b). Projects that achieve all key attributes are considered

"clearly consistent" with the state's climate and housing goals, since these attributes address the largest sources of operational emissions for residential and mixed-use projects. According to the 2022 CARB Scoping Plan Update, in general, residential and mixed-use projects that incorporate all these attributes are aligned with the state's priority GHG reduction strategies for local climate action as shown on Table 1 of the 2022 CARB Scoping Plan Update, as well as with the state's climate and housing goals. Such projects are considered consistent with the Scoping Plan; therefore, the GHG emissions associated with such projects generally result in a less than significant GHG impact under CEQA (CARB 2022b). Additionally, the 2022 CARB Scoping Plan Update states that lead agencies under CEQA "may determine, with adequate additional supporting evidence, that projects that incorporate some, but not all, of the Key Project Attributes are consistent with the State's climate goals" (CARB 2022b).

The above is CARB's recommended approach for evaluating significance of GHG impacts for residential and mixed-use development projects (CARB 2022b). However, alternative approaches to evaluating project-level alignment with state climate goals are also provided at Appendix D. Lead agencies under CEQA can make a significance determination based on whether the project would result in net-zero GHG emissions and whether the project is consistent with a significance determination/threshold recommended by the applicable air district or other lead agencies (CARB 2022b). Appendix D acknowledges, however, that net zero may not be feasible or appropriate for every project (CARB 2022b).

Executive Order B-18-12

EO B-18-12 (April 2012) directed state agencies, departments, and other entities under the governor's executive authority to take action to reduce entity-wide GHG emissions by at least 10% by 2015 and 20% by 2020, as measured against a 2010 baseline. EO B-18-12 also identified goals for existing state buildings for reducing grid-based energy purchases and water use.

Senate Bill 605 and Senate Bill 1383

SB 605 (2014) requires CARB to complete a comprehensive strategy to reduce emissions of SLCPs in the state (California Health and Safety Code Section 39730) and SB 1383 (2016) requires CARB to approve and implement that strategy by January 1, 2018 (California Public Resources Code Sections 42652–43654). SB 1383 also establishes specific targets for the reduction of SLCPs (40% below 2013 levels by 2030 for CH_4 and HFCs, and 50% below 2013 levels by 2030 for anthropogenic black carbon) and provides direction for reductions from dairy and livestock operations and landfills. Accordingly, and as mentioned above, CARB adopted its SLCP Reduction Strategy in March 2017 (CARB 2017b). The SLCP Reduction Strategy establishes a framework for the statewide reduction of emissions of black carbon, methane, and fluorinated gases (CARB 2017b).

Assembly Bill 1757

AB 1757 (September 2022), California Health and Safety Code Section 38561.5, requires the CNRA to determine a range of targets for natural carbon sequestration and for nature-based climate solutions that reduce GHG emissions for future years 2030, 2038, and 2045. These targets are to be determined by no later than January 1, 2024, and are established to support the state's goals to achieve carbon neutrality and foster climate adaptation and resilience.

Building Energy

California Code of Regulations, Title 24, Part 6

The California Building Standards Code was established in 1978 and serves to enhance and regulate California's building standards. While not initially promulgated to reduce GHG emissions, Part 6 of Title 24 specifically established Building Energy Efficiency Standards that are designed to ensure that new and existing buildings in California achieve energy efficiency and preserve outdoor and indoor environmental quality. These energy efficiency standards are reviewed every 3 years by the Building Standards Commission and the California Energy Commission (CEC) and revised if necessary (California Public Resources Code Section 25402[b][1]). The regulations receive input from members of industry, as well as the public, to "reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy" (California Public Resources Code Section 25402). These regulations are carefully scrutinized and analyzed for technological and economic feasibility (California Public Resources Code Section 25402[d]) and cost effectiveness (California Public Resources Code Section 25402[b][2–3]). As a result, these standards save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment.

The current Title 24, Part 6 standards, referred to as the 2022 Title 24 Building Energy Efficiency Standards, became effective on January 1, 2023. The 2022 Energy Code focuses on four key areas in newly constructed homes and businesses quality (CEC 2024):

- Encouraging electric heat pump technology for space and water heating, which consumes less energy and produces fewer emissions than gas-powered units.
- Establishing electric-ready requirements for single-family homes to position owners to use cleaner electric heating, cooking, and EV charging options whenever they choose to adopt those technologies.
- Expanding solar photovoltaic system and battery storage standards to make clean energy available on site and complement the state's progress toward a 100% clean electricity grid.
- Strengthening ventilation standards to improve indoor air quality.

It should be noted that the 2025 Title 24 Building Energy Efficiency Standards are expected to be adopted in 2024, with an effective date of January 1, 2026. The Project would be required to comply with the applicable standards in place at the time plan check submittals are made.

California Code of Regulations, Title 24, Part 11

In addition to CEC's efforts, in 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24), which is commonly referred to as California's Green Building Standards (CALGreen), establishes minimum mandatory standards and voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The CALGreen standards took effect in January 2011 and instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial, low-rise residential and state-owned buildings and schools and hospitals. The 2022 CALGreen standards are the current applicable standards. For nonresidential projects, some of the key mandatory CALGreen 2022 standards involve requirements related to bicycle parking, designated parking for clean air vehicles, EV charging stations for passenger vehicles, medium heavy duty and heavy duty trucks, shade trees, water conserving plumbing fixtures and fittings, outdoor potable water use in landscaped

areas, recycled water supply systems, construction waste management, excavated soil and land clearing debris, and commissioning (24 CCR, Part 11).

It should be noted that the 2025 California Green Building Code Standards are expected to be adopted in 2024, with an effective date of January 1, 2026. The Project would be required to comply with the applicable standards in place at the time plan check submittals are made.

California Code of Regulations, Title 20

Title 20 of the California Code of Regulations requires manufacturers of appliances to meet state and federal standards for energy and water efficiency (20 CCR 1401–1410). CEC certifies an appliance based on a manufacturer's demonstration that the appliance meets the standards. New appliances regulated under Title 20 include refrigerators, refrigerator-freezers, and freezers; room air conditioners and room air-conditioning heat pumps; central air conditioners; spot air conditioners; vented gas space heaters; gas pool heaters; plumbing fittings and plumbing fixtures; fluorescent lamp ballasts; lamps; emergency lighting; traffic signal modules; dishwashers; clothes washers and dryers; cooking products; electric motors; low voltage dry-type distribution transformers; power supplies; televisions and consumer audio and video equipment; and battery charger systems. Title 20 presents protocols for testing each type of appliance covered under the regulations and appliances must meet the standards for energy performance, energy design, water performance, and water design. Title 20 contains three types of standards for appliances: federal and state standards for federally regulated appliances, state standards for federally regulated appliances, and state standards for non-federally regulated appliances.

Senate Bill 1

SB 1 (2006) established a $3 billion rebate program to support the goal of the state to install rooftop solar energy systems with a generation capacity of 3,000 megawatts through 2016. SB 1 added sections to the California Public Resources Code, including Chapter 8.8 (California Solar Initiative), that require building projects applying for ratepayer-funded incentives for photovoltaic systems to meet minimum energy-efficiency levels and performance requirements (California Public Resources Code Sections 25780–25784). Section 25780 established that it is a goal of the state to establish a self-sufficient solar industry. The goals included establishing solar energy systems as a viable mainstream option for both homes and businesses within 10 years of adoption and placing solar energy systems on 50% of new homes within 13 years of adoption. SB 1, also termed "Go Solar California," was previously titled "Million Solar Roofs."

Assembly Bill 1470

This bill established the Solar Water Heating and Efficiency Act of 2007 (California Public Utilities Code Sections 2851–2869). The bill makes findings and declarations of the Legislature relating to the promotion of solar water heating systems and other technologies that reduce natural gas demand.

Assembly Bill 1109

Enacted in 2007, AB 1109 required CEC to adopt minimum energy efficiency standards for general-purpose lighting to reduce electricity consumption by 50% for indoor residential lighting and by 25% for indoor commercial lighting (California Public Resources Code Section 25402.5.4).

Renewable Energy and Energy Procurement

Senate Bill 1078, Senate Bill 1368, Executive Order S-14-08, Executive Order S-21-09 and Senate Bill X1-2, and Senate Bill 1020

SB 1078 (2002) (California Public Utilities Code Section 399.11 et seq.) established the Renewables Portfolio Standard program, which required an annual increase in renewable generation by the utilities equivalent to at least 1% of sales, with an aggregate goal of 20% by 2017. This goal was subsequently accelerated, requiring utilities to obtain 20% of their power from renewable sources by 2010 (see SB 107, EO S-14-08, and EO S-21-09).

SB 1368 (2006), required CEC to develop and adopt regulations for GHG emission performance standards for the long-term procurement of electricity by local publicly owned utilities (California Public Utilities Code Sections 8340-8341). These standards must be consistent with the standards adopted by the California Public Utilities Commission (CPUC).

EO S-14-08 (2008) focused on the contribution of renewable energy sources to meet the electrical needs of California while reducing the GHG emissions from the electrical sector. This EO required that all retail suppliers of electricity in California serve 33% of their load with renewable energy by 2020. Furthermore, the EO directed state agencies to take appropriate actions to facilitate reaching this target. CNRA, in collaboration with CEC and the California Department of Fish and Wildlife, was directed to lead this effort.

EO S-21-09 (2009) directed CARB to adopt a regulation consistent with the goal of EO S-14-08 by July 31, 2010. CARB was further directed to work with the California Public Utilities Commission and CEC to ensure that the regulation builds upon the Renewables Portfolio Standard program and was applicable to investor-owned utilities, publicly owned utilities, direct access providers, and community choice providers. Under this order, CARB was to give the highest priority to those renewable resources that provide the greatest environmental benefits with the least environmental costs and impacts on public health, and those that can be developed the most quickly in support of reliable, efficient, cost-effective electricity system operations. On September 23, 2010, CARB initially approved regulations to implement a Renewable Electricity Standard; however, this regulation was not finalized because of subsequent legislation (SB X1-2) signed by Governor Brown in April 2011 (California Public Resources Code Section 25354[I]).

SB X1-2 (April 2011) expanded Renewables Portfolio Standard by establishing a renewable energy target of 20% of the total electricity sold to retail customers in California per year by December 31, 2013, and 33% by December 31, 2020, and in subsequent years. Under the bill, a renewable electrical generation facility is one that uses biomass, solar thermal, photovoltaic, wind, geothermal, fuel cells using renewable fuels, small hydroelectric generation (30 megawatts or less), digester gas, municipal solid waste conversion, landfill gas, ocean wave, ocean thermal, or tidal current, and that meets other specified requirements with respect to its location. SB X1-2 applies to all electricity retailers in the state, including publicly owned utilities, investor-owned utilities, electricity service providers, and community choice aggregators. All these entities must meet the renewable energy goals listed above.

SB 350 (2015) further expanded the Renewables Portfolio Standard program by establishing a goal of 50% of the total electricity sold to retail customers in California per year by December 31, 2030 (California Public Utilities Code Section 454.51). In addition, SB 350 included the goal to double the energy efficiency savings in electricity and natural gas final end uses (such as heating, cooling, lighting, or class of energy uses on which an energy-efficiency program is focused) of retail customers through energy conservation and efficiency. The bill also requires the

California Public Utilities Commission, in consultation with CEC, to establish efficiency targets for electrical and gas corporations consistent with this goal.

SB 100 (2018) increased the standards set forth in SB 350, establishing that 44% of the total electricity sold to retail customers in California per year by December 31, 2024; 52% by December 31, 2027; and 60% by December 31, 2030, be secured from qualifying renewable energy sources (California Public Utilities Code Sections 399.11, 399.15, 399.30). SB 100 states that it is the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California. This bill requires that the achievement of 100% zero-carbon electricity resources do not increase the carbon emissions elsewhere in the western grid and that the achievement not be achieved through resource shuffling.

SB 1020 (September 2022) revises the standards from SB 100, requiring the following percentage of retail sales of electricity to California end-use customers to come from eligible renewable energy resources and zero-carbon resources: 90% by December 31, 2035; 95% by December 31, 2040; and 100% by December 31, 2045 (California Government Code Section 7921.505; California Health and Safety Code Section 38561; California Public Utilities Code Sections 454.53, 583, 454.59, 739.13).

Mobile Sources

State Vehicle Standards (Assembly Bill 1493 and Executive Order B-16-12)

AB 1493 (July 2002) was enacted in response to the transportation sector accounting for a large share of California's CO_2 emissions (California Health and Safety Code Section 43018.5). AB 1493 required CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles determined by CARB to be vehicles that are primarily used for noncommercial personal transportation in the state. The bill required that CARB set GHG emission standards for motor vehicles manufactured in 2009 and all subsequent model years. CARB adopted the standards in September 2004. EO B-16-12 (March 2012) required that state entities under the governor's direction and control support and facilitate the rapid commercialization of ZEVs. It ordered CARB, CEC, the California Public Utilities Commission, and other relevant agencies to work with the Plug-In Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to help achieve benchmark goals by 2015, 2020, and 2025. On a statewide basis, EO B-16-12 identified a target reduction of GHG emissions from the transportation sector equaling 80% less than 1990 levels by 2050. This directive did not apply to vehicles that have special performance requirements necessary for the protection of the public safety and welfare. As explained under the "Federal Vehicle Standards" description above, EPA and NHTSA approved the Safer Affordable Fuel-Efficient Vehicles Rule Part One and Two, which revoked California's authority to set its own GHG emissions standards and set ZEV mandates in California.

As also explained under the Federal subsection above, in March 2022, EPA reinstated California's authority under the Clean Air Act to implement its own GHG emission standards and ZEV sales mandate. EPA's action concludes its reconsideration of the 2019 SAFE-1 rule by finding that the actions taken under the previous administration as a part of SAFE-1 were decided in error and are now entirely rescinded.

Heavy-Duty Diesel

CARB adopted the final Heavy-Duty Truck and Bus Regulation on December 31, 2014, to reduce diesel particulate matter, a major source of black carbon, and oxides of nitrogen emissions from heavy-duty diesel vehicles (13 CCR, Part 2025). The rule requires that diesel particulate matter filters be applied to newer heavier trucks and buses by

January 1, 2012, with older vehicles required to comply by January 1, 2015. The rule will require nearly all diesel trucks and buses to be compliant with the 2010 model year engine requirement by January 1, 2023. CARB also adopted an Airborne Toxics Control Measure to limit idling of diesel-fueled commercial vehicles on December 12, 2013. This rule requires diesel-fueled vehicles with gross vehicle weights greater than 10,000 pounds to idle no more than 5 minutes at any location (13 CCR, Part 2485).

Executive Order S-1-07

EO S-1-07 (January 2007, implementing regulation adopted in April 2009) sets a declining LCFS for GHG emissions measured in CO_2e grams per unit of fuel energy sold in California. The target of the LCFS is to reduce the carbon intensity of California passenger vehicle fuels by at least 10% by 2020 (17 CCR 95480 et seq.). The carbon intensity measures the amount of GHG emissions in the lifecycle of a fuel—including extraction/feedstock production, processing, transportation, and final consumption—per unit of energy delivered.

Senate Bill 375

SB 375 (California Government Code Section 65080) addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. SB 375 requires CARB to adopt regional GHG-reduction targets for the automobile and light-truck sector for 2020 and 2035, and to update those targets every 8 years. SB 375 requires the state's 18 regional metropolitan planning organizations (MPOs) to prepare a sustainable communities strategy (SCS) as part of their Regional Transportation Plan (RTP) that will achieve the GHG-reduction targets set by CARB. If an MPO is unable to devise an SCS to achieve the GHG-reduction target, the MPO must prepare an alternative planning strategy demonstrating how the GHG-reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

An SCS does not (1) regulate the use of land; (2) supersede the land use authority of cities and counties; or (3) require that a city's or county's land use policies and regulations, including those in a general plan, be consistent with it (California Government Code Section 65080[b][2][K]). Nonetheless, SB 375 makes regional and local planning agencies responsible for developing those strategies as part of the federally required metropolitan transportation planning process and the state-mandated housing element process. Unlike AB 32, the California Global Warming Solutions Act of 2006, with its market mechanisms that generate cap-and-trade auction proceeds to the state for reinvestment, SB 375 does not provide any new financial resources to make the production and preservation of affordable homes near transit feasible (California Housing Partnership Corporation and TransForm 2014).

Advanced Clean Cars Program and Zero-Emissions Vehicle Program

The Advanced Clean Cars (ACC) I program (2012) is an emissions-control program for model years 2015 through 2025. The program combines the control of smog- and soot-causing pollutants and GHG emissions into a single coordinated package of regulations: the Low-Emission Vehicle regulation for criteria air pollutants and GHG emissions and a technology forcing regulation for ZEVs that contributes to both types of emission reductions (CARB 2024). The package includes elements to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars. To improve air quality, CARB has implemented new emission standards to reduce smog-forming emissions beginning with 2015 model year vehicles. It is estimated that in 2025 cars will emit 75% less smog-forming pollution than the average new car sold in 2015. The ZEV program will act as the focused technology of the ACC I program by requiring manufacturers to produce increasing numbers of ZEVs and plug-in hybrid EVs in the 2018 to 2025 model years.

The ACC II program, which was adopted in August 2022, established the next set of Low-Emission Vehicle and ZEV requirements for model years after 2025 to contribute to meeting federal ambient air quality ozone standards and California's carbon neutrality standards (CARB 2024). The main objectives of ACC II are as follows:

- Maximize criteria and GHG emission reductions through increased stringency and real-world reductions.
- Accelerate the transition to ZEVs through both increased stringency of requirements and associated actions to support wide-scale adoption and use.

The ACC II rulemaking package also considers technological feasibility, environmental impacts, equity, economic impacts, and consumer impacts.

Executive Order N-79-20

EO N-79-20 (2020) requires CARB to develop regulations as follows: (1) Passenger vehicle and truck regulations requiring increasing volumes of new ZEVs sold in the state towards the target of 100% of in-state sales by 2035; (2) medium- and heavy-duty vehicle regulations requiring increasing volumes of new zero-emission trucks and buses sold and operated in the state towards the target of 100% of the fleet transitioning to ZEVs by 2045 everywhere feasible and for all drayage trucks to be zero emission by 2035; and (3) strategies, in coordination with other state agencies, the EPA, and local air districts, to achieve 100% zero emissions from off-road vehicles and equipment operations in the state by 2035. EO N-79-20 called for the development of a ZEV Market Development Strategy, which was released February 2021, to be updated every 3 years, that ensures coordination and implementation of the EO and outlines actions to support new and used ZEV markets. In addition, the EO specifies identification of near-term actions, and investment strategies, to improve clean transportation, sustainable freight, and transit options; and calls for development of strategies, recommendations, and actions by July 15, 2021, to manage and expedite the responsible closure and remediation of former oil extraction sites as the state transitions to a carbon-neutral economy.

Advanced Clean Trucks Regulation

The Advanced Clean Trucks Regulation was also approved by CARB in 2020 (CCR Title 13 Division 3 Chapter 1 Article 2, Sections 1963-1963.5). The purpose of the Advanced Clean Trucks Regulation is to accelerate the market for ZEVs in the medium- and heavy-duty truck sector and to reduce air pollutant emissions generated from on-road mobile sources. The regulation has two components, (1) a manufacturer sales requirement and (2) a reporting requirement:

- **Zero-emission truck sales:** Manufacturers who certify Class 2b–8 chassis or complete vehicles with combustion engines will be required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b–3 truck sales, 75% of Class 4–8 straight truck sales, and 40% of truck tractor sales.
- **Company and fleet reporting:** Large employers including retailers, manufacturers, brokers, and others will be required to report information about shipments and shuttle services. Fleet owners with 50 or more trucks will be required to report about their existing fleet operations. This information will help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

Water

Senate Bill X7-7

SB X7-7, or the Water Conservation Act of 2009 (CCR Title 23, Division 2, Chapter 5.1), required that all water suppliers increase their water use efficiency with an overall goal of reducing per capita urban water use by 20% by December 31, 2020. Each urban water supplier was required to develop water use targets to meet this goal.

Executive Order B-29-15

In response to the ongoing drought in California, EO B-29-15 (April 2015) set a goal of achieving a statewide reduction in potable urban water usage of 25% relative to water use in 2013. The term of the EO extended through February 28, 2016, although many of the directives have become permanent water-efficiency standards and requirements. The EO includes specific directives that set strict limits on water usage in the state. In response to EO B-29-15, the California Department of Water Resources has modified and adopted a revised version of the Model Water Efficient Landscape Ordinance (California Building Code Title 24, Part 11 Chapters 4 and 5) that, among other changes, significantly increases the requirements for landscape water use efficiency and broadens its applicability to include new development projects with smaller landscape areas.

Executive Order N-10-21

In response to a state of emergency due to severe drought conditions, EO N-10-21 (July 2021) called on all Californians to voluntarily reduce their water use by 15% from their 2020 levels. Actions suggested in EO N-10-21 include reducing landscape irrigation, running dishwashers and washing machines only when full, finding and fixing leaks, installing water-efficient showerheads, taking shorter showers, using a shut-off nozzle on hoses, and taking cars to commercial car washes that use recycled water.

Solid Waste

Assembly Bill 939, Assembly Bill 341, Assembly Bill 1826, and Senate Bill 1383

In 1989, AB 939, known as the Integrated Waste Management Act (California Public Resources Code Section 40000 et seq.), was passed because of the increase in waste stream and the decrease in landfill capacity. The statute established the California Integrated Waste Management Board (replaced in 2010 by the California Department of Resources Recycling and Recovery [CalRecycle]), which oversees a disposal reporting system. AB 939 mandated a reduction of waste being disposed where jurisdictions were required to meet diversion goals of all solid waste through source reduction, recycling, and composting activities of 25% by 1995 and 50% by the year 2000.

AB 341 (2011) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the state that not less than 75% of solid waste generated be source-reduced, recycled, or composted by the year 2020, and annually thereafter. In addition, AB 341 required the California department of Resources Recycling and Recovery to develop strategies to achieve the state's policy goal. The California Department of Resources Recycling and Recovery has conducted multiple workshops and published documents that identify priority strategies that it believes would assist the state in reaching the 75% goal by 2020.

AB 1826 (Chapter 727, Statutes of 2014, effective 2016 [California Public Resources Code Division 30, Section 42649.8]) requires businesses to recycle their organic waste (i.e., food waste, green waste, landscape and pruning

waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste) depending on the amount of waste they generate per week. This law also requires local jurisdictions across the state to implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units. The minimum threshold of organic waste generation by businesses decreases over time, which means an increasingly greater proportion of the commercial sector will be required to comply.

SB 1383 (2016) (CCR Article 3 Section 1894-18984.3, 18984.5) requires a 50% reduction in organic waste disposal from 2014 levels by 2020 and a 75% reduction by 2025—essentially requiring the diversion of up to 27 million tons of organic waste—to reduce GHG emissions. SB 1383 also requires that not less than 20% of edible food that is currently disposed be recovered for human consumption by 2025.

Other State Actions

Senate Bill 97

SB 97 (2007) directed the Governor's Office of Planning and Research and CNRA to develop guidelines under CEQA for the mitigation of GHG emissions. CNRA adopted the CEQA Guidelines amendments in December 2009, which became effective in March 2010.

Under the amended CEQA Guidelines, a lead agency has the discretion to determine whether to use a quantitative or qualitative analysis or apply performance standards to determine the significance of GHG emissions resulting from a particular project (14 CCR 15064.4[a]). The CEQA Guidelines require a lead agency to consider the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4[b]). The CEQA Guidelines also allow a lead agency to consider feasible means of mitigating the significant effects of GHG emissions, including reductions in emissions through the implementation of project features or off-site measures (14 CCR 15126.4[c]). The adopted amendments do not establish a GHG emission threshold, instead allowing a lead agency to develop, adopt, and apply its own thresholds of significance or those developed by other agencies or experts. CNRA also acknowledged that a lead agency could consider compliance with regulations or requirements implementing AB 32 in determining the significance of a project's GHG emissions (CNRA 2009).

With respect to GHG emissions, CEQA Guidelines Section 15064.4(a), as subsequently amended in 2018, states that lead agencies "shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions. The CEQA Guidelines now note that an agency "shall have discretion to determine, in the context of a particular project, whether to: (1) Quantify greenhouse gas emissions resulting from a project; and/or (2) Rely on a qualitative analysis or performance-based standards" (14 CCR 15064.4[a]). Section 15064.4(b) states that the lead agency should consider the following when assessing the significance of impacts from GHG emissions on the environment: (1) the extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting; (2) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4[b]).

Executive Order S-13-08

EO S-13-08 (November 2008) is intended to hasten California's response to the impacts of global climate change, particularly sea-level rise. Therefore, the EO directs state agencies to take specified actions to assess and plan for such impacts. The final 2009 California Climate Adaptation Strategy report was issued in December 2009, and an update, Safeguarding California: Reducing Climate Risk, followed in July 2014. To assess the state's vulnerability, the report summarizes key climate change impacts to the state for the following areas: agriculture, biodiversity and habitat, emergency management, energy, forestry, ocean and coastal ecosystems and resources, public health, transportation, and water. Issuance of Safeguarding California: Implementation Action Plans followed in March 2016. In January 2018, CNRA released the Safeguarding California Plan: 2018 Update, which communicates current and needed actions that state government should take to build climate change resiliency.

4.7.2.3 Local

City of Calimesa 2014 General Plan

The City of Calimesa 2014 General Plan was adopted on August 4, 2014. The General Plan outlines the vision for long-range physical form, future development and growth of the City, and provides the policy framework guiding physical, social, and economic development in the City, as well as the City's own operations and decisions. The General Plan contains ten General Plan Topics, which cover all state-required elements: Land Use; Transportation and Mobility; Infrastructure and Public Services; Housing; Resource Management; Open Space, Parks and Recreation; Safety; Noise; Air Quality; and Sustainability. The City's General Plan includes various policies related to directly and indirectly reducing GHG emissions. Applicable goals and policies include the following:

Air Quality Element

Goal AQ-2. Reduce vehicle trips and resulting emissions.

Goal AQ-3. Conserve energy, fuel, and water throughout the community.

Goal AQ-5. Reduce greenhouse gas emissions and adapt to the anticipated effects of climate.

Policy AQ-2. Require appropriate and feasible transit amenities in high-density and mixed-use developments. (MM)

Policy AQ-3. Promote pedestrian and bicycle circulation in both existing and planned commercial and residential areas. (MM)

Policy AQ-4. Adopt and implement a multi-use trail system that connects commercial, residential, and open space areas. (MM)

Policy AQ-5. Promote and support mixed-use land patterns that integrate retail, office, institutional, and residential uses. (MM)

Policy AQ-6. Develop neighborhood parks in high-density residential districts to encourage pedestrian travel to recreation facilities. (MM)

Policy AQ-7. Encourage centrally located parking in commercial areas to allow shoppers to walk to a number of destinations. (MM)

Policy AQ-9. Encourage energy conservation and solar design features to be incorporated in all new development projects. (MM)

Policy AQ-13. Reduce the effects of air pollution and the urban heat island effect with increased tree planting in public and private spaces. (MM)

Policy AQ-14. Encourage use of energy-efficient street cleaning equipment and landscaping practices. (MM)

Sustainability Element

Goal SUS-5. Reduce automobile use and fuel consumption.

Goal SUS-7. Reduce energy use and improve energy efficiency.

Policy SUS-1. The City encourages a built environment that promotes physical activity and access to healthy foods while reducing driving and pollution.

Policy SUS-3. The City will promote increased physical activity, reduced driving, and increased walking, cycling, and public transit by:

- Encouraging the development of compact development patterns that are pedestrian- and bicycle-friendly.
- Increasing opportunities for active transportation (walking and biking) and transit use. (MM)

Policy SUS-16. Reduce vehicle miles traveled by creating expanded bicycle and multi-use trails. (MM)

Policy SUS-17. The City will promote and encourage community-wide use of alternative transportation methods. (MM)

Policy SUS-20. Promote and support green building techniques and practices to reduce energy use. (MM)

Transportation Element

Policy TM-11. Reduce vehicle trips through design and changes in operations. (MM)

An analysis of applicable goals and policies is detailed in Section 4.10, Land Use and Planning.

City of Calimesa Climate Action Plan

The City of Calimesa adopted a CAP in September 2014. The CAP is intended to address the main sources of the emissions that cause climate change, which include emissions from the energy consumed in buildings and for transportation, as well as the solid waste sent to landfills. The purpose of the CAP is to guide the development, enhancement, and ultimately the implementation of actions that will reduce the City's GHG emissions by 15% below baseline by 2020 and 49% below baseline by 2035. The CAP is considered a qualified GHG reduction plan in accordance with CEQA Guidelines Section 15183.5 through 2020. However, the CAP did not demonstrate

compliance with the statewide GHG goal established by SB 32 for 2030 because it was adopted prior to SB 32. Thus, the CAP cannot be relied upon to determine Project-level significance (Appendix B-4).

South Coast Air Quality Management District

Air districts typically act in an advisory capacity to local governments in establishing the framework for environmental review of air pollution impacts under CEQA. This may include recommendations regarding significance thresholds, analytical tools to estimate emissions and assess impacts, and mitigations for potentially significant impacts. Although air districts will also address some of these issues on a project-specific basis as responsible agencies, they may provide general guidance to local governments on these issues (SCAQMD 2008).

Southern California Association of Governments

As noted above, California's 18 MPOs have been tasked with creating SCSs in an effort to reduce the region's vehicle miles traveled (VMT) in order to help meet AB 32 targets through integrated transportation, land use, housing, and environmental planning. Pursuant to SB 375, CARB set per-capita GHG emissions reduction targets from passenger vehicles for each of the state's 18 MPOs. For the Southern California Association of Governments (SCAG), the state's initial mandated reductions were set at 8% by 2020 and 13% by 2035. In March 2018, CARB updated the SB 375 targets for SCAG to require 8% reduction by 2020 and a 19% reduction by 2035 in per-capita passenger vehicle GHG emissions.

Pursuant to Government Code Section 65080(b)(2)(B), the SCS must "set forth forecasted development pattern for the region which when integrated with the transportation network, and other transportation measures and policies, will reduce the GHG emissions from automobiles and light trucks to achieve the GHG reduction targets." The RTP/SCSs do not require that local general plans, specific plans, or zoning be consistent with it but provide incentives for consistency for governments and developers.

The RTP/SCS is updated every 4 years. SCAG adopted the 2024-2050 RTP/SCS, also referred to as "Connect SoCal 2024", in April 2024, which at the time of this Draft EIR is the current SCAG RTP/SCS. The Connect SoCal 2024-2050 builds upon prior planning cycles to update the vision of the region's future (SCAG 2024). SCAG's Connect SoCal 2024–2050 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS is a regional growth management strategy, which targets per capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region pursuant to SB 375. In addition to demonstrating the region's ability to attain the GHG emission reduction targets set forth by CARB, the 2024–2050 RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands (SCAG 2024). Thus, successful implementation of the 2024–2050 RTP/SCS would result in more complete communities with various transportation and housing choices while reducing automobile use.

4.7.3 Thresholds of Significance

4.7.3.1 CEQA Appendix G Guidelines

The significance criteria used to evaluate the Project impacts to hazards and hazardous materials are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to cultural resources would occur if the Project would:

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.

4.7.3.2 Other Applicable Thresholds

Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. There are currently no established thresholds for assessing whether the GHG emissions of a project, such as the Project, would be considered a cumulatively considerable contribution to global climate change; however, all reasonable efforts should be made to minimize a project's contribution to global climate change. In addition, while GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008), GHG emissions impacts must also be evaluated on a project-level under CEQA.

With respect to GHG emissions, CEQA Guidelines Section 15064.4(a) states that lead agencies "shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions resulting from a project. The CEQA Guidelines note that an agency has the discretion to either quantify a project's GHG emissions or rely on a "qualitative analysis or performance-based standards" (14 CCR 15064.4[a]). A lead agency may use a "model or methodology" to estimate GHG emissions and has the discretion to select the model or methodology it considers "most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change" (14 CCR 15064.4[c]). The CEQA Guidelines provide that the lead agency should consider the following when determining the significance of impacts from GHG emissions on the environment (14 CCR 15064.4[b]):

a) The extent a project may increase or reduce GHG emissions as compared to the existing environmental setting.
b) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
c) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

In addition, the CEQA Guidelines specify that "when adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence" (14 CCR 15064.7[c]).

The extent to which a project increases or decreases GHG emissions in the existing environmental setting should be estimated in accordance with CEQA Guidelines Section 15064.4, Determining the Significance of Impacts from Greenhouse Gas Emissions. The CEQA Guidelines indicate that when calculating GHG emissions resulting from a project, lead agencies shall make a good-faith effort based on scientific and factual data (Section 15064.4[a]), and lead agencies have discretion to select the model or methodology deemed most appropriate for enabling decision makers to intelligently assess the project's incremental contribution to climate change (Section 15064.4[c]).

The CEQA Guidelines do not indicate an amount of GHG emissions that constitutes a significant impact on the environment. Instead, they authorize the lead agency to consider thresholds of significance previously adopted or

recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence (14 CCR 15064.4[a] and 15064.7[c]).

Governor's Office of Planning and Research Guidance

The Governor's Office of Planning and Research technical advisory titled "CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review," states that "public agencies are encouraged but not required to adopt thresholds of significance for environmental impacts. Even in the absence of clearly defined thresholds for GHG emissions, the law requires that such emissions from CEQA projects must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact" (OPR 2008). Furthermore, the advisory document indicates that "in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a 'significant impact,' individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice" (OPR 2008).

South Coast Air Quality Management District Guidance

In October 2008, the South Coast Air Quality Management District (SCAQMD) proposed recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects, as presented in its Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Thresholds (SCAQMD 2008). This guidance document, which builds on the previous guidance prepared by the California Air Pollution Control Officers Association (CAPCOA), explored various approaches for establishing a significance threshold for GHG emissions. The draft interim CEQA thresholds guidance document was not adopted or approved by the Governing Board. However, in December 2008, the SCAQMD adopted an interim 10,000 metric tons of carbon dioxide equivalent (MT CO_2e) per-year screening level threshold for stationary source/industrial projects (i.e., power generation and other heavy industrial facilities) for which the SCAQMD is the lead agency (see SCAQMD Resolution No. 08-35, December 5, 2008).

The SCAQMD formed a GHG CEQA Significance Threshold Working Group to work with SCAQMD staff on developing GHG CEQA significance thresholds until statewide significance thresholds or guidelines are established. From December 2008 to September 2010, the SCAQMD hosted working group meetings and revised the draft threshold proposal several times, although it did not officially provide these proposals in a subsequent document

The most recent proposal, issued in September 2010, proposed a tiered threshold approach including categorical exemptions (Tier 1), consistency with an adopted GHG reduction plan (Tier 2), application of bright-line thresholds (Tier 3), and performance-based thresholds (Tier 4). For Tier 3, the SCAQMD identified two options. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MT CO_2e per year), commercial projects (1,400 MT CO_2e per year), and mixed-use projects (3,000 MT CO_2e per year). Under option 2, a single numerical screening threshold of 3,000 MT CO_2e per year would be used for all non-industrial projects. The unadopted SCAQMD efficiency metric thresholds for 2035 are 3.0 MT CO_2e per service population per year for project-level analyses and 4.1 MT CO_2e per service population per year for plan level analyses (SCAQMD 2010). However, the SCAQMD Tier 4 efficiency metric thresholds were tied to AB 32 goals, while the Project would be built post-2020, and therefore are not applicable.

The CEQA Guidelines do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent

with the manner in which other impact areas are handled in CEQA (CNRA 2009). The SCAQMD thresholds are recommendations and not required to be applied for CEQA GHG evaluations. The City, in exercising their lead agency discretion, can decide when and if to apply the SCAQMD thresholds for this Project. In addition, CEQA allows individual lead agencies to undertake a project-by-project analysis, consistent with available guidance and current CEQA practice, so the City could, if it chooses to, apply the SCAQMD recommended thresholds in other CEQA analyses.

Because the Project involves a mix of different land uses, this analysis applies the SCAQMD screening threshold of 3,000 MT CO_2e per year for mixed-use projects for Tier 3 under option 1, which is consistent with the bright-line threshold under option 2. Per the SCAQMD guidance, construction emissions should be amortized over the operational life of the Project, which is assumed to be 30 years (SCAQMD 2008). This impact analysis, therefore, adds amortized construction emissions to the estimated annual operational emissions and then compares operational emissions to the proposed SCAQMD threshold of 3,000 MT CO_2e per year for the Tier 3 analysis.[4]

Approach to Determining Significance

As detailed above, the significance of the Project-related GHG emissions under Threshold 4.7a would be the SCAQMD screening threshold of 3,000 MT CO_2e per year for mixed-use projects for Tier 3.

The significance of the Project-related GHG emissions under CEQA Appendix G Threshold 4.7b is determined by evaluating the Project's compliance with regulations or requirements adopted to implement statewide, regional, or local plans for the reduction or mitigation of GHG emissions. Because the City's CAP was adopted prior to adoption of SB 32, the CAP cannot demonstrate compliance with the statewide GHG goal established by SB 32 for 2030. Thus, the CAP cannot be relied upon to determine project-level significance, and this SEIR does not tier from or use the CAP's streamlined environmental review process.

Regarding potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions (Threshold 4.7b), the analysis includes a comparison of the Project's potential to conflict with the state reduction targets in CARB's most recent Scoping Plan and Connect SoCal (2024-2050 RTP/SCS).

The Project's potential to conflict with state GHG reduction targets contained in the 2022 CARB Scoping Plan Update,[5] Appendix D, Local Actions in evaluated in Threshold 4.7b. Appendix D outlines local actions that residential

[4] The City understands that the 3,000 MT CO_2e per year threshold was proposed in 2010 and was never adopted. However, the 3,000 MT CO_2e per year threshold was developed and recommended by SCAQMD, an expert agency, based on substantial evidence as provided in the Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold (SCAQMD 2008) document and subsequent Working Group meetings (latest in 2010). This threshold uses the Executive Order S-3-05 goal as the basis, so it is not tied to only the 2020 target year and is thus not outdated. This threshold is also based on the 90% capture rate methodology, which means that 90% of total emissions from all new or modified projects would be subject to some type of CEQA analysis, which was the approach taken by SCAQMD to establish the stationary/industrial source threshold, as well as by the California Air Resources Board (for interim threshold for stationary source projects) and one of the options suggested by the California Air Pollution Control Officers Association (quantitative threshold based on market capture). Further, this threshold has been used for hundreds, if not thousands of GHG analyses performed for projects located within the SCAQMD jurisdiction.

[5] The Final Statement of Reasons for the amendments to the CEQA Guidelines reiterates the statement in the Initial Statement of Reasons that "the Scoping Plan may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (CNRA 2009). Since that time (2009), however, the CARB Scoping Plan has been updated; the 2022 Scoping Plan Update includes Appendix D, Local Actions. Appendix D recommendations for project-level analyses can be applied for CEQA evaluations per the lead agencies' discretion. Specifically, Appendix D states that, "this section outlines three distinct approaches that lead agencies may consider for evaluating alignment of … residential and mixed-use development projects with the State's climate goals and, therefore, may have a less-than-significant impact on GHG emissions. These approaches are recommendations only and are not requirements. They do not supplant lead agencies' discretion to develop their own evidence-based approaches for determining whether a project would have a potentially significant impact on GHG emissions [Footnotes omitted]" (CARB 2022b).

and mixed-use projects can implement to address their largest sources of emissions including transportation electrification, VMT reduction, and building decarbonization. CARB identifies these three sources as "Priority Areas" given that they represent those with the highest GHG reduction potential and GHG reduction opportunities for which local governments and agencies have the most authority (CARB 2022b). On page 21 of Appendix D to the 2022 CARB Scoping Plan Update, CARB notes that the key attribute approach, along with other approaches in Appendix D, are recommendations only and are not requirements, indicating that they "do not supplant lead agencies' discretion to develop their own evidence-based approaches for determining whether a project would have a potentially significant impact on GHG emissions," (CARB 2022b) citing CEQA Guidelines Section 15064.4. CARB also points out that its recommendations "apply only to residential and mixed-use development project types," recognizing that "California currently faces both a housing crisis and a climate crisis, which necessitates prioritizing recommendations for residential projects to address the housing crisis in a manner that simultaneously supports the state's GHG and regional air quality goals" (CARB 2022b).

Threshold 4.7b also analyzes qualitatively whether the Project has the potential to conflict with key strategies found in SCAG's 2024–2050 RTP/SCS.

Approach and Methodology

Construction

The California Emissions Estimator Model (CalEEMod) 2022.1.1.22 Version was used to estimate emissions from construction and operation of the Project. CalEEMod is a statewide computer model developed in cooperation with air districts throughout the state to quantify criteria air pollutant and GHG emissions associated with construction activities and operation of a variety of land use projects, such as residential, commercial, and industrial facilities. CalEEMod input parameters, including the land use type used to represent the Project and its size, construction schedule, and anticipated use of construction equipment, were based on information provided by the applicant or default model assumptions if Project specifics were unavailable.

Detailed construction assumptions are included in Section 4.2.3, Thresholds of Significance, of Section 4.2, Air Quality, of this Draft EIR. Specifically, Table 4.2-5 details the construction schedule of the Project, which is anticipated to commence in 5 main phases, beginning in July 2026 and ending in December 2045. Further details are provided in Appendix B-4.

For construction phase Project emissions, GHGs are quantified and amortized over the life of the Project. To amortize the emissions over the life of the Project, the SCAQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year project life then adding that number to the annual operational phase GHG emissions. As such, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions.

Operation

Operational activities associated with the Project would result in emissions of CO_2, CH_4, N_2O and refrigerants from the following primary source emissions:

- Area
- Energy
- Mobile

- Transportation Refrigeration Units (TRU)
- On-Site Cargo Handling Equipment
- Stationary Source
- Water Supply, Treatment, and Distribution
- Solid Waste
- Refrigerants

The calculation of mobile, area, energy, water, waste, and refrigerant GHG emissions is explained below.

Mobile Sources

Mobile sources for the Project would be residents, visitors, customers, and employees traveling to and from the Project site. Trip characteristics available from the Project's Transportation Impact Analysis (Appendix J) were utilized in this analysis.

In order to determine emissions from passenger car vehicles from non-industrial uses, CalEEMod defaults for trip length and trip purpose were utilized.

For the proposed industrial uses, it is important to note that although Appendix J (Transportation Impact Analysis) does not breakdown passenger cars by type, this analysis assumes that passenger cars include Light-Duty-Auto vehicles (LDA), Light-Duty-Trucks (LDT1[6] & LDT2[7]), Medium-Duty-Vehicles (MDV), and Motorcycles (MCY) vehicle types. In order to account for emissions generated by passenger cars, the fleet mix in Table 4.7-2 was utilized for industrial uses. The CalEEMod default fleet mix was used for non-industrial uses (Appendix B-4).

Table 4.7-2. Passenger Car Fleet Mix

Phase	Operational Year	Land Use	% Vehicle Type				
			LDA	LDT1	LDT2	MDV	MCY
1	2030	High-Cube Parcel Hub High-Cube Cold Storage	53.47%	3.75%	23.69%	16.72%	2.38%
2	2035	High-Cube Parcel Hub High-Cube Cold Storage	52.89%	3.45%	24.95%	16.46%	2.25%
3	2038	High-Cube Parcel Hub High-Cube Cold Storage	52.67%	3.33%	25.40%	16.40%	2.21%
4	2040	High-Cube Parcel Hub High-Cube Cold Storage	52.59%	3.27%	25.61%	16.35%	2.18%
5	2045	High-Cube Parcel Hub High-Cube Cold Storage	52.53%	3.17%	25.89%	16.29%	2.13%

[6] Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs.

[7] Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.

Note: The Project-specific passenger car fleet mix used in this analysis is based on a proportional split utilizing the default CalEEMod percentages assigned to LDA, LDT1, LDT2, and MDV vehicle types.
Source: Appendix B-4.

To determine emissions from trucks for the proposed industrial uses, a conservative trip length of 60 miles was utilized, as shown in Table 4.7-3. This trip length assumption is higher than the CalEEMod default trip length. Heavy trucks are broken down by truck type (or axle type) and are categorized as either Light-Heavy-Duty Trucks (LHDT1[8] & LHDT2[9])/2-axle, Medium-Heavy-Duty Trucks (MHDT)/3-axle, and Heavy-Heavy-Duty Trucks (HHDT)/4+-axle. To account for emissions generated by trucks, the fleet mix in Table 3-5 was utilized. It should be noted that passenger vehicle internal trip reductions identified in the Project traffic analysis were conservatively accounted for in CalEEMod as pass-by trips, which assume a trip length of 0.1 mile per trip (Appendix B-4).

Table 4.7-3. Truck Fleet Mix

Phase	Operational Year	Land Use	Trip Length (miles)	% Vehicle Type			
				LHDT1	LHDT2	MHDT	HHDT
1	2030	High-Cube Parcel Hub High-Cube Cold Storage	60	23.47%	6.73%	13.39%	56.41%
2	2035	High-Cube Parcel Hub High-Cube Cold Storage	60	20.21%	5.73%	15.64%	58.42%
3	2038	High-Cube Parcel Hub High-Cube Cold Storage	60	18.57%	5.18%	16.94%	59.30%
4	2040	High-Cube Parcel Hub High-Cube Cold Storage	60	18.60%	5.15%	16.94%	59.30%
5	2045	High-Cube Parcel Hub High-Cube Cold Storage	60	18.63%	5.12%	16.94%	59.30%

Source: Appendix B-4
Note: Project-specific truck fleet mix is based on the number of trips generated by each truck type (LHDT1, LHDT2, MHDT, and HHDT) relative to the total number of truck trips.

Area Sources

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. It should be noted that on October 9, 2021, Governor Gavin Newsom signed AB 1346. The bill aims to ban the sale of new gasoline-powered equipment under 25 gross horsepower (known as small off-road engines [SOREs]) by January 1, 2024, which is now in effect.

8 Vehicles under the LHDT1 category have a GVWR of 8,501 to 10,000 lbs.
9 Vehicles under the LHDT2 category have a GVWR of 10,001 to 14,000 lbs.

However, for purposes of analysis, the emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod, and do not incorporate the emissions reductions that would be realized from implementation of AB 1346 (Appendix B-4).

Energy Sources

GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO_2 and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building; the building energy use emissions do not include street lighting.[10] GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions. Electricity usage associated with the Project was calculated by CalEEMod using default parameters. It should be noted that there is no natural gas usage associated with the proposed Project (Appendix B-4).

TRU Source Emissions

In order to account for the possibility of refrigerated uses, trucks associated with the cold-storage land use are assumed to also have TRUs. Therefore, for modeling purposes 263 trucks (526 two-way truck trips per day) have the potential to include TRUs. TRUs are accounted for during on-site and off-site travel. The TRU calculations are based on EMissions FACtor Model version 2021 (EMFAC2021), developed by the CARB. EMFAC2021 does not provide emission rates per hour or mile as with the on-road emission model and only provides emission inventories. Emission results are produced in tons per day while all activity, fuel consumption and horsepower hours were reported at annual levels. The emission inventory is based on specific assumptions including the average horsepower rating of specific types of equipment and the hours of operation annually. These assumptions are not always consistent with assumptions used in the modeling of project-level emissions. Therefore, the emissions inventory was converted into emission rates to accurately calculate emissions from TRU operation associated with project level details. This was accomplished by converting the annual horsepower hours to daily operational characteristics and converting the daily emission levels into hourly emission rates based on the total emission of each pollutant by equipment type and the average daily hours of operation (Appendix B-4).

On-Site Cargo Handling Equipment Emissions

It is common for industrial buildings to require the operation of exterior cargo handling equipment in the building's truck court areas. For this Project, on-site modeled operational equipment includes up to sixteen 175 horsepower (hp), natural gas-powered cargo handling equipment – port tractor operating 4 hours a day[11] for 365 days of the year under both scenarios.

Stationary Source Emissions

The proposed Project was conservatively assumed to include installation of eight 300-hp diesel-powered fire pumps at Project buildout (one for each industrial building). Additionally, to support cold storage uses, the Project was

10 The CalEEMod emissions inventory model does not include indirect emission related to street lighting. Indirect emissions related to street lighting are expected to be negligible and cannot be accurately quantified at this time as there is insufficient information as to the number and type of street lighting that would occur.

11 Based on Table II-3, Port and Rail Cargo Handling Equipment Demographics by Type, from CARB's Technology Assessment: Mobile Cargo Handling Equipment document, a single piece of equipment could operate up to 2 hours per day (Total Average Annual Activity divided by Total Number Pieces of Equipment). As such, the analysis conservatively assumes that the tractor/loader/backhoe would operate up to 4 hours per day.

conservatively assumed to include the installation of one 800-hp emergency generator. The fire pumps and emergency generator were each estimated to operate for up to 1 hour per day, 1 day per week for up to 50 hours per year for maintenance and testing purposes. Emissions associated with the stationary diesel-powered emergency fire pumps and emergency generator were calculated using CalEEMod (Appendix B-4).

Water and Wastewater

Supply, conveyance, treatment, and distribution of water for the Project require the use of electricity, which would result in associated indirect GHG emissions. Similarly, wastewater generated by the Project's land uses requires the use of electricity for conveyance and treatment, along with GHG emissions generated during wastewater treatment. Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required to convey, treat, and distribute water depends on the volume of water as well as the sources of the water. Unless otherwise noted, CalEEMod default parameters were used.

Solid Waste

The proposed uses would result in the generation and disposal of solid waste. A percentage of this waste would be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted would be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. GHG emissions associated with the disposal of solid waste associated with the proposed Project were calculated by CalEEMod using default parameters (Appendix B-4).

Refrigerants

Air conditioning and refrigeration equipment associated with the buildings are anticipated to generate GHG emissions. CalEEMod automatically generates a default air conditioning and refrigeration equipment inventory for each project land use subtype based on industry data from the USEPA. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime and then derives average annual emissions from the lifetime estimate. Note that CalEEMod does not quantify emissions from the disposal of refrigeration and air conditioning equipment at the end of its lifetime. Per 17 CCR 95371, new facilities with refrigeration equipment containing more than 50 pounds of refrigerant are prohibited from utilizing refrigerants with a GWP of 150 or greater as of January 1, 2022. As such, it was conservatively assumed that refrigeration systems installed at the high-cube cold storage warehouse portion of the Project would utilize refrigerants with a GWP of 150. GHG emissions associated with refrigerants were calculated by CalEEMod (Appendix B-4).

4.7.4 Impacts Analysis

4.7.4.1 Summary of Previous Impact Analysis

Mesa Verde Estates Specific Plan EIR (2007)

The 2007 Final EIR did not analyze GHG emissions. GHG emissions were not specifically analyzed in the 2007 Final EIR because it was certified prior to the adoption of AB 32 and the SB 97 amendments (adopted December 30, 2009, effective March 18, 2010) to the CEQA Guidelines.

Addendum to the Mesa Verde Specific Plan EIR (2017)

As the 2007 Final EIR did not analyze GHG emissions, the 2017 Addendum did not change the conclusion of the 2007 Final EIR, as current information on GHG emissions did not trigger the need for preparation of a subsequent or supplemental EIR pursuant to Public Resources Section 21166 and CEQA Guidelines Section 15162. The scientific information at the time of the 2017 Addendum did not demonstrate that the 2017 Specific Plan would result in new or substantially greater significant impacts than those that would have resulted from implementation of the 2007 approved project.

Nonetheless, the 2017 Addendum quantified the emissions under the 2007 approved project and 2017 Specific Plan. The 2017 Addendum found that the 2017 Specific Plan would contribute to global climate change through direct emissions of GHG from onsite area sources and vehicle trips, and indirectly through offsite energy production for onsite activities. GHG emissions associated with the 2017 Specific Plan would primarily derive from mobile sources. Not including amortized construction emissions, the total operational emissions of the 2007 approved project were determined to be 75,684 MT CO_2e/year, and the total operational emissions of the 2017 Specific Plan were determined to be 74,513 MT CO_2e/year. As with the 2007 approved project, the 2017 Specific Plan was determined to exceed the SCAQMD's efficiency metric. However, the 2017 Specific Plan was determined to result in a net decrease of emissions (by 0.1 MT CO_2e/service person) when compared to the 2007 approved project. The 2017 Addendum determined that the 2017 Specific Plan would not conflict or interfere with the CARB Scoping Plan or the SCAG RTP/SCS plan.

4.7.4.2 Proposed Project Impact Analysis

Threshold 4.7a ***Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

Significant and Unavoidable Impact.

Construction Emissions

Construction of the Project would result in GHG emissions, which are primarily associated with the use of off-road construction equipment, haul trucks, on-road vendor trucks, and worker vehicles.

CalEEMod was used to calculate the annual GHG emissions based on the construction scenario described in Section 4.2, and Appendix B-4. Construction of the Project is anticipated to commence in July 2026 and would last approximately 19 years and 5 months, ending in December 2045. Table 4.7-4 presents *unmitigated* construction emissions for the Project. The analysis does not include quantified reduction from mitigation measures. As detailed

in Section 4.2, MM-AQ-2 through MM-AQ-9 would be required to reduce criteria air pollutants. While these mitigation measures may also reduce GHG emissions, quantified reductions are not included in Table 4.7-4.

Table 4.7-4. Amortized Annual Construction Emissions - Unmitigated

Phase	Year	Emissions (MT/yr.)				
		CO_2	CH_4	N_2O	R	Total CO_2e[1]
1	2026	1,855.00	0.07	0.03	0.19	1,866.00
	2027	3,653.00	0.12	0.12	1.75	3,692.00
	2028	2,244.00	0.05	0.12	2.08	2,284.00
	2029	404.00	0.01	0.03	0.3	414.00
	2030	109.00	<0.01	<0.01	0.1	111.00
2	2030	2,595.00	0.1	0.04	0.14	2,608.00
	2031	2,600.00	0.06	0.13	1.44	2,642.00
	2032	2,373.00	0.05	0.14	1.37	2,417.00
	2033	1,012.00	0.02	0.05	0.47	1,027.00
	2034	163.00	<0.01	<0.01	0.1	163.00
3	2033	1,242.00	0.05	0.02	0.06	1,249.00
	2034	4,670.00	0.18	0.06	0.15	4,693.00
	2035	2,885.00	0.08	0.08	0.78	2,912.00
	2036	2,508.00	0.06	0.09	0.79	2,536.00
	2037	2,908.00	0.06	0.1	0.78	2,940.00
4	2038	3,183.00	0.07	0.11	0.72	3,219.00
	2037	3,042.00	0.12	0.03	0.05	3,055.00
	2038	3,546.00	0.13	0.04	0.13	3,562.00
	2039	1,698.00	0.04	0.04	0.29	1,711.00
	2040	1,875.00	0.05	0.05	0.27	1,891.00
5	2041	3,321.00	0.13	0.03	0.02	3,334.00
	2042	2,648.00	0.1	0.03	0.08	2,661.00
	2043	1,287.00	0.03	0.03	0.1	1,296.00
	2044	1,502.00	0.04	0.03	0.1	1,513.00
	2045	1,647.00	0.04	0.04	0.09	1,658.00
Total Construction Emissions		**54,970.00**	**1.66**	**1.44**	**12.35**	**55,454.00**
Amortized Construction Emissions		**1,832.33**	**0.06**	**0.05**	**0.41**	**1,848.47**

Source: CalEEMod annual construction-source emissions are presented in Appendix B-4.
Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; R = refrigerant; CO_2e = carbon dioxide equivalent; <0.01 = reported value less than 0.01. The values shown are the annual emissions reflect CalEEMod "unmitigated" output.
[1] CalEEMod reports the most common GHGs emitted which include CO_2, CH_4, and N_2O. These GHGs are then converted into the CO_2e by multiplying the individual GHG by the GWP.

As shown in Table 4.7-4, the estimated total GHG emissions during construction would be 55,454 MT CO_2e over the construction period without mitigation. Estimated Project-generated construction emissions amortized over 30 years would be approximately 1,848 MT CO_2e per year. As with Project-generated construction criteria air pollutant

emissions, GHG emissions generated during construction of the Project would last only for the duration of the construction period.

Operational Emissions

Operation of the Project would generate GHG emissions through vehicle trips by residents, employees, customers, and visitors to and from the Project site; landscape maintenance equipment operation; energy use (generation of electricity consumed by the Project; solid waste disposal; water supply, treatment, and distribution and wastewater treatment; and refrigerants. CalEEMod was used to calculate the annual GHG emissions based on the operational assumptions described above and in Appendix B-4.

Table 4.7-5 presents estimated annual operational GHG emissions associated with Project operation, without mitigation. The total emissions include consideration of changes to carbon accumulation and sequestration associated with the removal of above and belowground biomass, as well as the planting of trees. Details of the emission calculations are provided in Appendix B-4 and Appendix B-5.

Table 4.7-5. Estimated Annual Operational Greenhouse Gas Emissions – Without Mitigation

Emission Source	Emissions (metric tons per year)				
	CO_2	CH_4	N_2O	R	Total CO_2e
Annual construction-related emissions amortized over 30 years (*Table 4.7-4*)	1,832.33	0.06	0.05	0.41	1,848.47
Mobile Source	61,112.64	1.92	5.08	8.65	62,683.12
Area Source	161.00	0.01	<0.01	0.00	162.00
Energy Source	10,251.00	1.30	0.16	0.00	10,330.00
Stationary Source	60.90	<0.01	<0.01	0.00	61.10
Water Usage	1,831.00	38.90	0.94	0.00	3,085.00
Waste	771.00	77.00	0.00	0.00	2,697.00
Refrigeration	0.00	0.00	0.00	158.00	158.00
TRU	—	—	—	—	1,486.31
Cargo Handling Equipment	—	—	—	—	758.00
				Subtotal Project Emissions	*83,269.00*
				Soil Carbon Accumulation	*584.84*
				Above and Belowground Carbon Accumulation	*1,392.03*
				Carbon Sequestration	*-886.86*
				Total Project Emissions	**84,359.01**
				SCAQMD-Recommended GHG Threshold	**3,000**
				Exceeds Threshold?	**Yes**

Source: Appendix B-4; Appendix B-5.
Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; R = refrigerant; CO_2e = carbon dioxide equivalent; <0.01 = reported value less than 0.01; TRU = Transportation Refrigeration Units; – = no value; SCAQMD = South Coast Air Quality Management District

As shown in Table 4.7-5, the Project would exceed the SCAQMD-recommended threshold of 3,000 MT CO_2e/year

prior to implementation of mitigation measures. Therefore, impacts would be potentially significant, and mitigation measures are required.

MM-GHG-1, Energy Efficiency Standards (partly quantified [Energy Star appliances]), would reduce energy source emissions by ensuring building energy efficiency and reducing energy consumption. MM-GHG-2, Water Use Efficiency and Water Conservation (partially quantified [low flow water fixtures]), would reduce indirect GHG emissions by reducing water consumption. Use of recycled water on-site would reduce water consumption and energy use associated with water, which would result in further reductions in GHG emissions. MM-GHG-3, Solid Waste Reduction (not quantified) would reduce GHG emissions associated with disposal of waste to a landfill. In addition, the air quality analysis, as presented in Section 4.2 of this Draft EIR, included several mitigation measures to reduce criteria air pollutants, which would also reduce GHG emissions, but are not readily quantifiable, and are thus not quantified in Table 4.7-6. MM-AQ-4, Construction Equipment Alternative Fuels (not quantified) instructs the construction contractor to recommend alternative fuels such as electric powered. MM-AQ-5, Electric Zero-Emission Construction Equipment (not quantified), specifies that electric or non-diesel-powered equipment shall be used rather than gasoline-powered engines where feasible. MM-AQ-7, Construction Idling Minimization (not quantified), minimizes construction equipment engine operations. MM-AQ-8, Electric Tools and Hookups During Construction (not quantified), specifies that the construction contractor shall use electric tools and provide electrical hookups to the power grid rather than utilize diesel-fueled generators for the powering of electric construction tools such as saws, drills, and compressors to the extent feasible, MM-AQ-22, Electric Vehicle Charging Infrastructure (not quantified), requires that the Project applicant provide EV charging infrastructure that meets or exceeds 2022 California Green Building Standards Code Tier 2 standards to encourage use of EVs. MM-AQ-20, MM-AQ-13, TRU Electric Infrastructure (not quantified) requires infrastructure to support electric TRUs; MM-AQ-15, On-Site Signage Program; MM-AQ-16 (not quantified) and , Truck Route Signage (not quantified) require signage program that clearly identifies the required on-site circulation system and truck routes, and MM-AQ-18, Electrical Supply Lines and Panels Documentation (not quantified) that demonstrate that main electrical supply lines and panels have been sized to support heavy truck charging facilities when EV trucks become available; Transportation Demand Management Program, would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool, and transit, which would thus reduce GHG emissions associated with mobile sources. MM-AQ-23, Landscape Equipment Maintenance (not quantified), would also result in GHG emissions reductions from landscape equipment. MM-AQ-21, Tenant Information Energy Efficiency and HEPA Filters (not quantified) and MM-AQ-14, Tenant Notifications (not quantified), would require the Applicant to provide energy-reduction information to future tenants and employees at the Project site and MM-AQ-14, Tenant Notifications, providing provisions of information regarding resource conservation and health and safety.

In addition, while not included as a mitigation measure, the Project would not include natural gas at the Project site. Electrifying Project buildings would result in reduced energy-related operational GHG emissions by replacing natural gas with electricity as electricity is a less GHG-intensive power source that also has the potential to be provided by renewable, zero-emission sources. Additionally, the Project would include a Recycled Water Master Plan for the on-site Project uses.

The analysis in Table 4.7-6 includes reductions from partial quantification of MM-GHG-1, wherein the installation of Energy Star refrigerators, clothes washers, and dishwashers for residential land uses, and MM-GHG-2, for the use of low-flow kitchen faucets, dishwashers, and clothes washers for the residential land uses.

As shown in Table 4.7-6, even with implementation of mitigation measures, the Project would still exceed the SCAQMD-recommended GHG threshold of 3,000 MT CO_2e/year. As most mitigation measures are not readily quantifiable, the emissions in Table 4.7-6 are conservative. Nonetheless, emissions would not be below levels of

significance. Therefore, the Project would result in a significant and unavoidable impact regarding the generation of GHG emissions, directly and indirectly, that may have a significant impact on the environment.

Table 4.7-6. Estimated Annual Operational Greenhouse Gas Emissions – With Mitigation

Emission Source	Emissions (metric tons per year)				
	CO_2	CH_4	N_2O	R	Total CO_2e
Annual construction-related emissions amortized over 30 years (*Table 4.7-4*)	1,832.33	0.06	0.05	0.41	1,848.47
Mobile Source	61,112.64	1.92	5.08	8.65	62,683.12
Area Source	161.00	0.01	<0.01	0.00	162.00
Energy Source	10,136.00	1.28	0.16	0.00	10,214.00
Stationary Source	60.90	<0.01	<0.01	0.00	61.10
Water Usage	1,816.00	38.50	0.93	0.00	3,055.00
Waste	771.00	77.00	0.00	0.00	2,697.00
Refrigeration	0.00	0.00	0.00	158.00	158.00
TRU	--	--	--	--	1,486.31
Cargo Handling Equipment	--	--	--	--	758.00
				Subtotal	*83,123.00*
				Soil Carbon Accumulation	*584.84*
				Above and Belowground Carbon Accumulation	*1,392.03*
				Carbon Sequestration	*-886.86*
				Total	**84,213.01**
				SCAQMD-Recommended GHG Threshold	**3,000**
				Exceeds Threshold?	**Yes**

Source: Appendix B-4; Appendix B-5.
Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; R = refrigerant; CO_2e = carbon dioxide equivalent; <0.01 = reported value less than 0.01; TRU = Transportation Refrigeration Units; -- = no value; SCAQMD = South Coast Air Quality Management District

Conclusion

As detailed under Section 4.7.4.1, the 2007 EIR did not analyze GHG impacts. However, the 2017 Addendum quantified emissions of the 2007 approved project and the 2017 Specific Plan. Not including amortized construction emissions, the total operational emissions of the 2007 Approved Project were determined to be 75,684 MT CO_2e/year, and the total operational emissions of the 2017 Specific Plan were determined to be 74,513 MT CO_2e/year. It should be noted that the Project's operational GHG emissions, including construction-related GHG emissions amortized over 30 years, would be 84,213.01 MT CO_2e/year, which is more than the GHG emissions included in the 2017 Addendum. Nonetheless, as it is no longer appropriate to apply the same threshold as was used in the 2017 Addendum (SCAQMD efficiency metric), the Project's GHG emissions are compared to the SCAQMD's brightline threshold of 3,000 MT CO_2e/year, and as such, the Project would result in a significant and

unavoidable impact, even with additional mitigation measures than what was included in the 2007 Final EIR or 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.7b ***Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

Less-than-Significant Impact with Mitigation.

Project Potential to Conflict with State Reduction Targets and CARB's 2022 Scoping Plan

As discussed above, the California State Legislature passed AB 32 to provide initial direction to limit California's GHG emissions to 1990 levels by 2020 and initiate the state's long-range climate objectives. Since the passage of AB 32, the state has adopted GHG emissions reduction targets for future years beyond the initial 2020 horizon year. CARB is required to develop the Scoping Plan, which provides the framework for actions to achieve the state's GHG emission reduction targets. The Scoping Plan is the official framework for the measures and regulations that will be implemented to reduce California's GHG emissions in alignment with the state's adopted GHG reduction targets. Therefore, a project would be found to not conflict with the state's climate goals set forth in statutes and regulations if it would meet the Scoping Plan policies and not impede attainment of the goals therein.

For the Project, the relevant GHG emissions reduction targets include those established by SB 32 and AB 1279, which require GHG emissions be reduced to 40% below 1990 levels by 2030, and 85% below 1990 levels by 2045, respectively. In addition, AB 1279 requires that the state achieve net zero GHG emissions by no later than 2045 and achieve and maintain net negative GHG emissions thereafter. CARB's 2017 Scoping Plan Update was the first to address the state's strategy for achieving the 2030 GHG reduction target set forth in SB 32 (CARB 2017), and the most recent CARB 2022 Scoping Plan Update outlines the state's plan to reduce emissions and achieve carbon neutrality by 2045 in alignment with AB 1279 and assesses progress toward the 2030 SB 32 target (CARB 2022b). As such, given that SB 32 and AB 1279 are the relevant GHG emission targets, the CARB 2017 and 2022 Scoping Plan Updates that outline the strategy to achieve those targets, are the most applicable to the Project.

The 2017 Scoping Plan Update included measures to promote renewable energy and energy efficiency (including the mandates of SB 350), increase stringency of the LCFS, measures identified in the Mobile Source and Freight Strategies, measures identified in the proposed SLCP Plan, and increase stringency of SB 375 targets. The 2022 Scoping Plan Update builds upon and accelerates programs currently in place, including moving to zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; and displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines) (CARB 2022b).

Many of the measures and programs included in the Scoping Plan would result in the reduction of Project-related GHG emissions with no action required at the project-level, including GHG emission reductions through increased energy efficiency and renewable energy production (SB 350), reduction in carbon intensity of transportation fuels (LCFS), and the accelerated efficiency and electrification of the statewide vehicle fleet (Mobile Source Strategy).

As evaluated in detail in the Project's transportation analysis (Appendix J), per City's VMT significance criteria for impact determination, the Project would have a less than significant VMT impact under Baseline or Cumulative conditions under any development phase. The Project effect on VMT was also determined to be less than significant under with Project scenario. Therefore, the Project would not conflict with CEQA Guidelines Section 15064.3(b) related to the VMT threshold. Given that the Project would result in a less-than-significant impact related to VMT, the

Project would also not conflict with the 2017 Scoping Plan Update's goal of reducing GHG emissions through reductions in VMT statewide.

The 2045 carbon neutrality goal required CARB to expand proposed actions in the 2022 Scoping Plan Update to include those that capture and store carbon in addition to those that reduce only anthropogenic sources of GHG emissions. The Project would support the state's carbon neutrality goals, as implementation includes addition of urban-tree and native plantings throughout the Project site, which represent opportunities for potential carbon removal and sequestration over the Project lifetime. However, the 2022 Scoping Plan Update emphasizes that reliance on carbon sequestration in the state's natural and working lands will not be sufficient to address residual GHG emissions, and achieving carbon neutrality will require research, development, and deployment of additional methods to capture atmospheric GHG emissions (e.g., mechanical direct air capture). Given that the specific path to neutrality will require development of technologies and programs that are not currently known or available, the Project's role in supporting the statewide goal would be speculative and cannot be wholly identified at this time.

Table 4.7-7 evaluates the Project's potential to conflict with the CARB 2022 Scoping Plan Update, and specifically, the "Key Project Attributes" to reduce operational GHG emissions identified in Appendix D, Local Actions (CARB 2022b). Per the Scoping Plan, empirical evidence shows that residential and mixed-use development projects that are consistent with these attributes to reduce GHG emissions will accommodate growth in a manner that aligns with the GHG and equity goals of SB 32. Additionally, consistency with the Key Project Attributes of the 2022 Scoping Plan Update will ensure that projects are 1) addressing the largest sources of their operational emissions, 2) are in alignment with the priority areas defined for Local Climate Action, and 3) are in alignment with the state's climate goals.

Table 4.7-7. Project Potential to Conflict with Key Attributes Identified in Table 3 of the 2022 CARB Scoping Plan's Appendix D

Key Project Attributes	Potential to Conflict
Transportation Electrification	
Provide EV charging infrastructure at least in accordance with CALGreen Tier 2 standards	***Would Not Conflict.*** With implementation of MM-AQ-22, Electric Vehicle Charging Infrastructure, the Project would meet the most ambitious voluntary EV charging infrastructure standards (Tier 2) required by the most recent 2022 CALGreen standards.
VMT Reduction	
Is located on infill sites that are surrounded by existing urban uses and reuses or redevelop previously undeveloped or underutilized land presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer)	***Would Not Conflict.*** The Project site is located within the City and is surrounded by a mix of land uses, including open space, residential, commercial, and industrial areas. The Project site is bordered to the north by undeveloped hillsides, a wastewater treatment facility, and rural development, with its northern boundary aligning with the boundary between Riverside and San Bernardino counties. To the east lies residential, school, and urban uses in the City, while the areas to the south and west comprise mainly of undeveloped hillsides with some rural development, including roadways. The Project site was previously approved for residential mixed-use development. The Project amends the previous approval to include additional land uses at a greater density, including the business park/industrial component to the Project, and as such, is previously underdeveloped and underutilized land.

Table 4.7-7. Project Potential to Conflict with Key Attributes Identified in Table 3 of the 2022 CARB Scoping Plan's Appendix D

Key Project Attributes	Potential to Conflict
	Existing infrastructure and utilities to serve the site are located within adjacent roadways. The Project would require internal construction of roads for local access, customary extension of water services and facilities, and construction of new sewer lines and stormwater and drainage infrastructure, consistent with existing sewer and stormwater/drainage infrastructure in the area. The Project would include high-density residential development near I-10 on a site previously approved for infrastructure and commercial development. Although the Project site would not be directly served by transit routes, the Project would develop on-site bike lanes and pedestrian infrastructure, including sidewalks and a trail system to encourage alternative modes of travel.
Do not result in the loss or conversion of the state's natural and working lands	***Would Not Conflict.*** The Project would develop a residential and mixed-use Specific Plan development on vacant land previously approved for residential development. The Project site is currently zoned as Mesa Verde Estates. While the existing land use designations includes Open Space-Natural, among many other land use designations on-site, the Project would retain open space uses on-site, and thus, would not result in the loss or conversion of the state's natural lands. The Project site does not contain working lands on-site, and as such, would not result in the loss or conversion of working lands.
Consists of transit-supportive densities (minimum of 20 residential dwelling units/acre), *or* in proximity to existing transit (within ½ mile), *or* satisfies more detailed and stringent criteria specified in the region's Sustainable Communities Strategy (SCS)	***Would Not Conflict.*** The Project would develop a total of 3,650 dwelling units, ranging from 8 dwelling units/acre (du/ac) to 24 du/ac, for an average of 7.7 du/ac within residential areas. Thus, the Project would not meet the minimum of 20 du/ac discussed in this Appendix D Attribute, which is one of three options to achieve the transit-related key attribute. Transit facilities include bus service, Metrolink and Amtrak. Bus service to the Project area is currently provided by Omnitrans. At present, the only Omnitrans route that provides service near the Project site is Route 319, located one mile northeast of the Project site, and on 54th Street, approximately one mile east of the Project site. Commuter train service does not run in the City of Calimesa; however, the Project is approximately 6.5 miles from the Redlands - University Station located at 1100 East Park Avenue in the City of Redlands, where passengers can access the Metrolink Arrow Service. Amtrak provides medium and long-distance inter-city passenger rail service. The nearest Amtrak station is the Riverside - Downtown station, located approximately 17 miles west of the Project site. As such, the Project would not be located within ½-mile of existing transit, which is the second option to achieve this key attribute. Per the third optional criteria of this Key Project Attribute, the Project is consistent with the goals of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), "Connect SoCal," as detailed in Section 4.15, Transportation and in the analysis below. The Project also satisfies the City's VMT significance criteria, which demonstrates consistency with SCAG's SCS, as detailed below.

Table 4.7-7. Project Potential to Conflict with Key Attributes Identified in Table 3 of the 2022 CARB Scoping Plan's Appendix D

Key Project Attributes	Potential to Conflict
	As evaluated in detail in the Project's transportation analysis, per the City's VMT significance criteria for impact determination, the Project would have a less than significant VMT impact under all scenarios. Therefore, the Project would not conflict with CEQA Guidelines Section 15064.3(b) related to the VMT threshold. As such, the Project would not conflict with this Connect SoCal and this third option to achieve this key attribute.
Reduce parking requirements by: ▪ Eliminating parking requirements or including maximum allowable parking ratios, *or* ▪ Providing residential parking supply at a ratio of <1 parking space per unit, *or* ▪ Unbundling residential parking costs from costs to rent or lease.	***Would Not Conflict.*** The City does not currently have a parking maximum ratio, and the Project would not impede the City from implementing a parking maximum in the future. Parking has been provided onsite to meet the City's requirements for residential and commercial uses, and provides Project-specific requirements for the Business Park use, as set forth in the Specific Plan Amendment.
At least 20% of the units are affordable to lower-income residents	***Partially Conflict.*** To meet the City's Inclusionary Housing Requirements, the Project would provide 183 Low Income (80%of Median Family Income) rental units within Planning Areas 9 through 12 with a minimum density of 20 dwelling units per acre. This represents 5% of the units, and as such, the Project would not fully meet this Key Project Attribute. However, CARB's Appendix D attribute calls for at least 20% of the units to be affordable to lower-income residents. This 20% requirement is intended to reduce GHG emissions by providing greater opportunity for lower income families to live closer to job centers, and achieve a jobs/housing balance near transit and reduce commutes. Providing housing units affordable to lower-income residents is intended to reduce VMT through living more compactly in location-efficient areas. The Project's multifamily residential units are intended to be workforce housing and within the financial means of most people in the Project area. The Project's development of increased residential uses within a mixed-use land use context and nearby jobs help to increase the supply of homes and promote affordability. The mixed-used development proximate to job centers also maintains the City's balanced jobs-to-housing mix, reduce commutes, lower GHG emissions, and reduce VMT. Mid-rise multifamily housing has slightly reduced (4.54 daily trips) trip generation rates compared to affordable housing (4.81 daily trips) (ITE 2021). Therefore, multifamily housing achieves trip similar trip reductions as affordable housing compared to single-family residential units. In addition, the Legislative Analyst Office has previously found that a 20% affordable requirement "may be infeasible" for many home builders. In fact, when inclusionary housing requirements in San Francisco were increased to 15%, the requirements suppressed housing production except in the most expensive parts of town (LAO

Table 4.7-7. Project Potential to Conflict with Key Attributes Identified in Table 3 of the 2022 CARB Scoping Plan's Appendix D

Key Project Attributes	Potential to Conflict
	2016). Requiring 20% permanently dedicated low-income housing could substantially limit housing production in the City and, consequently, be counterproductive to reducing VMT and GHG emissions by supporting the production of appropriately located, compact housing (LAO 2016). As such, the Project would partially conflict with the affordable housing Key Project Attribute by not specifically meeting the 20% affordable housing target but would still support CARB's goal of reducing GHG emission through housing options by providing multifamily residences that are within the financial means of most people in the Project area.
Result in no net loss of existing affordable units	***Would Not Conflict.*** The Project site does not contain any existing residences. Project implementation would develop vacant property and not displace any existing affordable housing units or necessitate construction of any replacement affordable housing units elsewhere.
Building Decarbonization	
Use all electric appliances, without any natural gas connections, and would not use propane or other fossil fuels for space heating, water heating, or indoor cooking	***Would Not Conflict.*** The Project would not have any natural gas connections and is not anticipated to use propane or other fossil fuels for space heating, water hearing, or indoor cooking.

Source: CARB 2022b. All "Key Project Attributes" are taken from "Table 3 – Key Residential and Mixed-Use Project Attributes that Reduce GHGs" of Appendix D of the 2022 Scoping Plan.
Notes: MMT CO2e = million metric tons of carbon dioxide equivalent.

According to the 2022 CARB Scoping Plan Update, Appendix D, these attributes are a guide to determine residential/mixed-use projects that are *clearly consistent* with the state's climate strategy for CEQA purposes and are not necessarily required. However, lead agencies, such as the City, may determine with adequate supporting evidence that projects that incorporate some, but not all, of the Key Project Attributes are consistent with the state's climate goals.

As shown in Table 4.7-7, the Project incorporates the majority of the CARB-recommended attributes that reduce GHG emissions identified in the 2022 CARB Scoping Plan Update, Appendix D, for residential/mixed-use projects. The Project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. Some of the current transportation sector policies the Project will comply with (through vehicle manufacturer compliance) include Advanced Clean Cars II, Advanced Clean Trucks, Advanced Clean Fleets, Zero Emission Forklifts, the Off-Road Zero-Emission Targeted Manufacturer Rule, Clean Off-Road Fleet Recognition Program, In-Use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the LCFS (Appendix B-4).

It is important to note that the 2022 CARB Scoping Plan Update emphasizes the need for housing to address the state's severe housing shortage and notes that CEQA GHG impact analyses and mitigation measures can be sources of litigation and delay for projects (CARB 2022b). The 2022 CARB Scoping Plan Update, Appendix D, also states that the "the housing crisis and the climate crisis must be confronted simultaneously, and it is possible to

address the housing crisis in a manner that supports the State's climate and regional air quality goals" (CARB 2022b). Because the Project provides 3,650 residential units in an area with existing and forecasted employment and services, and because it incorporates most of the key attributes CARB identifies for new residential/mixed-use development, the Project has been determined to meet many, but not all of the state goals by providing housing in a way that does not conflict with the state's ability to meet future climate goals.

Potential to Conflict with Connect SoCal (2024-2050 RTP/SCS)

SCAG's Connect SoCal is a regional growth-management strategy that targets per capita GHG emission reductions from passenger vehicles and light-duty trucks in the Southern California region. The Connect SoCal incorporates local land use projections and circulation networks in city and county general plans. Typically, a project would not conflict with the RTP/SCS if the project does not exceed the underlying growth assumptions within the RTP/SCS. While the Project would accommodate the residential uses on-site (3,650 dwelling units) which would be within the overall growth projections assumed in the 2020-2045 Connect SoCal, the following proposed land uses on-site were not accounted for within Connect SoCal's RTP/SCS growth projections, and thus, are not accounted for in the 2022 AQMP: 241.9 acres of new business park/industrial land use; 4.4 acres of new commercial land use; and 5.3 acres of new public works facilities/fire station land use.

As stated in the Connect SoCal 2024–2050 RTP/SCS, there is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with the RTP/SCS, and lead agencies have the sole discretion in determining a local project's potential to conflict with the RTP/SCS (SCAG 2024). The Project would increase regional employment by approximately 8,509 jobs associated with the above-mentioned land uses. According to Connect SoCal, employment within Riverside County in 2019 is approximately 847,000 jobs with an anticipated increase to approximately 1,185,000 jobs by 2050, a growth of approximately 338,000 jobs. The Project represents 2.52% of the anticipated increase in jobs, and therefore, would not result in long-term operational employment growth that exceeds planned growth projections in the RTP/SCS or the AQMP, or result in employment growth that would substantially add to traffic congestion (Appendix B-4).

As detailed in Table 4.15-5 of Section 4.15, Transportation, the Project would not conflict with the goals of Connect SoCal. As detailed in Section 4.15, while the Project would not conflict with the policy framework and goals of Connect SoCal, Connect SoCal also incorporates local land use projections and circulation networks in city and county general plans within the region. Because the Project is providing more housing than what is currently programmed in the RTP/SCS within the Project site boundary, the Project's consistency with the current RTP/SCS was evaluated in the Cumulative/Horizon Year VMT analysis provided under Threshold 4.15b. The results of the Cumulative/Horizon Year analysis indicated a less than significant VMT impact would occur. Given that the Project would result in a less-than-significant impact related to VMT, the Project would support the transportation-related goals and policies of Connect SoCal.

Additionally, regarding VMT reduction characteristics, the Project is a mixed-use development that would provide a complementary mix of residences, schools, and employment opportunities. The Project would provide multifamily residential land uses, primarily workforce housing, and construct new roadways, bike, and pedestrian facilities which would improve mobility and accessibility within the City, which supports SCAG's clean transportation goals. The Project would support full-time jobs and contribute to the economic prosperity of the region and enhance global competitiveness. By adding housing to an area with future job potential (i.e., the proposed commercial and business park uses on-site), the Project would contribute to balancing the jobs-housing ratio of the City. In addition to open space, private recreation facilities and amenities would be provided at the larger multifamily residential developments. The Project would support SCAG's sustainable development strategy by electrifying all buildings,

incorporating recycled water throughout the Project site, in addition to the mitigation measures detailed below. The Project is also consistent with the transportation-related goals and policies of Connect SoCal, and the does not conflict with policies related to the circulation system. The Project does not conflict with the natural and agricultural lands preservation strategy of SCAG's 2024–2050 RTP/SCS as the Project would be developed on land previously approved for development. Additionally, while the existing land use designations include Open Space-Natural, among many other land use designations on-site, the Project would retain open space uses on-site, and thus, would not result in the loss or conversion of the state's natural lands. The Project site does not contain agricultural lands on-site, and as such, would not result in the loss or conversion of working lands. The climate resilience goals of SCAG's 2024–2050 RTP/SCS do not directly pertain to the Project; nonetheless, the Project would not interfere with SCAG achieving this strategy.

As implemented through MM-AQ-20, the Project would implement a Transportation Demand Management Program, which would reduce the use of use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool, and transit through several specific measures. Additionally, MM-AQ-22, Electric Vehicle Charging Infrastructure, requires that EV charging infrastructure meets or exceeds 2022 California Green Building Standards Code Tier 2 standards to encourage use of EVs, which supports SCAG's clean transportation goals. Implementation of MM-GHG-1, Energy Efficiency Standards, and MM-GHG-2, Water Use Efficiency and Water Conservation, would further support SCAG's sustainable development goals.

Therefore, through consistency with Connect SoCal policies and because the Project would not significantly impact Cumulative/Horizon Year VMT analyzed in the RTP/SCS, the Project would not conflict with SCAG's Connect SoCal 2024–2050 RTP/SCS.

Conclusion

The 2017 Addendum to the Mesa Verde Specific Plan EIR determined that the 2017 Specific Plan would not conflict or interfere with the CARB Scoping Plan or the SCAG 2024-2050 RTP/SCS plan. This is consistent with the findings for the Project.

Overall, as detailed in the analysis above, the Project would not conflict with state reduction targets, CARB's Scoping Plan, and SCAG's Connect SoCal (2024-2050 RTP/SCS). As such, the Project would result in less than significant impacts with mitigation regarding the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

4.7.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of past, present, and reasonably foreseeable future projects are significant, the lead agency must then determine whether the project has any contribution to the cumulative impact, and if so, whether the project's incremental effect is "cumulatively considerable." The cumulative geographic study area used to assess potential cumulative greenhouse gas emissions impacts is global. The full list of related projects applicable to this Project's cumulative analyses is provided in Section 2.6, Cumulative Projects and illustrated on Figure 2-4, Cumulative Projects, in Chapter 2, Environmental Setting of this Draft SEIR.

Threshold 4.7a – Cumulative

Cumulatively Considerable. GHG emissions are an inherently cumulative impact resulting from past, current, and future projects—and the cumulative projects listed in Section 2.6 of this Draft SEIR would likely contribute to this

widespread cumulative impact given the cumulative nature of GHG emissions. Given the global scope of climate change, it is not anticipated that a single project would have an individually discernible effect on global climate change. It is more appropriate to conclude that if a project is anticipated to result in a substantial increase in GHG emissions, it would combine with global emissions to cumulatively contribute to global climate change.

As the Project would result in a significant and unavoidable impact regarding the potential to result in direct and indirect GHG emissions that may have a significant impact on the environment, the Project would also result in a cumulatively considerable impact.

Threshold 4.7b – Cumulative

Not Cumulatively Considerable. As discussed in response to Threshold 4.7b, the Project would not conflict with any applicable GHG reduction plans, including the 2024-2050 RTP/SCS Connect SoCal, CARB's 2022 Scoping Plan and state reduction targets. Therefore, the Project would result in a less than significant cumulatively considerable impact regarding conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

4.7.6 Mitigation Measures

4.7.6.1 Previously Adopted Mitigation Measures

Greenhouse Gas Emissions was not a CEQA topical section at the time of the 2007 Final EIR. As such, there are no GHG-specific mitigation measures. However, mitigation measures for Air Quality that were included in the previously approved documentation are presented in Section 4.2, Air Quality of this Draft SEIR. The revised mitigation measures presented in Section 4.2, Air Quality, would also result in reductions in GHG measures. See Section 4.2 for more details on these mitigation measures.

4.7.6.2 Project Mitigation Measures

To reduce potentially significant impacts under Thresholds 4.7a and 4.7b, MM-GHG-1 through MM-GHG-3 are identified to reduce Project-generated construction and operational GHG emissions from various Project emission sources.

In addition, the following air quality mitigation measures would also result in GHG emission reductions and are applicable to this analysis: MM-AQ-4, Construction Equipment Alternative Fuels; MM-AQ-5, Electric or Zero-Emission Construction Equipment; MM-AQ-7, Construction Idling Minimization; MM-AQ-8, Electric Tools and Hookups During Construction; MM-AQ-13, TRU Electric Infrastructure; MM-AQ-14, Tenant Notifications, providing provisions of information regarding resource conservation and health and safety; MM-AQ-15, On-Site Signage Program; MM-AQ-16, Truck Route Signage; MM-AQ-18, Electrical Supply Lines and Panels Documentation;MM-AQ-20, Transportation Demand Management (TDM) Program; MM-AQ-21, Tenant Information Energy Efficiency and HEPA Filters; MM-AQ-22, Electric Vehicle Charging Infrastructure; and MM-AQ-23, Landscape Equipment.

MM-GHG-1 Energy Efficiency Strategies. Prior to the issuance of building permits, the Project Applicant or its designee shall provide evidence to the City of Calimesa that the Project's design plans include the following energy efficiency and conservation measures, including:

a) Install Energy Star-rated heating, cooling, lighting, and appliances.

b) Install solar photovoltaic panel systems on building rooftops or above surface parking (or equivalent structure[s]) at the Project site, where available, in compliance with that which is required under the 2022 Title 24 Building Energy Efficiency Standards (Part 6 of Title 24 of the California Code of Regulations). For purposes of this measure, "availability" is dependent on building rooftop space that is otherwise not utilized for purposes of circulation, HVAC, or other necessary building equipment, and would meet solar radiation specification standards outlined in Part 6 of Title 24 of the California Code of Regulations. Solar photovoltaic panel systems shall be sized to meet the energy demand requirements of the associated building or structure(s).

c) Outdoor lighting shall be light emitting diodes (LED) or other high-efficiency lightbulbs.

d) Install Cool Pavement. Prior to the issuance of building permits, the Project applicant or its designee shall submit building plans illustrating installation of cool pavements in place of dark pavements. Outdoor pavements, such as walkways and patios, shall use paving materials with three-year solar reflectance index (SRI) of 0.28 or initial SRI of 0.33.

e) Provide information on energy efficiency, energy efficient lighting and lighting control systems, energy management, and existing energy incentive programs to future residents of the Project.

f) Design the Project to meet Leadership in Energy and Environmental Design (LEED) standards.

g) Use of light colored/earth tone exterior roofing materials

h) Use of low emission water heaters. Installation of low emission water heaters shall be verified by the City of Calimesa Building Division during plan check.

*Portions of **MM-GHG-1** are quantified in the analysis within the mitigation module of CalEEMod, wherein the installation of Energy Star refrigerators, clothes washers, and dishwashers was selected for the residential land uses.*

MM-GHG-2 Water Use Efficiency and Water Conservation. Prior to the issuance of building permits, the Project Applicant or its designee shall provide evidence to the City of Calimesa that the Project's design plans include the following water use efficiency and conservation measures, including:

a) High-efficiency appliances/fixtures to reduce water use, and/or include water-efficient landscape design

b) Low-flow or high-efficiency water fixtures

c) Water-efficient landscapes with lower water demands than required by the California Department of Water Resources (DWR) 2015 Model Water Efficient Landscape Ordinance (MWELO)

d) Planting of native and drought-tolerant plant species only

e) Provide educational materials to future tenants and building occupants about water saving behaviors and water-conserving landscaping.

MM-GHG-2 *is quantified in the analysis within the mitigation module of CalEEMod, wherein the use of low-flow kitchen faucets, dishwashers, and clothes washers was selected for the residential land uses.*

MM-GHG-3 Solid Waste Reduction. Prior to the issuance of building permits for the Project, the Project Applicant shall provide building plans that include the following solid waste reduction measure:

a) Provide storage areas for recyclables and green waste in new construction, and food waste storage, if a pick-up service is available.

MM-GHG-3 *is not quantified in the operational analysis.*

4.7.7 Level of Significance Conclusion

Threshold 4.7a The Project would result in a significant and unavoidable impact regarding potential to result in GHG emissions that may result in a direct or indirect impact to the environment.

Threshold 4.7b The Project would result in a less than significant impact with mitigation regarding potential to conflict with an applicable plan, policy, or regulation adopted to reduce GHG emissions.

4.7.8 References

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4.8 Hazards and Hazardous Materials

This section describes the existing hazardous materials conditions of the Mesa Verde Specific Plan Area 2 Amendment 2 Project (Project or Specific Plan Amendment) site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed Project compared to the previously approved Mesa Verde Estates Specific Plan, as amended by the 2017 Mesa Verde Specific Plan Area 2 Amendment 1 (2017 Specific Plan or previously approved project).

The following existing conditions and analysis are based on a review of the Phase I Environmental Site Assessment (Phase I ESA) prepared by Petra Geotechnical, Inc (Petra) in October 2021 (Appendix F of this Draft SEIR), the Geotechnical Due Diligence/Feasibility Assessment, prepared by Petra in October 2021 (Appendix E-6 of this Draft EIR), the Fire Protection Plan for the Mesa Verde Specific Plan, prepared by Dudek dated May 2025 (Appendix L-1 of this Draft SEIR), and a Wildfire Evacuation Study for the Mesa Verde Specific Plan prepared by Dudek dated May 2025 (Appendix L-2 of this Draft SEIR). Other resources that were used are provided in Section 4.8.8, References.

4.8.1 Existing Conditions

4.8.1.1 Historic Land Uses

According to the Phase I ESA, the Project site has historically been used primarily for grazing, dating back to the 1880s (Appendix F). In addition, up to four former residences were reportedly located on the site that have since been demolished. The north-central portion of the site was used for the cultivation of grove trees, possibly olive trees, from at least the 1940s until possibly the 1950's. Previous site investigations identified at least 3 water wells were noted to be on the Project site, likely associated with the former residences, although the 2021 Phase I ESA only identified two water wells. Two underground storage tanks were also reportedly on the Project site and removed in accordance with regulatory oversight in 1995. According to the Phase I ESA, there is one oil and gas well located on the Project site. The well, Midway Oil Syndicate 1, is mapped within the northern portion of APN 413-040-018. Historically, the well was drilled to a depth of 5,386 feet and abandoned on July 20, 1926. The well status is currently listed as idle, and the operator status is listed as inactive (Appendix F).

4.8.1.2 Surrounding Land Uses

The Project site is located in an area comprised of residential land use, educational uses, and vacant undeveloped land. The northeastern edge of the Project site is bounded by a mobile home park, a middle school, and single-family residences. A publicly owned wastewater treatment plant, the Yucaipa Valley Water District Wochholz Regional Water Recycling Facility, is located adjacent to the northern edge of the Project site. Scattered ranch lands are also present northwest of the Project site. To the east of the Project site are residential land uses, commercial land uses, and Interstate (I) 10. Vacant lands, some of which are used as grazing areas, are located to the south and west of the Project site.

4.8.1.3 Regulatory Records Review

Cortese List

Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to compile a list of hazardous waste and substances sites (Cortese List). This list is used by the State, local agencies, and

developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. The Cortese List must be updated annually. While the Cortese List is no longer maintained as a single list, the following databases provide information that meet the Cortese List requirements:

- List of hazardous waste and substance sites from the Department of Toxic Substances Control's (DTSC's) EnviroStor database (Health and Safety Codes 25220, 25242, 25356, and 116395).
- List of leaking underground storage tank (LUST) sites from the State Water Resources Control Board (SWRCB) GeoTracker database (Health and Safety Code 25295).
- List of solid waste disposal sites, identified by the SWRCB GeoTracker database, with waste constituents higher than hazardous waste levels outside the waste management unit (Water Code Section 13273 subdivision [e] and 14 CCR Section 18051).
- List of cease and desist orders and cleanup and abatement orders identified by the SWRCB GeoTracker database (Water Code Sections 13301 and 13304).
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the California Health and Safety Code, as identified by DTSC.

A database search was conducted as part of the Phase I ESA and revealed that there were no listings for the Project site (Appendix F). A more current search of the Cortese List databases was conducted on March 24, 2024 to identify sites on or within the vicinity of the Project site including the off-site areas such as the County Line Road improvements. The Project site is not located on either the EnviroStor or Geotracker databases nor is it an active cease and desist or cleanup and abatement order (DTSC 2024 SWRCB 2024a and 2024b). The Project site is also not included on a list of solid waste disposal sites identified with waste constituents above hazardous waste levels (CalEPA 2024). There are a number of Geotracker case sites located to the east of the site, east of Interstate 10, however these are listed as "closed" indicating that no further action is required (SWRCB 2024a).

Recognized Environmental Conditions

The Phase I ESA was completed in accordance with the American Society of Testing and Materials (ASTM) Practice E 1527-13 standard and ultimately is required to identify any recognized environmental conditions (RECs). RECs are defined as any hazardous substance or petroleum product under conditions that indicate an existing, past, or materials threat of release into the structures, ground, groundwater, or surface water at the subject site. The identification of RECs at a site may warrant additional research, site investigation (e.g., collection of soil or groundwater samples for laboratory analysis), and/or action (e.g., cleanup/remediation). The findings of the Phase I ESA identified one REC, which is summarized as follows:

> A pile of dumped trash and debris, located near a concrete apron below the west side of Sandalwood Road, including waste oil containers and surface staining. These containers should be removed from the subject property and properly disposed of in accordance with local agency guidelines. Stained soils should be removed and properly disposed of in accordance with local agency guidelines. Confirmation samples should be taken to verify removal of petroleum hydrocarbon residues (Appendix F).

Other site conditions, which are not considered RECs but may affect the Project site, were identified through the Phase I ESA. These conditions could warrant additional actions in conjunction with the development of the Project site (Appendix F). These conditions include the following:

- During excavation activities to locate the oil well in 1994, the mud sump was sampled, and no petroleum hydrocarbon residues were reported; however, specific details associated with the sample location(s) and laboratory test method(s) are not readily available.
- Piles of dumped household trash and debris scattered throughout the subject property were not visually found to contain readily detectable signs of hazardous waste; however, the piles were not disturbed. Of note were three waste oil containers and other debris with no surface staining observed on a dirt road in the eastern portion of the subject property.
- Previous Phase I ESA reports indicated that three to four water wells were present on the property; however, only two water wells were encountered during the most recent site reconnaissance. Old water wells within the subject property may be associated with buried transit pipe or concrete lined metal pipe, which may contain asbestos.
- Information provided by the owner representative indicates that the property was utilized in the 1880's for grazing. Historical aerial photographs and field observations indicate that the property contained at least two farm/ranch compound areas dating back to at least 1949. As a result, it would be likely that there are cesspools, septic tanks and/or leach fields on the site.
- As with any long-term rural ranch or agricultural property, there is a potential for buried trash to be encountered during initial site development.

4.8.1.4 Airport Hazards

There are no airports located within 2 miles of the Project site. The nearest airport to the Project is the Redlands Municipal Airport, located approximately 6 miles to the northwest. As a result, the Project site is not located within an airport land use plan.

4.8.1.5 Schools

The Mesa View Middle School is located immediately adjacent to the northeast corner of the Project site. No other schools or daycare centers are located within a quarter mile of the Project site boundary and the next nearest school or daycare center is the Guiterrez Family Center, located approximately 1 mile to the northeast of the Project site boundary.

4.8.1.6 Wildfire Hazards

The Project site is currently largely undeveloped and covered by grasslands, chaparral, and woodlands that are considered susceptible to wildfires. According to mapping compiled by the California Department of Forestry and Fire Protection (CAL FIRE), the western portion of the Project site is located within a designated Very High Fire Hazard Severity Zone (VHFHSZ). It should be noted that CAL FIRE recently updated the FHSZ map for State Responsibility Area (SRA) lands with effective dates starting on April 1, 2024, and for LRA in early 2025 which were released in four phases (Phase1 - February 10, 2025, Phase 2- February 24, 2025, Phase 3 - March 10, 2025, and

Phase 4 - March 24, 2025). In early 2025, CAL FIRE released the updated LRA maps to local agencies for review and their adoption by ordinance. The City of Calimesa has received the updated LRA maps for their jurisdiction and is currently in the process of reviewing and adopting their maps.

Wildland fires that occur while Santa Ana winds (i.e., strong, extremely dry downslope winds that originate inland and affect coastal Southern California) are present constitute a worst-case fire suppression scenario (Calimesa 2014). As a result of dry vegetation conditions and Santa Ana winds, the fire danger for Riverside County is considered extremely high for 25 percent of each year (Calimesa 2014). Relatively recent substantive wildfires in Riverside County include the Fairview Fire which burned over 28,000 acres near the community of Hemet in 2022, and the Chaparral Fire in 2021 that burned approximately 1,500 acres near the edge of Cleveland National Forest.

4.8.1.7 Valley Fever

Coccidioidomycosis, more commonly known as “valley fever,” is an infection caused by inhalation of the spores of the *Coccidioides immitis* fungus, which grows in the soils of the southwestern United States. The fungus is very prevalent in the soils of California’s San Joaquin Valley, particularly in Kern County. The ecologic factors that appear to be most conducive to survival and replication of the spores are high summer temperatures, mild winters, sparse rainfall, and alkaline, sandy soils.

Riverside County is not considered a highly endemic county for valley fever (i.e., highly endemic meaning more than 20 cases annually of valley fever per 100,000 people) based on the incidence rates reported through 2021. The latest report from the California Department of Public Health indicates that Riverside County had 455 cases in 2021, or 18.4 cases per 100,000 people (CDPH 2021).

4.8.2 Regulatory Requirements

4.8.2.1 Federal

Resources Conservation and Recovery Act (42 USC 6901 et seq.)

Resources Conservation and Recovery Act (RCRA) is the principal law governing the management and disposal of hazardous materials. RCRA is considered a “cradle to grave” statute for hazardous wastes in that it addresses all aspects of hazardous materials from creation to disposal. RCRA is used to define hazardous materials, regulate off-site disposal facilities, and the wastes each may accept during construction and/or operation of a project.

U.S. Environmental Protection Agency Regulations

The U.S. Environmental Protection Agency’s (USEPA’s) mission is to protect human health and the environment. The USEPA takes action to reduce risks associated with exposure to chemicals in commerce, indoor and outdoor environments, and products and food. The USEPA continues to oversee the introduction and use of pesticides, improve their Integrated Risk Information System (IRIS) program, reduce radon risks, identify and address children's health risks in schools and homes, and improve chemical management practices. Oversight of chemical storage and manufacturing in coordination with their interagency partners remains a key focus of the USEPA, as well as efforts to reduce urban air toxics.

U.S. DOT Hazardous Materials Transportation Act of 1975 (49 USC 5101)

The U.S. Department of Transportation (USDOT), in conjunction with the USEPA, is responsible for enforcement and implementation of federal laws and regulations pertaining to safe storage and transportation of hazardous materials. The Code of Federal Regulations (CFR) 49, 171–180, regulates the transportation of hazardous materials, types of material defined as hazardous, and the marking of vehicles transporting hazardous materials.

The Federal Motor Carrier Safety Administration (49 CFR Part 383-397)

The Federal Motor Carrier Safety Administration, a part of the USDOT, issues regulations (49 CFR Part 383-397) concerning highway transportation of hazardous materials, the hazardous materials endorsement for a commercial driver's license, highway hazardous material safety permits, and financial responsibility requirements for motor carriers of hazardous materials.

Occupational Safety and Health Act

Congress passed the Occupational and Safety Health Act to ensure worker and workplace safety. Its goal was to make sure employers provide their workers a place of employment free from recognized hazards to safety and health, such as exposure to toxic chemicals, excessive noise levels, mechanical dangers, heat or cold stress, or unsanitary conditions. In order to establish standards for workplace health and safety, the Occupational and Safety Health Act also created the National Institute for Occupational Safety and Health as the research institution for the Occupational Safety and Health Administration (OSHA). OSHA is a division of the U.S. Department of Labor (DOL) that oversees the administration of the Occupational and Safety Health Act and enforces standards in all 50 states. Because California has an approved State Plan, only California Occupational Safety and Health Administration (Cal/OSHA) standards apply for projects within the state.

4.8.2.2 State

California Health and Safety Code

In California, the handling and storage of hazardous materials is regulated by Division 20, Chapter 6.95, of the California Health and Safety Code (Section 25500 et seq.). Under Sections 25500–25543.3, facilities handling hazardous materials are required to prepare a hazardous materials business plan. Hazardous materials business plans contain basic information about the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of in the state.

Chapter 6.95 of the California Health and Safety Code establishes minimum statewide standards for Hazardous Materials Business Plans. Each business shall prepare a Hazardous Materials Business Plan (HMBP) if that business uses, handles, or stores a hazardous material (including hazardous waste) or an extremely hazardous material in disclosable quantities greater than or equal to the following:

- 500 pounds of a solid substance
- 55 gallons of a liquid
- 200 cubic feet of compressed gas
- A hazardous compressed gas in any amount (highly toxic with a Threshold Limit Value of 10 parts per million or less)

- Extremely hazardous substances in threshold planning quantities (19 CCR 2651)

In addition, in the event that a facility stores quantities of specific acutely hazardous materials above the thresholds set forth by California code, facilities are also required to prepare a risk management plan consistent with the California Accidental Release Prevention (CalARP) Program (19 CCR 2735.1 et seq.). The risk management plan provides information about the potential impact zone of a worst-case release, and require plans and programs designed to minimize the probability of a release and to mitigate potential impacts.

California Geologic Energy Management

The California Geologic Energy Management (CalGEM), formerly referred to as the Division of Oil, Gas, and Geothermal Resources (DOGGR), is the State agency responsible for the oversight of drilling, operation, maintenance, plugging and abandonment of gas, oil and geothermal wells. CalGEM established a regulatory program for the management of these resources, emphasizing their responsible development through sound engineering practices that protect the environment, prevent pollution and ensure public safety.

In compliance with Section 3229, Division 3 of the California Public Resources Code (PRC), before commencing any work to abandon any well, the owner or operator shall request approval from the CalGEM, formerly the Division of Oil, Gas, and Geothermal Resources (DOGGR), via a written notice of intention to abandon the well. PRC Section 3208.1 establishes well reabandonment responsibility when a previously plugged and abandoned well will be impacted by planned property development or construction activities. CCR 1723, Plugging and Abandonment-General Requirements, sets forth the requirements for the plugging of oil and gas zones to prevent the degradation of usable waters and protect public health and safety.

California Department of Water Resources

The California Department of Water Resources (DWR) is responsible for protecting the water supply. They oversee the management of water in California through the following activities: overseeing the statewide process of developing and updating the California Water Plan (Bulletin 160 series); planning, designing, constructing, operating, and maintaining the State Water Project; regulating dams, providing flood protection, and assisting in emergency management; and collecting, analyzing, and reporting data in support of our mission to manage and protect California's water resource. DWR is also responsible for developing minimum well standards for four types of wells, published as DWR Bulletin 74 and for serving as the state clearinghouse for Well Completion Reports.

In California, regulatory authority over well construction, alteration, and destruction activities rests with local jurisdictions who have the authority to adopt a local well ordinance that meets or exceeds DWR Well Standards. Permitting and enforcement are carried out by the local enforcing agency (LEA). For the Project, the Riverside County Department of Environmental Health is the LEA.

California Office of Emergency Services

To protect the public health and safety and the environment, the California Office of Emergency Services is responsible for establishing and managing statewide standards for business and area plans relating to the handling and release or threatened release of hazardous materials. Basic information on hazardous materials handled, used, stored, or disposed of (including location, type, quantity, and the health risks) needs to be available to firefighters and public safety officers. Regulatory agencies are included in business plans to prevent or mitigate damage to the health and safety of persons and the environment from the release or threatened release of these materials into

the workplace and environment. These regulations are covered under Chapter 6.95 of Division 20 of the California Health and Safety Code Article 1–Business and Area Plans (Sections 25500 to 25519) and Article 2–Hazardous Materials Management (Sections 25531 to 25543.3).

California Occupational Safety and Health Administration

California Occupational Safety and Health Administration under the California Occupational Safety and Health Act of 1973 (CCR Title 8), the California Occupational Safety and Health Administration (CalOSHA) is responsible for ensuring safe and healthful working conditions for California workers. CalOSHA assumes primary responsibility for developing and enforcing workplace safety regulations in Title 8 of the California Code of Regulations. CalOSHA hazardous substances regulations include requirements for safety training, availability of safety equipment, hazardous substance exposure warnings, and emergency action and fire prevention plan preparation. CalOSHA also enforces hazard communication program regulations, which contain training and information requirements, including procedures for identifying and labeling hazardous substances. The hazard communication program also requires that material safety data sheets be available to employees and that employee information and training programs be documented.

The employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure (8 CCR 330 et seq.). The regulations specify requirements for employee training, availability of safety equipment, accident prevention programs, fire prevention plan preparation, and hazardous substance exposure warnings. CalOSHA also enforces hazard communication program regulations, which contain training and information requirements, including procedures for identifying and labeling hazardous substances. The hazard communication program also requires that Material Safety Data Sheets be available to employees and that employee information and training programs be documented. The employer is also required, among other things, to have an Illness and Injury Prevention Program. In CCR, Title 8, Division 1, Chapter 4, Subchapter 4, Construction Safety Orders, construction safety orders are listed and include rules for demolition, excavation, explosives work, working around fumes and vapors, pile driving, vehicle and traffic control, crane operation, scaffolding, fall protection, and fire protection and prevention, among others.

Asbestos

CalOSHA Asbestos and Carcinogen Unit enforces asbestos standards in construction, shipyards, and general industry. This includes identification and removal requirements of asbestos in buildings, as well as health and safety requirements of employees performing work under the Asbestos-In-Construction regulations (8 CCR 1529). Only a CalOSHA-Certified Asbestos Consultant can provide asbestos consulting (as defined by Business and Professions Code Sections 7180–7189.7 and triggered by the same size and concentration triggers as for registered contractors). These services include building inspection, abatement project design, contract administration, supervision of site surveillance technicians, sample collection, preparation of asbestos management plans, and clearance air monitoring.

Lead-Based Paint

The California Department of Public Health enforces lead laws and regulations related to the prevention of lead poisoning in children, prevention of lead poisoning in occupational workers, accreditation and training for construction-related activities, lead exposure screening and reporting, disclosures, and limitations on the amount of lead found in products. Accredited lead specialists are required to find and abate lead hazards in construction

projects and to perform lead-related construction work in an effective and safe manner. Lead protections in construction activities are described in 8 CCR Section 1532.1.

California Emergency Services Act

The California Emergency Services Act was adopted to establish the state's role and responsibilities during human-made or natural emergencies that result in conditions of disaster and/or extreme peril to life, property, or the resources of the state. The California Emergency Services Act is intended to protect health and safety by preserving the lives and property of the people of the state. The Office of Emergency Services coordinates the responses of other agencies, including the EPA, California Highway Patrol (CHP), Regional Water Quality Control Boards (RWQCBs), air quality management districts, and county disaster response offices.

California Natural Disaster Assistance Act

The California Natural Disaster Assistance Act provides financial aid to local agencies to assist in the permanent restoration of public real property, other than facilities used solely for recreational purposes, when such real property has been damaged or destroyed by a natural disaster. The California Natural Disaster Assistance Act is activated after a local declaration of emergency, after the California Emergency Management Agency gives concurrence with the local declaration, or after the Governor issues a proclamation of a state emergency. Once the California Natural Disaster Assistance Act is activated, local government is eligible for certain types of assistance, depending upon the specific declaration or proclamation issued.

Resources Conservation and Recovery Act

Authority for the State-wide administration and enforcement of Resources Conservation and Recovery Act (RCRA) rests with the California EPA (CalEPA) of the Department of Toxic Substances Control (DTSC). While the DTSC has primary State responsibility in regulating the generation, storage, and disposal of hazardous materials, DTSC may further delegate enforcement authority to local jurisdictions. In addition, the DTSC is responsible and/or provides oversight for contamination cleanup, and administers State-wide hazardous waste reduction programs. DTSC operates programs to accomplish the following: (1) deal with the aftermath of improper hazardous waste management by overseeing site cleanups; (2) prevent releases of hazardous waste by ensuring that those who generate, handle, transport, store, and dispose of wastes do so properly; and (3) evaluate soil, water, and air samples taken at sites.

Cortese List

The Hazardous Waste and Substance Sites Cortese List (Cortese List) was originally intended to be a planning document used by the State, local agencies, and developers to provide information about the location of hazardous materials release sites. Government Code Section 65962.5(a) required CalEPA to develop at least annually an updated Cortese List, however individual agencies make their own databases available, and a comprehensive Cortese List is no longer maintained. The Project site is not on a hazardous list compiled in accordance with Government Code Section 65962.5(a).

Hazardous Waste Control Act (California Health and Safety Code, Section 25100 et seq.)

The Hazardous Waste Control Act (HWCA) is the State equivalent of RCRA and regulates the generation, treatment, storage, and disposal of hazardous waste. This act implements the RCRA "cradle-to-grave" waste management

system in California but is more stringent in its regulation of non-RCRA wastes, spent lubricating oil, small-quantity generators, transportation and permitting requirements, as well as in its penalties for violations.

California Unified Program for Management of Hazardous Waste and Materials

Under the California Environmental Protection Agency (CalEPA), DTSC and Enforcement and Emergency Response Program administer the technical implementation of California's Unified Program, which consolidates the administration, permit, inspection, and enforcement activities of several environmental and emergency management programs at the local level. Certified Unified Program Agencies (CUPAs) implement the hazardous waste and materials standards. This program was established under the amendments to the California Health and Safety Code made by SB 1082 in 1994. The programs that make up the Unified Program are:

- Aboveground Petroleum Storage Act (APSA) Program
- Hazardous Materials Business Plans (HMBPs)
- California Accidental Release Prevention (CalARP) Program
- Fire Code - Hazardous Material Management Plan (HMMP) and Hazardous Material Inventory Statements (HMIS)
- Hazardous Waste Generator and On-site Hazardous Waste Treatment (Tiered Permitting) Program
- Underground Storage Tank Program

The CUPA for the Project site is the Riverside County Department of Environmental Health.

Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act)

The Business Plan Act requires the preparation of Hazardous Materials Business Plans (HMBPs) and disclosure of hazardous materials inventories, including an inventory of hazardous materials handled, plans showing where hazardous materials are stored, an emergency response plan, and provisions for employee training in safety and emergency response procedures (California Health and Safety Code Division 20, Chapter 6.95, Article 1). The HMBP identifies the hazards, storage locations, and storage quantities for each hazardous chemical stored on-site. The HMBP is submitted to the certified unified program agency (CUPA) for emergency planning purposes. Statewide, DTSC has primary regulatory responsibility for management of hazardous materials, with delegation of authority to local jurisdictions that enter into agreements with the state. Local agencies are responsible for administering these regulations.

Several State agencies regulate the transportation and use of hazardous materials to minimize potential risks to public health and safety, including the CalEPA and the California Emergency Management Agency. The CHP and the California Department of Transportation (Caltrans) enforce regulations specifically related to the transport of hazardous materials. Together, these agencies determine container types used and license hazardous waste haulers for hazardous waste transportation on public roadways.

Senate Bill 1889 – Accidental Release Prevention Law/California Accidental Release Prevention Program

SB 1889 required California to implement a new federally mandated program governing the accidental airborne release of chemicals promulgated under Clean Air Act Section 112. Effective January 1, 1997, the Accidental

Release Prevention Law, via the California Accidental Release Prevention (CalARP) program, replaced the previous California Risk Management and Prevention Program and incorporated the mandatory federal requirements. CalARP addresses facilities that contain specified hazardous materials (known as regulated substances) that if involved in an accidental release, could result in adverse off-site consequences. CalARP defines regulated substances as chemicals that pose a threat to public health and safety or the environment because they are highly toxic, flammable, or explosive.

California Hazardous Material Incident Contingency Plan

In order to protect the public health and safety and the environment, the California Office of Emergency Services (Cal OES) is responsible for establishing and managing Statewide standards for business and area plans relating to the handling and release or threatened release of hazardous materials. Cal OES coordinates the responses of other agencies, including the CalEPA, CHP, RWQCBs, air quality management districts, and county disaster response offices. Basic information on hazardous materials handled, used, stored, or disposed of (including location, type, quantity, and the health risks) needs to be available to firefighters and public safety officers. Regulatory agencies are included in business plans to prevent or mitigate damage to the health and safety of persons and the environment from the release or threatened release of these materials into the workplace and environment. The Cal OES prepared the California Hazardous Material Incident Contingency Plan (HMCIP), originally in 1982, and updated in 1991, as a reference document to incorporate multi-hazard planning concepts in a single hazard contingency plan (Cal OES 1991).

California Fire Code

The California Fire Code (CFC) is provided in California Code of Regulations Title 24, Chapter 9. It was created by the California Building Standards Commission and is based on the IFC. The CFC is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The CFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The CFC and the California Building Code use a hazard classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separation from project site lines, and specialized equipment which are required as part of the building permit process. The CFC is updated every three years.

California State Fire Plan

The 2010 California State Fire Plan is the first statewide fire plan developed in concert between the California Board of Forestry and Fire Protection and the California Department of Forestry and Fire Protection (CAL FIRE). The central goals of the California State Fire Plan include (1) improved availability and use of information on hazard and risk assessment; (2) land use planning, including general plans, new development, and existing developments; (3) shared vision among communities and the multiple fire protection jurisdictions, including county-based plans and community-based plans such as community wildfire protection plans; (4) establishing fire resistance in assets at risk, such as homes and neighborhoods; (5) shared vision among multiple fire protection jurisdictions and agencies; (6) levels of fire suppression and related services; and (7) post-fire recovery.

Title 14 Division 1.5 of the California Code of Regulations

California Code of Regulations Title 14, Division 1.5, establishes the regulations for CAL FIRE and is applicable in all State Responsibility Area (SRA) areas where CAL FIRE is responsible for wildfire protection. Development within

SRAs must comply with these regulations. Among other things, Title 14 establishes minimum standards for emergency access, fuel modification, project site line setbacks, signage, and water supply.

Aboveground Petroleum Storage Act

The purpose of the Aboveground Petroleum Storage Act (APSA) is to protect public health and the environment from potential contamination or adverse effects associated with unintentional releases from the aboveground storage of petroleum-based hazardous materials and wastes.

The original aboveground storage of petroleum statute was adopted in 1989 (Statutes of 1989, chapter 1383, section 1). Under the 1989 law, the State Water Resources Control Board (SWRCB) and Regional Water Quality Control Boards (Regional Water Boards) were responsible for the administration of the law and the Regional Water Boards were responsible for inspection of the regulated facilities and enforcement of the law. The Certified Unified Program Agency (CUPA) role under the original law and during the course of conducting Unified Program inspections was to determine whether a tank facility had prepared a Spill, Prevention, Control and Countermeasure (SPCC) plan and to refer noncompliance to the Regional Water Boards. As a result of the year 2002-2003 fiscal crisis, the State Water Board's resources for this program were eliminated as a cost saving measure and all inspection and enforcement activities were halted.

On January 1, 2008, Assembly Bill (AB) 1130 (Laird) transferred the responsibility for the implementation, enforcement and administration of APSA with the CUPA. Laird's letter, dated September 11, 2007, provided clarification on the nature of the program being transferred from the state to the CUPA. On September 25, 2012, AB 1566 (Wieckowski) authorized the CAL FIRE-Office of the State Fire Marshal as the oversight responsibility of APSA effective January 1, 2013.

APSA regulates facilities with aggregate aboveground petroleum storage capacities of 1,320 gallons or more, which include aboveground storage containers or tanks with petroleum storage capacities of 55 gallons or greater. These facilities typically include large petroleum tank facilities, aboveground fuel tank stations and vehicle repair shops with aboveground petroleum storage tanks. The Act does not regulate non-petroleum products. Facilities with total petroleum storage quantities at or above 10,000 gallons are inspected at least once every three years by a Certified Unified Program Agency and have reporting and fee requirements, while facilities with petroleum storage quantities equal to or greater than 1,320 gallons but less than 10,000 gallons have reporting and fee requirements only. All regulated facilities must meet the federal SPCC rule requirements.

On October 2, 2015, SB 612 (Jackson) amended the definition of a "tank in an underground area." Under APSA, aboveground storage tanks include tanks in underground areas if certain conditions are met. Facilities with less than 1,320 gallons of petroleum are also regulated under APSA if it has one or more tanks in an underground area; in this case, only the tanks in an underground area are subject to APSA.

California Public Resources Code Section 21151.4

The California Public Resources Code Section 21151.4 states that, for projects that might reasonably be expected to emit or handle hazardous material and are located within 0.25 miles (402 meters) of a school site, consultation with the school district is required regarding potential hazards. Specific language in the code states:

a. An environmental impact report shall not be certified or a negative declaration shall not be approved for any project involving the construction or alteration of a facility within one-fourth of a mile of a school

that might reasonably be anticipated to emit hazardous air emissions, or that would handle an extremely hazardous substance or a mixture containing extremely hazardous substances in a quantity equal to or greater than the state threshold quantity specified pursuant to subdivision (j) of Section 25532 of the Health and Safety Code, that may pose a health or safety hazard to persons who would attend or would be employed at the school, unless both of the following occur:

1. The lead agency preparing the environmental impact report or negative declaration has consulted with the school district having jurisdiction regarding the potential impacts of the project on the school.

2. The school's district has been given written notification of the project not less than 30 days prior to the proposed certification of the environmental impact report or approval for the negative declaration.

b. As used in this section, the following definitions apply:

1. "Extremely hazardous substance" means an extremely hazardous substance as defined pursuant to paragraph (2) of subdivision (i) of Section 25532 of the Health and Safety Code.

2. "Hazardous air emissions" means emissions into the ambient air of air contaminants that have been identified as a toxic air contaminant by the State Air Resources Board or by the air pollution control officer for the jurisdiction in which the project is located. As determined by the air pollution control officer, hazardous air emissions also means emissions into the ambient air of a substance identified in subdivision (a) to (f), inclusive, of Section 44321 of the Health and Safety Code.

4.8.2.3 Regional

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) regulates air quality in Riverside County. SCAQMD Rule 1403 governs work practice requirements for asbestos in all renovation and demolition activities, including subsurface piping. The rule includes requirements for asbestos surveying, notifications, ACM removal procedures, schedules, handling and clean-up procedures, and storage, disposal, and landfill requirements for waste materials. All operators are also required to maintain records and use appropriate labels, signs, and markings. Rule 1403 incorporates the federal asbestos requirements found in the National Emission Standards for Hazardous Air Pollutants (NESHAP), 40 CFR Part 61, Subpart M. The EPA has delegated SCAQMD the authority to enforce the federal asbestos NESHAP.

SCAQMD Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil, sets requirements to control the emission of VOCs from excavating, grading, handling, and treating VOC-contaminated soils. Under this rule, soil with has a VOC concentration equal to or greater than 50 parts per million (ppm) is considered "VOC Contaminated Soil" and must be handled in accordance with Rule 1166. Requirements under this rule include a VOC Contaminated Soil Management Plan, notifications, recordkeeping, monitoring, and handling procedures.

SCAQMD Rule 1466, Control of Particulate Emissions from Soils with Toxic Air Contaminants, sets requirements for control of particulate emissions from soils with toxic air contaminants. The provisions in Rule 1466 include ambient

Particulate Matter 10 microns in diameter or less (PM_{10}) monitoring, dust control measures, notification, signage, and recordkeeping requirements.

SCAQMD Rule 402, Nuisance, prohibits the discharge of air pollutants from a facility that causes injury, detriment, nuisance, or annoyance to the public or damage to business or property.

SCAQMD Rule 403, Fugitive Dust, sets requirements for fugitive dust sources to implement the best available control measures for all sources and prohibits all forms of visible particulate matter from crossing any property line. SCAQMD Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. This rule also requires activities defined as "Large Operations" to notify the SCAQMD by submitting specific forms. A Large Operation is defined as any active operation on property containing 50 or more acres of disturbed surface area; or any earth moving operation with a daily earth-moving or throughput volume of 3,850 cubic meters (5,000 cubic yards), three times during the most recent 365 day period.

4.8.2.4 Local

Spills, Leaks, Investigation and Cleanup Program

The Santa Ana Regional Water Quality Control Board (SARWQCB) is responsible for implementing regulations pertaining to management of soil and groundwater investigation and cleanup. SARWQCB regulations are contained in Title 27 of the California Code of Regulations (CCR). Additional State regulations applicable to hazardous materials are contained in Title 22 of the CCR. Title 26 of the CCR is a compilation of those sections or titles of the CCR that are applicable to hazardous materials.

The Spills, Leaks, Investigation and Cleanup (SLIC) Program was established by the State Water Resources Control Board (SWRCB) to allow each of its nine Regional Boards, including the SARWQCB, to oversee the cleanup of illegal discharges, contaminated properties, and other unregulated releases adversely impacting the state's waters. Sites managed within the SLIC Program include sites polluted as a result of recent or historic spills, subsurface releases (e.g., pipelines, sumps), complaint investigations, and all other unauthorized discharges that pollute or threaten to pollute surface and/or ground waters. The SLIC Section of the SARWQCB oversees activities at non-underground storage tank (UST) sites where soil or groundwater contamination have occurred due to former industrial facilities and dry cleaners, and where chlorinated solvents were spilled or have leaked into the soil or groundwater.

Riverside County Department of Environmental Health

Riverside County Department of Environmental Health (DEH) is responsible for oversight of the six hazardous materials programs in the County: Aboveground Petroleum Storage Tanks, Accidental Release Prevention Program, HMBPs, Underground Storage Tanks (USTs), Fire Code (HMMPs and HMIS), and Hazardous Waste and Tier Permitting Programs. Riverside County DEH is duly authorized to conduct permitting, inspections, and enforcement actions associated with these state programs. Riverside County DEH is also responsible for plan review prior to construction of certain projects. While Riverside County DEH only requires plan review for UST installation at new facilities, some cities and local jurisdictions require permit clearance from Riverside County DEH, meaning proof that plans are not required, prior to issuing permits and licenses. The Hazardous Materials Branch is the designated Certified Unified Program Agency (CUPA) for Riverside County. The role of the CUPA is to ensure coordination of the hazardous materials programs in the County. The CUPA also oversees the two Participating Agencies (Corona Fire and Riverside Fire) that implement hazardous materials programs within the County. The hazardous materials

programs include Hazardous Materials Business Plan Program, Underground storage tanks, hazardous waste generation program, aboveground petroleum storage tank program, hazardous waste treatment, and the California Accidental Release Prevention Program (CalARP). Additionally, The Riverside County Department of Environmental Health Hazardous Materials Emergency Response Team (DEH HMERT) is the agency that responds to chemical related incidents.

Riverside County Code of Ordinances

Chapter 13.20, Water Wells, of the County Code sets forth the minimum standards for construction, reconstruction, abandonment, and destruction of all wells in order to: (a) protect underground water resources, and (b) provide safe water to persons within Riverside County. Pursuant to the authority cited in Chapter 13801(c) of the California Water Code, the Riverside County Department of Environmental Health enforces the provisions of this chapter within its jurisdiction. Standards for the construction, reconstruction, abandonment, or destruction of wells must be the standards recommended in the Bulletins of the California Department of Water Resources as follows: Bulletin 74-81 Chapter II Water Wells, and Bulletin 74-90 (Supplement to Bulletin 74-81),as these bulletins may be amended by the State of California.

City of Calimesa 2014 General Plan

The General Plan for the City of Calimesa was adopted August 4, 2014 and within the General Plan's Safety Element chapter as well as the Infrastructure and Public Services chapter, included the following goals and policies related to hazardous materials and hazards.

Goal SAF-2. Reduce the potential for health and safety exposure caused by hazardous waste contamination in the city.

> Policy SAF-7. Land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials shall be located a safe distance from land uses that may be adversely impacted by such activities.

Goal IPS-7. Maintain a level of public safety service that will ensure the safety of residents and businesses.

> Policy IPS-14. Fire management plans shall be required for all new development in areas subject to wildfire.

4.8.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts to hazards and hazardous materials are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to hazardous materials would occur if the Project would:

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 § 65962.5 and, as a result, would it create a significant hazard to the public or the environment.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, 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.

4.8.4 Impacts Analysis

4.8.4.1 Summary of Previous Impact Analysis

Mesa Verde Estates Specific Plan EIR (2007)

The 2007 Final EIR found that with implementation of required mitigation measures that address compatibility with the proposed middle school, handling of hazardous materials, and fire prevention, the project would have less than significant impacts. Three of the mitigation measures were directly tied to RECs that were identified in the 2004 Phase I ESA. Additional mitigations were also identified from the 2004 Phase I ESA that related to different areas of "potential future concern".

Addendum to the Mesa Verde Specific Plan EIR (2017)

The 2017 Addendum found that all but three of the mitigation measures from the 2007 Final EIR would remain applicable to the 2017 Specific Plan. The three mitigation measures that were deleted pertained directly to the formerly proposed middle school that was no longer part of the 2017 Specific Plan.

4.8.4.2 Proposed Project Impact Analysis

Threshold 4.8a ***Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

Construction

Less-than-Significant Impact. As with the previously approved project, hazardous materials such as fuels, greases, paints, and cleaning materials would be used during Project construction for such things as routine or emergency maintenance that could result in the release of oil, diesel fuel, transmission fluid, or other materials. However, the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. These materials would be used and stored in designated construction staging areas within the boundaries of the Project site and would be transported, handled, and disposed of in accordance with all applicable federal, state, and local laws and regulations. These hazardous materials are typically packaged in consumer quantities and used in accordance with manufacturer recommendations and would be transported to and from the Project site. The improper handling and transport of hazardous materials could result in adverse health effects to workers or the public.

These requirements include preparation and implementation of Hazardous Material Business Plan (HMBP) rules (California Health and Safety Code (HSC), Division 20, Chapter 6.95, Article 1; 19 CCR, Division 2, Chapter 4) and Spill Prevention, Control, and Countermeasure (SPCC) Plan rules (40 CFR, Chapter 1, Subchapter D, Part 112). Appropriate plans would be prepared as required by regulation and submitted to the California Environmental Reporting System (CERS), as required, and kept on site through construction of the Project. Best management practices (BMPs) and spill prevention and response procedures required by these rules would be implemented.

Also, construction activities would be conducted in accordance with applicable regulatory requirements including hazardous materials BMPs (e.g., dedicated refueling areas, spill response plans, secondary containment features, and spill response supplies) that would be implemented during all phases of construction in accordance with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit as detailed in a Storm Water Pollution Prevention Plan (SWPPP) (see Section 4.9 Hydrology and Water Quality for further discussion of SWPPP implementation). Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials (listed in Section 4.8.2 Regulatory Requirements) would ensure that all potentially hazardous materials are used and handled in an appropriate manner, and would minimize the potential for safety impacts to occur. Therefore, hazards to the public or the environment arising from the routine use, transport, or storage of hazardous materials during Project construction would be less than significant.

As discussed in Section 4.8.2, the transport of hazardous materials is regulated by the DOT and Caltrans. Together, federal and state agencies determine driver-training requirements, load labeling procedures, and container specifications designed to minimize the exposure of hazardous materials. In addition, businesses that use hazardous materials, including construction companies, are required to prepare and implement Hazardous Materials Business Plans (HMBPs) describing procedures for the handling, transportation, generation, and disposal of hazardous materials. As the CUPA, Riverside County DEH would be responsible for ensuring compliance with these regulations.

As discussed below in Section 4.8.6.1, the 2017 Mitigation Monitoring and Reporting Program (MMRP) included mitigation measure HAZ-4 related to the requirement for the Project to comply with applicable laws and regulations governing use, storage, and transportation of hazardous materials. Compliance with these laws is a regulatory requirement and is not mitigation under CEQA. Because the Project's impact related to routine transport, use, or disposal of hazardous materials would be less than significant and mitigation is not required for compliance with laws, elimination of HAZ-4 constitutes a reduced impact compared to the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Operation

Less than Significant. Operation of the proposed land uses that include mixed-use, business/industrial, commercial, residential, parks, elementary schools, and recreation would likely involve varying quantities of hazardous materials, although much of it for maintenance and cleaning purposes, such as cleaning fluids, detergents, solvents, adhesives, sealers, paints, fuels/lubricants, and fertilizers or pesticides for landscaping. Activities such as landscape and park maintenance can become potential sources of releases of hazardous materials associated with pesticides and/or herbicides that be used at the site.

Business park/industrial uses proposed as part of the Project could involve the operation of business engaged in light manufacturing, storage, warehousing/distribution/refrigeration facilities, wholesaling, small-scale warehouse retail, service commercial services, professional offices, solar panels, storage of electrical energy in batteries, public uses, wireless communication facilities, churches, and educational facilities. Hazardous materials (including

hazardous wastes) could be used in manufacturing processes at the Project site. Hazardous chemicals common in retail and commercial uses include paints, lubricants, solvents, cleaning supplies and relatively small quantities of fuels, oils, and other petroleum-based products. Industrial land uses can have a wider range of hazardous materials and wastes that could be used as part of operations, including lithium-ion batteries used for storage of electrical energy. Batteries commonly contain materials such as lithium, cobalt, nickel, manganese, and titanium, as well as graphite and a flammable electrolyte.

The industrial land uses would be required to prepare and submit a Hazardous Materials Management Plan (HMMP) and HMBP to the Riverside County DEH, as well as comply with any applicable fire code requirements as enforced by the City's Fire Department. Facilities that generate waste would be regulated under the hazardous waste program and classified according to the volume of hazardous waste generated on site. A HMBP would include safety protocols for all hazardous materials that could be included in operations including storage requirements, employee safety training, and handling requirements. In addition, all hazardous materials handlers are subject to inspection every three years. The Riverside County DEH, as the CUPA, requires all industrial users to follow applicable regulations and guidelines regarding storage and handling of hazardous waste as well as all other applicable requirements associated with the programs under their jurisdiction (i.e., Aboveground Petroleum Storage Act, CalARP, APSA, Tiered Permitting, and HMMPs). All hazardous materials are required to be stored and handled according to manufacturer's directions and local, state and federal regulations including the Hazardous Waste Control Act (California Health and Safety Code Section 25100 et seq.), which is implemented by regulations described in CCR Title 22. Any business that would store hazardous materials and/or waste at its site would also be required to submit business information and hazardous materials inventory forms contained in a HMMP and HMBP.

All activities in the Business Park Zone District would be subject to the development standards established in the Specific Plan Amendment. As described in Section 3.1.4 of the Specific Plan Amendment, Performance Standard 4 states "all activities involving flammable or explosive materials and all storage of such materials shall be provided with adequate safety devise against the hazard or fire and explosion". Adequate firefighting and fire suppression equipment shall be available within response time defined by the fire department.

The existing regulatory requirements mandate implementation of a HMMP and HMBP, which provides protocols for workers and includes appropriate storage and handling requirements. With adherence to existing regulatory requirements, the impact of the routine transport, use or disposal of hazardous materials would be a less than significant impact, and no mitigation is required.

As discussed below in Section 4.8.6.1, the 2017 MMRP included mitigation measure HAZ-4 related to the requirement for the Project to comply with applicable laws and regulations governing use, storage, and transportation of hazardous materials. Compliance with these laws is a regulatory requirement and is not mitigation under CEQA. Because the Project's impact related to routine transport, use, or disposal of hazardous materials would be less than significant and mitigation is not required for compliance with existing laws, elimination of HAZ-4 constitutes a reduced impact compared to the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Impacts Summary

As discussed below in Section 4.8.6.1, the 2017 MMRP included mitigation measure HHM-4 related to the requirement for the Project to comply with applicable laws and regulations governing use, storage, and transportation of hazardous materials. Compliance with these laws is a regulatory requirement and is not mitigation under CEQA. The operation of industrial land uses under the proposed Project would result in the potential use,

transport, or disposal of more hazardous materials than the land uses associated with the previously approved project. However, compliance with applicable laws and regulations would reduce the potential environmental impact. No mitigation is required for the routine transport, use, or disposal of hazardous materials. Therefore, compared to the previously approved project, the Project's impact related to the routine transport, use, or disposal of hazardous materials would be less than significant and mitigation is not required, which would be a reduced impact compared to the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.8b ***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?***

Construction

Less-than-Significant Impact with Mitigation. The Project site is largely vacant and undeveloped, and implementation of the Project would not require demolition or removal of any habitable buildings or structures. According to the Phase I ESA, no nearby sites, nor the Project site, were identified in the record searches of various government agency database records that could result in impacted soils or groundwater beneath the Project site. However, the Phase I ESA did identify one REC and several other non-REC conditions that could pose a potential for human or environmental risk during development associated with the Project. The findings of the Phase I ESA identified one REC, which is summarized as follows:

> A pile of dumped trash and debris, located near a concrete apron below the west side of Sandalwood Road, including waste oil containers and surface staining. These containers should be removed from the subject property and properly disposed of in accordance with local agency guidelines. Stained soils should be removed and properly disposed of in accordance with local agency guidelines. Confirmation samples should be taken to verify removal of petroleum hydrocarbon residues (Appendix F).

The non-REC conditions could warrant additional actions in conjunction with the development of the Project site (Appendix F). These non-REC conditions include (1) an inactive oil well that requires proper abandonment and potential soil contamination associated with the mud sump; (2) water wells that require removal; (3) trash and debris and buried pipes that require disposal and may contain hazards such as asbestos lead-based paint; and (4) remnant cesspools, septic tanks and/or leach fields associated with previous grazing activities that may require removal (Appendix F). Further, earthwork on the Project site has the potential to disturb soils that could contain valley fever spores in the soil, if present.

Waste Oil Containers and Surface Staining

The Phase I ESA identified one dumped pile of waste/debris in the trees west of the concrete apron below Sandalwood Road that contained waste oil containers that did show signs of a small petroleum spill. A second pile in a dirt road contained three waste oil containers, but no surface staining was noted. Should these soils be disturbed or removed during construction without proper handling or disposal procedures, they could release hazardous materials into the environment. The Phase I ESA recommends that prior to development in these areas, confirmation soil sampling be conducted by an experienced environmental professional to confirm the absence of petroleum hydrocarbon residues. As such, MM-HAZ-1, Hazards Identification, Management, and Disposal, is required to conduct a Phase II Environmental Site Assessment in accordance with ASTM Standard 1903-19 to determine the presence and extent of potential contamination of soils at the location of waste oil containers. MM-HAZ-1, as detailed in Section 4.8.6, is required to ensure that all areas of surface staining would be removed from

the Project site and would be adequately abated. Implementation of MM-HAZ-1 would ensure that the potential for accident conditions that could involve the release of hazardous materials associated with petroleum/hydrocarbon spills into the environment during Project construction would be less than significant after mitigation.

Oil Well Abandonment

Although not considered a REC, the Phase I ESA identified the presence of an inactive oil well as a notable finding that could affect redevelopment activities. There is no documentation that confirms the proper abandonment of the oil well in compliance with current regulatory standards. As such, prior to development of the oil well site, it must be evaluated and abandoned in compliance with applicable standards. For oil wells under the jurisdiction of CalGEM, a Notice of Intention (Form OG106) must be filed and abandonment of the well must be conducted in accordance with applicable requirements. Public Resources Code (PRC) Section 3208.1 establishes well reabandonment responsibility when a previously plugged and abandoned well will be impacted by planned property development or construction activities. CCR 1723, Plugging and Abandonment- General Requirements, sets forth the requirements for the plugging of oil and gas zones to prevent the degradation of usable waters and protect public health and safety. CalGEM advises that all wells identified on a property prior to, or during, development activities be tested for liquid and gas leakage. As such, MM-HAZ-2 is required to address potential hazards associated with the previous oil well operations and ensure adequate abandonment in accordance with CalGEM regulations. MM-HAZ-2 requires that, prior to issuance of a grading permit, the Project Applicant shall retain a California-registered design professional, such as a licensed civil engineer and/or licensed petroleum engineer to evaluate the exact location, condition, and abandonment status of the well on the Project site, evaluate the potential for gas leakage, and ensure that the abandonment is conducted in compliance with CalGEM standards.

Further, as stated in the Phase I ESA, remnants of what may have been a “mud sump” was observed near the inactive oil well in the central portion of the property. No readily detectable signs of soil staining or distressed vegetation was noted in or around the sump. There was no evidence of drums, sumps, pits, pools, or lagoons associated with waste storage or hazardous waste identified during our site reconnaissance (Appendix F). Nevertheless, implementation of MM-HAZ-1 would ensure that soil sampling would be conducted by an experienced environmental professional to confirm the absence of petroleum hydrocarbon residues associated with the sump. MM-HAZ-1**,** as detailed in Section 4.8.6, is required to ensure that all areas of potential contamination would be removed from the Project site and would be adequately abated. Implementation of MM-HAZ-1 would ensure that the potential for accident conditions that could involve the release of hazardous materials associated with petroleum/hydrocarbon spills into the environment during Project construction would be less than significant after mitigation.

Water Well Removals

Previous Phase I ESA reports indicated that three to four water wells were present on the Project site; however, only two water wells were encountered during the most recent site reconnaissance for the Phase I ESA. In order to allow development of the property containing the water wells, MM-HAZ-3 is required. MM-HAZ-3 requires the Project Applicant/Developer to provide documentation pertaining to the location and destruction of any water wells on the property. All water wells should be destroyed by a licensed water well contractor in accordance with California Department of Water Resources Bulletin 74-90. MM-HAZ-3 would ensure that the existing water wells on the Project site would be abandoned in coordination with and subject to the requirements of the Riverside County DEH procedures, as set forth in County Code Chapter 13.20 and Bulletins of the California Department of Water Resources.

Trash, Debris, and Buried Pipes

The Phase I ESA identified structures that could contain materials that include hazardous components such as lead-based paint (LBP) and asbestos-containing materials (ACMs). Among its numerous uses and sources, lead can be found in paint, water pipes, solder in plumbing systems, and in soils around buildings and structures painted with LBP. Exposure to lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and the cardiovascular system, and affects the oxygen carrying capacity of blood.

Asbestos, a fibrous material used as a fireproofing and insulating agent in building construction before such uses were terminated in the late 1970s. From 1973 through 1990, several laws were passed banning the manufacture and use of ACM (EPA 2021a). Some materials are still allowed to contain asbestos. The demolition of structures with ACM can result in airborne fibers and the inhalation of the tiny asbestos fibers can lead to lung disease.

Polychlorinated biphenyls (PCBs) are organic oils that were formerly used primarily as insulators in many types of electrical equipment such as transformers and capacitors. After PCBs were determined to be carcinogenic in the mid-to-late 1970s, the EPA banned PCB use in most new equipment and began a program to phase out certain existing PCB-containing equipment (EPA 2021b). PCBs are highly persistent in the environment, and exposure to PCBs has been demonstrated to cause cancer, as well as a variety of other adverse health effects on the immune system, reproductive system, nervous system, and endocrine system. According to the Phase I ESA, the Project site includes seven pole-mounted transformers.

USTs can be a source of contamination because, until the mid-1980s, most USTs were made of single-walled bare steel, which can corrode over time and result in leakage. Faulty installation or maintenance procedures can also lead to UST leakage, as well as to potential releases associated with spills. Recently revised UST regulations have significantly reduced the incidents of leakage and consequential soil and groundwater contamination from newer UST systems. USTs installed prior to the mid-1980s that have leaked, as well as improperly installed USTs that have resulted in fuel spills, can present contamination issues.

Exposure to hazardous building materials during demolition and site preparation, including ACMs, LBP, or PCBs, mercury and other hazardous materials in structures would only occur during demolition activities, but could result in adverse health effects if not managed appropriately as required by existing laws and regulations. Once the structures and any areas of contamination have been removed, there would be no further exposure during operation of the proposed Project.

As described under Section 4.8.2, Regulatory Requirements, existing federal, state, and local regulations require demolition or renovation activities that may disturb or require the removal of materials that consist of, contain, or are coated with ACM, LBP, PCBs, mercury, and other hazardous materials to be inspected and/or tested for the presence of hazardous materials.

The identification, removal, and disposal of ACM is regulated under 8 CCR 1529 and 5208. The identification, removal and disposal of LBP is regulated under 8 CCR 1532.1. For both ACM and LBP, all work must be conducted by a state-certified professional. A site-specific hazard control plan must be prepared and submitted to the appropriate agency detailing removal methods and specific instructions for providing protective clothing and equipment for abatement personnel (SCAQMD for asbestos and Cal/OSHA for lead). A state-certified LBP and an asbestos removal contractor would be retained to conduct the appropriate abatement measures as required by the plan. Wastes from abatement and demolition activities would be disposed of at a landfill(s) licensed to accept such waste. Once all abatement measures have been implemented, the contractor would conduct a clearance

examination to confirm that abatement has been completed in accordance with all federal, state, and local laws and regulations.

In the case of PCBs, the identification, removal, and disposal are regulated by the EPA under the Toxic Substances Control Act (TSCA) (15 USC 2601 et seq.) and California regulations (22 CCR 66263.44). Electrical transformers and older fluorescent light ballasts not previously tested and verified to not contain PCBs must be tested. In accordance with TSCA and 22 CCR 66263.44, the materials, if confirmed to contain PCBs, must be disposed of at a licensed facility permitted to accept the materials.

The Project would include ground disturbing activities during construction that could encounter soils that have been contaminated from historical activities at the site. The Phase I ESA noted that construction activities could still encounter isolated areas with legacy contaminants or USTs, or surface/buried debris based on the past uses of the site. If not handled appropriately, this could represent a potentially significant impact. Existing abatement laws and regulations, combined with enforcement mechanisms by agencies including SCAQMD and Cal/OSHA require compliance with applicable federal, state, and local laws and regulations that would minimize the exposure of individuals and the environment to the hazards during demolition and earthwork. However, considering the limited scope of the hazardous materials investigation and potential to discover suspect materials or releases of hazardous materials, this impact is considered potentially significant, and mitigation is required.

MM-HAZ-1**,** as detailed in Section 4.8.6, is required to ensure that all remnant structures, pipes, and debris that would be removed from the Project site would be adequately abated. Implementation of MM-HAZ-1 would ensure that the potential for accident conditions that could involve the release of hazardous materials associated with asbestos-containing materials, lead based paint, or other contaminants associated with manmade structures into the environment during Project construction would be less than significant after mitigation.

Remnants of Ranching and Grazing Activities

As stated in the Phase I ESA, historical aerial photographs and field observations indicate that the property contained at least two farm/ranch compound areas dating back to at least 1949. As a result, it would be likely that there are cesspools, septic tanks and/or leach fields on the site. Based on information obtained during the Phase I ESA, extensive agricultural development has not been observed within the Project site, except for dry-land farming. In the Department of Toxic Substances Control's (DTSC) Interim Guidance for Sampling Agricultural Properties, "agricultural sampling is not required for property used exclusively as grazing land and pasture, where the topography is not conducive to pesticide application, or the application of pesticides is not economically feasible." Areas of the subject property that were used for grazing land and pasture and/or dry-land farming consisted of relatively broad canyons and mesas with intermittent steep slopes that contained native vegetation. As such, topography does not appear to be conducive for pesticide application within dry-land farming areas of the subject property, and no testing for residual pesticide or herbicide use was required (Appendix F). However, remnants of an olive orchard were observed in the northerly portion of the property, and it is possible that pesticide or herbicide use occurred in the area.

As with any long-term rural ranch or agricultural property, there is a potential for buried trash to be encountered during initial site development. The disturbance of soils that contain previous cesspools or other septic-related uses, or contain trash or debris, has the potential to result in environmental contaminants. All buried debris encountered during grading of the Project site should be undisturbed until an experienced environmental consultant can evaluate the debris for signs of environmental concerns. As such MM-HAZ-1 is required, which requires all initial soil disturbance in areas known to contain potential remnants of previous agricultural activities

to be monitored by an experienced environmental consultant. Implementation of MM-HAZ-1 would ensure that the potential for accident conditions that could involve the release of hazardous materials associated with remnant ranching/grazing/agricultural activities into the environment during Project construction would be less than significant after mitigation.

Valley Fever

Earthwork activities associated with construction could also disturb soils that could contain valley fever spores in the soil. As detailed in Section 4.8.1.7, Valley Fever, valley fever is an illness caused by a fungus that lives in the soil and dirt of some places in California and within the southern United States, which can be released into the air during disturbance of soils with valley fever spores present.

Valley fever is not highly endemic to Riverside County, with an incident rate of 14.3 cases per 100,000 people in 2022 (CDPH 2023). Statewide in 2022, the incidence was highest in Kern County (264.9 per 100,000), followed by Kings County (111.0 per 100,000). Other counties with high incidence included Tulare (65.7 per 100,000), San Luis Obispo (51.5 per 100,000), Fresno (44.3 per 100,000), Madera (32.4 per 100,000), and Ventura (28.3 per 100,000) (CDPH 2023). Approximately 50.5 percent of all California case-patients in 2022 resided in these counties at the time of illness onset (CDPH 2023).

Valley fever spores can be released when filaments are disturbed by earth-moving activities, although receptors must be exposed to and inhale the spores to be at increased risk of developing valley fever. Even if spores are present at the Project site, construction activities may not result in increased incidence of valley fever. Propagation of valley fever is dependent on climatic conditions, with the potential for growth and surface exposure highest following early seasonal rains and long dry spells. Moreover, exposure to valley fever does not guarantee that an individual will become ill—approximately 60% of people exposed to the fungal spores are asymptomatic and show no signs of an infection (USGS 2000).

While there is currently no evidence of valley fever spores on-site, it is possible that valley fever spores could be located within on-site soils, which could be released during ground-disturbing activities of the Project, and particularly, site preparation, grading, trenching, and landscaping. As such, the release of potential valley fever fungal spores could be inhaled by persons present at the Project site during implementation of construction and landscaping activities.

As detailed in Section 4.3, Air Quality, Project activities would be subject to SCAQMD rules, including Rule 402, Nuisance, and Rule 403, Fugitive Dust, which prohibit the discharge from any source of air contaminants or other materials which could cause injury, determent, nuisance, or annoyance that may endanger the comfort, health, or safety of the public as well as requiring best available control measures to prohibit visible particulate matter from crossing any property line. To demonstrate compliance with SCAQMD Rule 403, projects must submit a fugitive dust control plan describing the methods of compliance during construction. These requirements are consistent with California Department of Public Health recommendations for the implementation of dust control measures, including regular application of water during soil-disturbance activities, to reduce exposure to valley fever by minimizing the potential that the fungal spores become airborne (CDPH 2013). Further, regulations designed to minimize exposure to valley fever hazards are included in Title 8 of the California Code of Regulations and would be complied with during the Project's construction phase (California Department of Industrial Relations 2017).

As valley fever spores could be released and carried with fugitive dust, dust control measures, such as watering three times per day, and the requirement that no visible particulate matter (dust) cross any property line, would

reduce any potential impacts to off-site receptors. Although compliance with applicable regulations would also benefit construction and operations personnel within active Project ground-disturbance areas and reduce exposure to valley fever, given the proximity to dust, impacts to construction and operations personnel near ground-disturbing activities would be potentially significant prior to mitigation. As such, implementation of MM-HAZ-4 is required and would mandate that respiratory masks be made available to construction or operations personnel who request it during ground-disturbance activities. MM-HAZ-4 also requires that educational material be provided to all construction and operations personnel that includes information on how to recognize symptoms of valley fever and ways to minimize exposure; proper cleaning procedures to minimize accidental exposure; and demonstrations on how to use personal protective equipment, such respiratory protection, skin, and eye protection. Implementation of MM-HAZ-4 would ensure that the potential for accident conditions that could involve the release of hazardous materials associated with valley fever spores into the environment during Project construction would be less than significant after mitigation.

Construction Conclusion

The 2017 Addendum to the Mesa Verde Specific Plan EIR included mitigation HAZ-1, HAZ-10, HAZ-11, and HAZ-12 (identified below in Section 4.8.6.1) that, upon their implementation, would reduce potential impacts related to the management of soils that may contain hazardous materials or potential for a contamination pathway associated with the existing wells to a less than significant level. The previous mitigation measures HAZ-1, HAZ-10, HAZ-11, and HAZ-12 are revised and replaced with MM-HAZ-1, as set forth in Section 4.8.6.2 below. Further, HAZ-13 would be replaced with MM-HAZ-2. Therefore, with the implementation of MM-HAZ-1, MM-HAZ-2, MM-HAZ-3, and MM-HAZ-4 impacts associated with potential exposure to contaminated soils or materials during short-term construction activities for the proposed Project would be less than significant with mitigation, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Operation

Less-than-Significant With Mitigation.

Business Park Uses

Operation of the proposed Project, like the previously approved project, would operate in accordance with strict adherence to all local, state, and federal regulations related to upset and accident conditions such as preparation and implementation of a HMMP and HMBP consistent with the California Health and Safety Code Division 20, Chapter 6.95, Article 1 that must include spill response measures to address any incidents that may occur and ensure that adverse effects are minimized. Regarding batteries used for energy storage, under normal usage conditions, batteries do not exhaust vapors. In normal usage, cell electrolyte would not be encountered by anyone handling a battery, making the risk of a spill of electrolyte from any commercial battery pack very remote. Furthermore, in most commercial cells, the electrolyte is largely absorbed in electrodes, such that there is no free or “spillable” electrolyte within individual sealed cells. In those instances, severe mechanical damage (e.g., severe crushing) can cause a small fraction of total electrolyte quantity to leak out of a single cell; however, any released electrolyte is likely to evaporate rapidly (NFPA 2016). Therefore, impacts resulting from implementation of the Project related to accidental release of hazardous would be less than significant, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Oil Well

With implementation of MM-HAZ-2, the oil well would be properly abandoned in accordance with CalGEM standards. However, there are no guarantees a well abandoned in compliance with current CalGEM requirements as prescribed by law will not start leaking in the future. Wells plugged and abandoned to the most current CalGEM requirements have a lower probability of leaking in the future, however there is no guarantees that such abandonments will not ever leak. Therefore, for long-term operations, CalGEM advises against building over, or in any way impeding access to, oil/gas wells. Impeding access to a well could result in the need to remove any structure or obstacle that prevents or impedes access including, but not limited to, buildings, housing, fencing, landscaping, trees, pools, patios, sidewalks, roadways, and decking. Therefore, MM-HAZ-2 is required to ensure proper setbacks from the abandoned oil well site.

MM-HAZ-2 requires the maintenance of sufficient access, which is considered the ability for a well servicing unit and associated necessary equipment to reach a well from a public street or access way, solely over the parcel on which the well is located. A well servicing unit, and any necessary equipment, should be able to pass unimpeded along and over the route, and should be able to access the well without disturbing the integrity of surrounding infrastructure. Implementation of MM-HAZ-2 would ensure that the potential for accident conditions that could involve the release of hazardous materials associated with associated with an abandoned oil well into the environment during Project operations would be less than significant after mitigation. With implementation of MM-HAZ-2 impacts associated with potential need to access the abandoned oil well site in the future during long-term operations, for the proposed Project would be less than significant with mitigation. The previous environmental documents did not identify an impact associated with access to the oil well site. Although this would be a greater impact than identified in the 2017 Addendum to the Mesa Verde Specific Plan EIR because new mitigation is required, the requirement to ensure setbacks from the oil well site would have been necessary at the time of the previously approved project.

Threshold 4.8c ***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 with Mitigation. One existing school is within one-quarter mile of the project site: Mesa View Middle School, which opened in 2009 and is adjacent to the Project site's northeast boundary. As with the previously approved project, there are two elementary schools proposed to be constructed on the Project site in coordination with the Yucaipa-Calimesa Joint Union School District. One school site would be constructed in the western portion of the Project site and would be surrounded by residential (low-medium and medium density), park, and open space uses. The second school site would be located in the eastern portion of the Project site, west of Mesa View Middle School.

Household hazardous materials are routinely used in residential uses associated with cleaning or landscaping, but in relatively limited quantities and typically in accordance with manufacturer's guidelines. As under the previously approved project, the land uses proposed near, or adjacent to, the two proposed schools and the existing Mesa View Middle School are not likely to result in substantive emissions of hazardous materials or handle hazardous or acutely hazardous materials, substances, or waste that would expose the adjacent proposed and existing school sites. Handling of household hazardous materials would occur in a manner pursuant to all local, state, and federal regulations related to hazardous materials and wastes to ensure that adverse effects related to exposure risks are minimized.

The proposed business park/industrial uses may involve the use and storage of hazardous materials such as chemicals involved in manufacturing or petroleum products. The nearest business park/industrial use to a proposed or existing school site would be approximately 0.18 miles (approximately 950 feet) south of Mesa View Middle School. Additionally, the loading docks within the business park/industrial area would comply with all development and performance standards established by the Specific Plan Amendment, including Section 3.1.8 Specific Development Standards for Warehouse, Storage, or Distribution Facilities:

> b. No loading dock of a warehouse, storage or distribution facility building shall be located within 500 feet of any sensitive receptor.
>
> > 1) As used in this subsection, "sensitive receptor" means and includes all of the following uses: any residential use, school, daycare center (other than daycare facilities provided for the employees of any such facility), preschool, nursery school and other care facilities for children, playground area hospital building, youth center building, recreational facility building area, and elderly, group or congregate care facility. These uses do not include parking areas.

As discussed in Threshold 4.8a above, the proposed Project's industrial land uses would be required to prepare and submit a HMMP and HMBP to the Riverside County DEH, as well as comply with any applicable fire code requirements as enforced by the County fire department to minimize the potential for any emissions or releases of hazardous materials. A HMBP would include safety protocols for all hazardous materials that could be included in operations including storage requirements, employee safety training, and handling requirements. The Riverside County DEH, as the CUPA, requires all entities that handle hazardous materials to follow applicable regulations and guidelines regarding storage and handling of hazardous waste as well as response to any inadvertent releases. Additionally, truck traffic associated with the industrial uses would travel northward on Sandalwood Drive or otherwise travel adjacent to existing or proposed school sites. Nevertheless, even with adherence to these existing regulatory requirements, potential hazardous materials handled at the industrial sites could result in potentially significant impacts to schools within 0.25-miles due to the allowable uses of light manufacturing, warehousing/distribution, and storage. As such, MM-HAZ-5 prohibits facilities located within 0.25 miles of the existing school from storing, handling, or using toxic or highly toxic gases at quantities that exceed threshold levels established by California Health and Safety Code 25532. Therefore, impacts would be reduced to a less-than-significant impact with implementation of MM-HAZ-5.

The 2007 Final EIR and 2017 Addendum to the Mesa Verde Specific Plan EIR did not include any industrial land uses and therefore did not assess potential impacts associated with the proximity of industrial uses to schools. The proposed Project would result in a new potential environmental impact compared to the previously approved project. Therefore, MM-HAZ-5 mitigates a new significant environmental effect, which would represent an increased impact as compared to the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.8d ***Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

No Impact. As noted above in Section 4.8.1, the database search conducted as part of the 2004 Phase I revealed no listings for the Project site (Appendix F). A more current search of the Cortese List databases was conducted on March 14, 2024, and the Project site nor the off-site areas such as the County Line Road improvements were not included on any of the available databases (DTSC 2024 SWRCB 2024a and 2024b; CalEPA 2024). Therefore, there would be no impact associated with being listed on a hazardous materials sites list compiled pursuant to

Government Code § 65962.5, which would be consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.8e ***For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?***

No Impact. The Project site remains outside of any airport land use plan (ALUP) area and is not within two miles of a public or public use airport. The nearest airport is Redlands Municipal Airport, approximately six miles to the northwest. Therefore, like the previously approved project, there would be no impacts due to airport-related safety hazards, which would be consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.8f ***Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Construction

Less-than-Significant Impact with Mitigation. The County of Riverside Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan, and City of Calimesa Local Hazard Mitigation Plan (2017) are both emergency response plans that would apply to the Project site and vicinity. Both plans identify potential natural and manmade hazards present in the County and the City, respectively, and outline mitigation and response protocols. The Local Hazard Mitigation Plan was prepared in coordination with the Riverside County Emergency Management Department and is consistent with the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan. Both of these plans identify potential natural and manmade hazards present in the County and the City, respectively, and outline mitigation goals.

The City of Calimesa's Municipal Code (2024), Chapter 2.80 Administration of Disaster Operations and Relief, outlines the preparation and implementation of protecting the occupants of the City in the event of an emergency. The County of Riverside's Emergency Operations Plan (EOP) serves as the foundation for response and recovery operations for the County of Riverside, as it establishes roles and responsibilities, assigns tasks, and specifies policies and general procedures (County of Riverside 2022). Additionally, the City's 2014 General Plan identifies evacuation routes in the City in Figure SAF-7 of the Safety Element (City of Calimesa 2014).

As with the previously approved project, all proposed improvements and road networks associated with the proposed Project would be required to adhere to applicable egress and ingress Municipal Code requirements. While the proposed Project does modify the land uses, primarily in the southeastern portion of the site (i.e., the Business Park land uses) as compared to the 2017 Specific Plan, much of the remaining site circulation patterns would remain relatively similar. The Project would still include two points of ingress/egress to the Project site (i.e., Sandalwood Drive to the south and County Line Road to the north) to allow for adequate evacuation as well as access to the Project site by emergency response vehicles. All improvements would be constructed in accordance with applicable code requirements regarding egress and ingress. See also discussion of evacuation as it relates to fire hazards that are discussed in Section 4.18, Wildfire.

However, temporary and interim traffic detours and traffic disruptions could occur during Project construction, particularly during construction of off-site improvements related to County Line Road. To minimize effects of Project construction on area traffic patterns, MM-HAZ-6, Construction Area Traffic Management Plan, is required. MM-HAZ-

5 requires implementation of a Traffic Management Plan (TMP) to address short-term traffic circulation and access effects during Project construction. In accordance with MM-HAZ-6, if Project construction results in the occupation or closure of any traffic lanes, parking lanes, parkways or any other public right-of-way, traffic controls must be provided per the Manual of Uniform Traffic Control Devices (MUTCD). If the right-of-way occupation requires configurations or controls not identified in the MUTCD, a separate traffic control plan must be submitted to the City for review and approval. The TMP must also describe and require implementation of a public awareness campaign for affected neighborhoods and coordination with emergency service providers. With implementation of MM-HAZ-6, impacts would be less than significant with mitigation.

Even though there was potential for traffic delays and detours to occur during construction of the previously approved project, the 2007 Final EIR and 2017 Addendum to the Mesa Verde Specific Plan EIR did not specifically address potential construction-related impacts to an emergency response or evacuation plan. Therefore, the proposed Project would result in a new potential environmental impact compared to the previously approved project. MM-HAZ-6 mitigates a new significant environmental effect, which would represent an increased impact as compared to the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Operation

Less-than-Significant Impact with Mitigation. The Project site is within the Riverside County Operational Area EOP, which identifies Riverside County Sheriff's Department (RCSD) as the lead agency for executing evacuations of the unincorporated areas of Riverside County. In the incorporated cities, local law enforcement (or the Sheriff in contracted cities) is the lead agency for executing evacuations. The City of Calimesa contracts RCSD to provide law enforcement services; as such, RCSD is responsible for evacuations within City limits. Additionally, as part of the Unified Incident Command System, the RCSD is responsible for identifying available and appropriate evacuation routes and coordinating evacuation traffic management with Caltrans, CHP, other supporting agencies, and all impacted jurisdictions.

As with the previously approved project, Sandalwood Drive and County Line Road would serve as the primary evacuation routes out of the Project site during operation. However, as discussed in Chapter 3, Project Description of this Draft SEIR, the Project would now also include a designated emergency vehicle access roadway connecting to Street A through the Yucaipa Valley Water District property, northwest to Live Oak Canyon Road. This roadway would be gated and only open only to emergency vehicles and/or as an evacuation route during an emergency event. Construction of the roadway would be completed prior to Phase 3 of the Project, when the Street A/B loop is completed, and homes begin to be developed in the westernmost portion of the Project site. This emergency access roadway was not included as part of the previously approved project.

As discussed in Section 4.18, Wildfire, of this Draft SEIR under Threshold 4.18a, the evacuation simulations included in the Wildfire Evacuation Study (Appendix L-2) prepared for the Project represent mass evacuations in the Project vicinity to provide worst-case scenarios. In a probable evacuation scenario, individuals in the existing surrounding land uses would have the opportunity to evacuate before the users of the Project start evacuating, thereby giving priority to the existing land uses, providing for a natural phased evacuation. The RSCD would direct a focused evacuation of zones situated near the wild urban interface, which are at higher risk. Areas that are not in immediate danger would likely not be provided with an evacuation notice initially and may be instructed to remain in place to prioritize the evacuation of vehicles from areas under direct threat. This would result in phasing evacuation traffic so that it flows more evenly and minimizes the surges that may slow an evacuation. Therefore, evacuation flow would be able to be effectively managed and would not likely lead to mass evacuations, as simulated in the Wildfire Evacuation Study (Appendix L-2). Nonetheless, because human behavior during an

evacuation scenario is unpredictable, a community that is uninformed about evacuation could lead to an evacuation scenario that is disorganized, resulting in delayed evacuation times. The presence of the Fire Station located in Planning Area 56 would help facilitate orderly evacuations. Additionally, MM-WF-1, Wildfire and Evacuation Education Program Procedures, discussed in Section 4.18, Wildfire, of this Draft SEIR, would provide mitigation to ensure the Project site community is informed about the wildfire risks, evacuation preparedness, and evacuation procedures. MM-WF-2, Emergency Access Roadway, discussed in Section 4.18, Wildfire, of this Draft SEIR, would ensure that the emergency evacuation route through the Yucaipa Valley Water District Property is constructed prior to occupancy of Phase 3. Finally, MM-TRA-1, requires preparation of a Conformity Analysis to confirm that adequate roadway infrastructure is available, or will be available, to safely accommodate the anticipated existing and proposed traffic, such that no impacts to ingress/egress, emergency response, or other incompatible roadway design hazards would result. With inclusion of MM-WF-1, MM-WF-2, and MM-TRA-1, impacts related to an adopted emergency response plan or emergency evacuation plan would be less than significant with mitigation incorporated, which represents an increased impact as compared to the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.8g Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less-than-Significant Impact with Mitigation. As noted above, the western portion of the Project site is considered by CAL FIRE as a Very High Fire Hazard Severity Zone (CAL FIRE 2009). Although buildout of the proposed Project, like the previously approved project, would involve the replacement of natural vegetation with new construction and irrigated landscaping over much of the Project site, many canyons and other undeveloped areas would remain in their natural state. The placement of new residential, commercial, and public uses next to undisturbed natural areas susceptible to wildland fires could result in increased risk to personal property and life. The proposed Project would also include approximately 4.44 million square feet of business/industrial uses, which were not previously analyzed. These proposed uses would be located on the southeast portion of the Project site, outside of the Very High Fire Hazard Severity Zone. Furthermore, the fires encountered in the buildings and facilities of industrial areas make up quite a small proportion of all fire cases (Alkis et al. 2021). However, in terms of the heat release rate, size of the burned area, damage, and impact zone, such fires have a large impact as compared to residential fires and other types of fires (Alkis et al. 2021). All fires, regardless of the source, have risk in terms of propagation. Therefore, the introduction of industrial uses onto the Project site could increase the risk of loss, injury or death involving wildland fires, and impacts would be potentially significant.

However, as demonstrated in the Fire Protection Plan (Appendix L-1), the Project would be required to comply with applicable portions of the Calimesa Municipal Code, including Title 15, Chapter 15.05 – Adoption of the 2022 Edition of the California Building Code (Part 2 of Title 24 of the California Code of Regulations, including Chapter 7A and local City amendments) and Chapter 15.10, Adoption of the 2022 Edition of the California Fire Code, including Chapter 49 and local City amendments. The Project would also be required to be consistent with applicable sections of the 2021 edition of the International Fire Code, which governs the building, infrastructure, and defensible space requirements. To meet applicable code standards in a Very High Fire Hazard Severity Zone, the Project would build a layered fire-protection infrastructure around a reliable water supply from Yucaipa Valley Water District. For example, one fire hydrant would be located at each street intersection and spaced no more than 500 feet apart in any direction, with no portion of any lot frontage more than 250 feet from the hydrant. The Project would also add two Heli-Hydrants so fire-fighting helicopters could rapidly refill without landing in the event of a wildland fire emergency. Every Project structure, including industrial structures, would carry the appropriate NFPA 13-series interior sprinkler system, backed by smoke and carbon monoxide detectors, while wood-burning fireplaces would be banned to limit ember production. Together, this dedicated water network, closely spaced fire

hydrants, aerial-fill stations, and building-level sprinkler and detection systems would form a comprehensive strategy to help suppress potential ignitions quickly and reduce wildfire risk to lives and property.

As discussed in Section 4.18, Wildfire, of this Draft SEIR, the Project would also be subject to the provisions of Section 4291 of the Public Resources Code regarding brush clearance standards around structures, and the Calimesa Fire Department Weed Abatement and Defensible Space guidelines. Furthermore, per MM-WF-4 (discussed in Section 4.18, Wildfire), proposed landscaping must be planned, maintained, and appropriately spaced, while highly flammable species must be avoided. The required fuel modification zones, defensible space, and maintained landscaping are components of a place-based, fire-hardened design. They can not only serve to protect structures from wildfire but act as a buffer for natural areas and surrounding communities. These features would further reduce the potential for wildfire in open space areas and potential impacts on surrounding communities.

As stated above, all new structures within Project site, including new industrial buildings within the Business Park zones, would be required to be constructed to the current fire code standards. Each of the proposed buildings would be required to comply with the enhanced ignition-resistant construction standards of the 2022 California Building Code (Chapter 7A). These requirements address roofs, eaves, exterior walls, vents, appendages, windows, and doors and result in hardened structures that have been proven to perform at high levels (resist ignition) during the typically short duration of exposure to burning vegetation from wildfires. Appendix D of the Fire Protection Plan provides a summary of the requirements for ignition resistant construction (Appendix L-1). Compliance with the ignition resistant construction standards would reduce the risk of embers fanned by wind-blown wildfires from igniting buildings.

The 2017 Addendum to the Mesa Verde Specific Plan EIR identified five mitigation measures related to fire protection and prevention (HAZ-5, HAZ-6, HAZ-7, HAZ-8, and HAZ-9), of which four consist of compliance with existing laws and regulations (HAZ-5, HAZ-6, HAZ-7, and HAZ-9), which are regulatory requirements and not mitigation under CEQA. As the Project would be required to comply with all existing laws and regulations, these four mitigation measures have not been carried forward in this SEIR. Prior mitigation HAZ-8 would require the preparation and implementation of a Fuel Modification Plan during construction and operation of the Project. This mitigation measure has been incorporated into Section 4.18, Wildfire as MM-WF-3. The Fuel Modification Plan is detailed in the Fire Prevention Plan prepared for the Project and included as Appendix L-1 of the Draft SEIR. In addition, MM-WF-1 through MM-WF-5 outlined in Section 4.18, Wildfire, would reduce potential risk of loss, injury or death involving wildland fires, directly or indirectly.

Implementation of MM-WF-1 through MM-WF-5, along with the regulatory compliance of applicable fire protection and prevention regulations, would reduce potential impacts related to wildland fire hazards. Upon implementation of MM-WF-1 through MM-WF-5, impacts of the Project related to wildland fire hazards would be less than significant with mitigation, which would be consistent with the findings of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

4.8.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of past, present, and reasonably foreseeable future projects are significant, the lead agency must then determine whether the project has any contribution to the cumulative impact, and if so, whether the project's incremental effect is "cumulatively considerable." The cumulative geographic study area used to assess potential cumulative hazards and hazardous materials impacts

is the immediate and local vicinity of the Project site. The full list of related projects applicable to this Project's cumulative analyses is provided in Section 2.6, Cumulative Projects and illustrated on Figure 2-4, Cumulative Projects, in Chapter 2, Environmental Setting of this Draft SEIR.

Threshold 4.8a – Cumulative

Not Cumulatively Considerable. Impacts related to the routine transport, storage, use or disposal of hazardous materials or wastes tend to be site-specific and do not combine with one another to become cumulatively considerable for most land uses. Cumulative impacts related to hazards and hazardous materials are more prevalent for industrial land uses, and hazardous material use or hazardous emissions would be cumulatively significant when the combined activities of industrial or commercial businesses that use, transport, or dispose of bulk quantities of hazardous materials result in hazardous conditions. However, the types and quantities of hazardous materials/wastes and their exposure hazards can vary greatly from site to site. The Project site is located in an area that includes open space with negligible hazardous materials use and other residential land uses that can be characterized as having relatively little routine hazardous materials usage when compared to something like industrial land uses. In addition, cumulative projects, including those involving warehousing which could include transport of hazardous materials would be required to comply with all applicable federal, state, and local standards regarding the handling, use, transportation, storage, and disposal of hazardous materials (as listed above in the analysis of impacts), which are intended to minimize the risk to public health and the environment. Although the proposed Project includes the addition of new Business Park land uses, with adherence to existing regulatory requirements during construction and operation, including transportation regulations, releases from routine transport, use or disposal of hazardous materials from the cumulative projects would be minimized, and would also apply to all cumulative projects. Therefore, the proposed Project would not combine with cumulative projects to be cumulatively considerable related to routine transport, storage, use, or disposal of hazardous materials during construction and operation, and the impacts would be less than significant.

Threshold 4.8b – Cumulative

Not Cumulatively Considerable. Construction and operation of the Project, like other mixed use cumulative projects, would include the use of relatively small quantities of hazardous materials and generation of small amounts of hazardous wastes. The Project and other cumulative projects would not require the transport, storage, use, or disposal of any unusually large, toxic, or explosive quantities of hazardous materials or hazardous wastes, as the projects are generally residential and commercial projects with similar characteristics to the Project. Just like the proposed Project, cumulative projects would use, store, handle, and dispose of relatively limited quantities of hazardous materials, such as cleaning fluids, lubricants, paints, solvents, and fuels in accordance with regulatory requirements including preparation and implementation of a Hazardous Materials Business Plan. When transported, handled, stored, and disposed of in accordance with all applicable federal, State, and local regulatory requirements, the potential for upset and accident conditions is minimized. Adherence to applicable regulations requires all users of hazardous materials to implement employee training, safe storage, and appropriate handling requirements to ensure that exposure risks from upset and accident conditions are minimized. In the unlikely event that an accidental release was to occur, these programs require spill response measures to ensure that incidents are quickly contained and, therefore, would not travel off-site in a way that could cumulatively combine to adversely affect the public or the environment.

Development of the Project would involve ground disturbing activities that could encounter soils that have been contaminated from historical activities at the site. Mitigation measures MM-HAZ-1 through MM-HAZ-3 would ensure that potential sources of contaminated soil or hazardous materials would be removed and adequately abated in

accordance with the appropriate Riverside County DEH procedures and abandonment of the oil well would occur in accordance with CalGEM standards. All cumulative projects would be subject to Riverside County DEH regulations and procedures. Exposure to valley fever would be mitigated to less than significant with implementation of MM-HAZ-4. As potential valley fever exposure is anticipated to occur to on-site construction or operational personnel, impacts would be site-specific, and as such, the Project would not result in a cumulative impact regarding valley fever exposure.

For the reasons described above, the Project, in conjunction with other cumulative projects, would not 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 during construction and operation, and cumulative impacts would be less than significant.

Threshold 4.8c – Cumulative

Not Cumulatively Considerable. As noted above, exposure risks from hazardous emissions tend to be site-specific and do not combine with one another to become cumulatively considerable. The land uses that surround the Mesa View Middle School are generally residential and there are no nearby industrial or commercial uses (the nearest non-residential property is 0.26-miles to the east). There is not an existing hazardous condition in the Project area, so the Project would not contribute to an existing significant hazardous condition. Therefore, the Project would not result in cumulatively considerable impacts associated with hazardous emissions or acutely hazardous materials, substances, or waste within one-quarter mile of a sensitive land use.

Threshold 4.8d – Cumulative

Not Cumulatively Considerable. Hazardous materials sites are generally handled on a project-by-project basis and do not contribute to a cumulative significant impact related to hazardous materials sites. Due to variances in the types, quantities, and timing of hazardous material releases, hazardous materials sites tend not to combine to become cumulatively considerable. Exceptions could include industrial areas, such as semiconductor manufacturing, for example, where similar hazardous materials (e.g., solvents) have been used and released in a way that has created a plume of contamination that extends beyond any singular site boundary, However, as discussed above, the Project site is not included on any of the databases reviewed, and the only sites that were identified in the vicinity of the site included cases that are now closed where no further action is required. Given the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5, and are multiple government agencies who oversee characterization and remediation of hazardous materials sites if a hazardous material site were to be discovered in the future, the proposed Project could not combine with cumulative projects to become cumulatively considerable. Therefore, the Project would not result in a cumulatively considerable impact related to hazardous materials sites and impacts would be less than significant.

Threshold 4.8e – Cumulative

Not Cumulatively Considerable. The Project site is not located within two miles of a public airport and therefore could not combine with any cumulative projects to become a cumulative impact related to this criterion. There would be no cumulative impact.

Threshold 4.8f – Cumulative

Not Cumulatively Considerable. The Project site and vicinity is vulnerable to several hazards including but not limited to wildfires, earthquakes, drought, hazardous material releases, and human threat events/terrorism that could require emergency evacuation. Both the County and City periodically update and implement their emergency response plans in accordance with the Disaster Relief Act and provide the coordination, conjunction and collaboration with all County and City departments to maximize the potential to prevent, prepare for, respond to and recover from these hazards. Hazard mitigation strategies help to eliminate losses by limiting new exposures in identified hazard areas, diverting a hazard by reducing its impact, and developing an awareness of hazard area locations to plan responsibly for future development.

The Project, in conjunction with other cumulative projects would similarly be constructed to current design standards and building codes, which include egress and ingress requirements and would not impair or interfere with the County's or City's ability to prevent, prepare or respond to and recover from the identified hazards because existing codes are designed to minimize hazards and protect public health and safety. As discussed above in Section 4.8.4.2, Proposed Project Impact Analysis, under Threshold 4.8f, the Project would be subject to MM-HAZ-5, which requires preparation of a TMP in compliance with the MUTCD to provide temporary traffic controls and access during Project construction. The TMP must also require coordination with emergency service providers, which would reduce the potential for delays and enhance traffic safety during an emergency event. Additionally, MM-WF-1 would provide mitigation to ensure the Project community is informed about the wildfire risks, evacuation preparedness, and evacuation procedures, while MM-WF-2 would ensure that an emergency evacuation route through the Yucaipa Valley Water District Property is constructed prior to occupancy of Phase 3. MM-TRA-1, requires preparation of a Conformity Analysis to confirm that adequate roadway infrastructure is available, or will be available, to safely accommodate the anticipated existing and proposed traffic, such that no impacts to ingress/egress, emergency response, or other incompatible roadway design hazards would result. Therefore, the Project impacts would not be cumulatively considerable, and the potential impact related to interference with an adopted emergency response or evacuation plan would be less than significant.

Threshold 4.8g – Cumulative

Not Cumulatively Considerable. The potential for wildland fires resulting in the loss of life or property is generally unique to each site. All cumulative projects are subject to the fire codes and regulations and, with some projects, the preparation of Fire Protection Plans to determine the potential risk for wildland fires. Similar to the Project, other cumulative projects would be required to include such features as fuel modification zones, fire access roads, and fire hydrants to reduce the risk of potential wildland fires. Additionally, implementation of MM-WF-1 through MM-WF-5 would reduce fire hazards on the Project site to less than significant. All cumulative projects in the County and City cannot be approved unless it is determined to meet the fire codes (e.g., fire retardant roof materials, increased setbacks, fire sprinklers on structures) and regulations for the fire authority having jurisdiction over the cumulative projects. The Project site is currently largely vacant and located in an area with large open spaces. Through the Project's compliance with the final fuel modification plans, and above-mentioned mitigation measures, the Project would not make a cumulatively considerable contribution to a potential impact from wildland fires and would be less than significant. Refer to Section 4.18, Wildfire, for further details of fire hazards.

4.8.6 Mitigation Measures

4.8.6.1 Previously Adopted Mitigation Measures

Measures No Longer Applicable: Deleted or Revised/Replaced

The following previously approved mitigation measures are no longer applicable and have been deleted or revised/replaced by proposed mitigation (see Section 4.8.6.2, Proposed Project Mitigation Measures, below). Revised/replaced mitigation measures are denoted by "Replaced," below.

Deleted: HAZ-4. All federal, State of California, County of Riverside, and the City of Calimesa LORS and plans dealing with the use, storage, transport, and disposal of hazardous materials or wastes shall be implemented.

Deleted: HAZ-5. On-site development activities shall be coordinated with the Riverside County Fire Department and all LORS associated with wildfire prevention and construction activities within the wildfire/urbanization interface areas shall be implemented.

Deleted: HAZ-6. All water mains and fire hydrants shall be reviewed by the Riverside County Fire Department and constructed in accordance with the Riverside County Ordinance No. 460 and/or 787.1.

Deleted: HAZ-7. All buildings shall be constructed in accordance with the provisions of the latest Uniform Building Code.

Replaced: (See MM-WF-1 through MM-WF-5).

HAZ-8. Prior to approval of any development plan for land adjacent to open space areas, a Fire Protection/Vegetation Management (Fuel Modification) Plan shall be developed and submitted to the Riverside County Fire Department for review and approval. Additionally, the Homeowner's Association or the appropriate management entity for the Proposed Project shall be responsible for maintaining the elements of this Plan.

Deleted: HAZ-9. The Proposed circulation system shall be acceptable to the City's transportation and fire departments.

Replaced: (See MM-HAZ-1).

HAZ-10. Soil-stained area in the debris area near the old mobile home park shall be further investigated, removed by a licensed cleanup contractor, and disposed in accordance with federal and state LORS.

Replaced: (See MM-HAZ-1).

HAZ-11. Soil staining near the fallen transformers shall be sampled for PCBs, mineral soil, or petroleum hydrocarbons. If the soil is contaminated at regulatory action levels, a licensed cleanup contractor shall remove it in accordance with federal and state LORS.

Replaced: (See MM-HAZ-1).

HAZ-12. The soils near the olive trees shall be sampled and tested for pesticides (including organochlorine pesticides such as dichlorodiphenyltrichloroethane [DDT], dichlorodiphenyldichlor-ethane [DDD], and dichlorodiphenyldichloroethylene [DDE] used up until 1970s) to determine if soils contain regulatory action levels. Soil testing shall be required to identify any potential public health risk associated with development of the area for residential uses.

Replaced: (See MM-HAZ-3).

HAZ-13. Three Water Wells – These wells shall be closed in accordance with the appropriate Riverside County regulatory agency procedures if they are not intended for future use.

Applicable Measures Carried Forward

No measures are carried forward as written in the 2017 MMRP.

4.8.6.2 Project Mitigation Measures

MM-WF-1 through MM-WF-5, discussed in Section 4.18, Wildfire, of this Draft SEIR, and MM-TRA-1 discussed in Section 4.15, Transportation, are applicable to this analysis.

MM-HAZ-1 Hazards Identification, Management, and Disposal. Prior to issuance of the first grading permit, the Applicant/Developer shall retain a Qualified Environmental Specialist to prepare conduct a Phase II Environmental Site Assessment in accordance with ASTM Standard 1903-19 to determine the presence and extent of potential contamination associated with the following: (1) oil-stained soils; (2) existing water wells; (3) ranching-related cesspools or septic systems; (4) pole-mounted transformers; (5) miscellaneous solid waste debris piles; (6) abandoned oil well drilling site, and (7) ranch-related solid waste debris site. Specifically, a hazardous materials survey shall be conducted on the Project site to test for contaminants, including but not limited to (1) sampling for asbestos, lead-based paint, polychlorinated biphenyls (PCBs), and universal wastes; (2) sampling for PCBs, mineral soil, or petroleum hydrocarbons at all areas of soil staining; (3) sampling of soils near the olive trees for pesticides (including organochlorine pesticides such as dichlorodiphenyltrichloroethane [DDT], dichlorodiphenyldichlor-ethane [DDD], and dichlorodiphenyldichloroethylene [DDE], subject to the determination of a qualified and licensed environmental contractor (State of California Licensed Contractor, with hazardous material, asbestos, and lead-based paint certifications). The Qualified Environmental Specialist shall compare sampling results to regulatory screening levels for applicable contaminants. If concentrations exceed current screening levels, the Applicant shall consult with the applicable environmental agency(ies) (e.g., CalEPA, DTSC, SARWQCB, Riverside County DEH) to determine any requirements for additional investigations.

If hazardous materials are present and determined to require abatement, the Applicant/Developer shall retain a Qualified Environmental Specialist to prepare a Waste Management and Disposal Plan that sets forth protocols for construction worker training, contamination abatement, and

appropriate disposal of all contamination. The Waste Management and Disposal Plan shall provide detailed directions on the training procedures on-site workers for identification of contamination. All workers and employees that will be involved in earth-moving activities shall be trained to identify and properly manage potentially contaminated materials. Further, a qualified and experienced environmental consultant shall be present during initial earthmoving activities in the areas of known environmental concerns, including (1) oil-stained soils; (2) existing water wells; (3) ranching-related cesspools or septic systems; (4) pole-mounted transformers; (5) miscellaneous solid waste debris piles; (6) abandoned oil well drilling site, and (7) ranch-related solid waste debris site. The Waste Management and Disposal Plan shall mandate that hazardous materials shall not be disposed of or released on the ground, in the underlying groundwater, or any surface water. The Waste Management and Disposal Plan shall describe the applicable local, state, and federal regulatory requirements and mandatory procedures for the assessment, characterization, handling, storing, transporting, management, and disposal of hazardous constituents, materials, and wastes during construction activities, and shall set forth protocols for managing hazardous materials, if encountered.

The Waste Management and Disposal Plan shall be submitted to the Riverside County DEH and the City for review and approval, as well as any other applicable agencies with oversight. The Waste Management and Disposal Plan shall require the documentation of all materials sampling, results, and actions taken in conformance with regulatory standards; document any removal of impacted soils or other materials by a licensed cleanup contractor; and document the disposal of impacted soils in accordance with federal and state regulations and requirements of the SARWQCB, DTSC, and/or the Riverside County DEH, as local CUPA. Final documentation in compliance with the Waste Management and Disposal Plan shall be made available to the Riverside County DEH and the City upon request, as well as any other applicable agencies with oversight.

MM-HAZ-2 Oil Well Abandonment. Prior to issuance of a grading permit for the applicable phase of development, the Project Applicant/Developer shall retain a California registered design professional, such as a licensed civil engineer and/or licensed petroleum engineer to evaluate the exact location, condition, and abandonment status of the well on the Project site. A summary report detailing the findings of the well conditions and abandonment status shall be submitted to the Riverside County Department of Environmental Health (DEH) and California Geologic Energy Management (CalGEM) for review and approval prior to issuance of a grading permit. The oil well site shall be tested to determine if leakage of oil or petroleum have occurred. If contaminated soils are identified, they shall be addresses pursuant to the Waste Management and Disposal Plan requirements as identified in MM-HAZ-1. Building permits shall not be issued for new buildings or enclosed structures, additions, or conversions of any building or structure to habitable or occupiable space on, adjacent to, or within 300 feet of the existing plugged well without documentation, stamped and signed by the licensed engineer, of proper abandonment of the existing well consistent with CalGEM guidelines and approval by the Public Works Building Official. A CalGEM monitor shall be present on site during all abandonment activities of the on-site oil well. Any abandonment or removal of the plugged well as required by CalGEM shall be completed and approved by CalGEM prior to issuance of a grading permit for the applicable phase of development.

Upon completion of the oil well abandonment, the site design or tract map for the applicable Planning Area shall be designed to avoid development of any structures or obstacles that prevents

or impedes access to the abandoned well site. Sufficient access to the abandoned oil well shall be maintained such that a well-servicing unit and associated necessary equipment could reach the well from a public street or access way, and shall be able to pass unimpeded along and over the route without disturbing the integrity of the surrounding structures and infrastructure. Identifying information about the abandoned well shall be communicated to the Riverside County Assessor-County Clerk- Recorder for inclusion on the title information of the site.

MM-HAZ-3 Water Well Abandonment and Setback. Prior to issuance of a grading permit for applicable phase(s) of development, the Applicant/Developer shall retain a qualified engineer to ensure that the on-site water wells are abandoned in accordance with the appropriate Riverside County Department of Environmental Health procedures, as set forth in County Code Chapter 13.20 and Bulletins of the California Department of Water Resources as follows: Bulletin 74-81 Chapter II Water Wells, and Bulletin 74-90 (Supplement to Bulletin 74-81). The Applicant/Developer shall coordinate with the Riverside County Department of Environmental Health regarding the necessary permits, notifications, and reports required per rule and regulation, such as submittal of an abandonment report to document abandonment in accordance with applicable laws and regulations. Final documentation in compliance with applicable requirements shall be made available to the Riverside County Department of Environmental Health and the City upon request.

MM-HAZ-4 Valley Fever. Prior to ground-disturbing activities (including site preparation, grading, trenching, building construction, or landscaping), the Project Applicant/Developer shall prepare and submit to the City of Calimesa's Community Development Department a "Valley Fever Training Handout" for their review and approval. This Valley Fever Training Handout shall include information on how to minimize exposure to and recognize symptoms of valley fever and ways to report symptoms of valley fever; proper cleaning procedures to minimize accidental exposure; and demonstrations on how to use personal protective equipment, such respiratory protection, skin, and eye protection. The Valley Fever Training Handout shall then be provided to all on-site construction and operational personnel prior to and throughout the duration of all ground-disturbing activities.

In addition, National Institute for Occupational Safety and Health (NIOSH)-approved half-face respirators equipped with minimum N-95 protection factor shall be available upon request for use during worker collocation with surface disturbance activities, and hand washing facilities and areas for changing of clothing shall be provided during worker collocation with surface disturbance activities. Lastly, the Constructor Contractor contract specifications shall require that any heavy equipment with factory enclosed cabs be provided with high-efficiency particulate absorbing filter (HEPA)-rated air filtration and positive pressure air. The General Contractor utilizing applicable heavy equipment shall provide proof of worker training on proper use of applicable heavy equipment cabs. Communication methods, such as two-way radios, shall be available for use in enclosed cabs.

MM-HAZ-5 Materials Storage Near School**.** The Covenants, Conditions and Restrictions (CCRs) related to the leasing and/or occupancy of any industrial uses within the Business Park Zone District shall mandate that any industrial-related uses and building located within one-quarter mile of an existing school shall not store, handle, or use toxic or highly toxic gases at quantities that exceed threshold levels established by California Health and Safety Code Section 25532.

MM-HAZ-6 Construction Area Traffic Management Plan. The Project Applicant/Developer shall engage a qualified traffic engineer to prepare a Construction Area Traffic Management Plan (TMP), which shall be implemented by the construction contractor to address short-term traffic circulation and access effects during Project construction. The objectives of the TMP shall be to (1) maintain traffic safety during construction;(2) effectively maintain an acceptable level of traffic flow throughout the transportation system during Project construction; (3) minimize traffic delays and implement clear signage related to lane closures and/or detours; and (4) ensure the safety of and adequate circulation opportunities for pedestrians and bicyclists. The TMP shall include, but not be limited to, the elements described below:

- Contact Information - Name of on-site construction superintendent and contact phone number.
- Identification of Construction Contract Responsibilities - For example, for excavation and grading activities, describe the approximate depth of excavation, and quantity of soil import/export (if any).
- Identification and Description of Truck Routes - To include the number of trucks and their staging location(s) (if any).
- Identification and Description of Material Storage Locations (if any).
- Location and Description of Construction Trailer (if any).
- Identification and Description of Traffic Controls - Traffic controls shall be provided per the Manual of Uniform Traffic Control Devices (MUTCD) if the occupation or closure of any traffic lanes, parking lanes, parkways or any other public right-of-way is required. If the right-of-way occupation requires configurations or controls not identified in the MUTCD, a separate traffic control plan must be submitted to the City for review and approval. All right-of-way encroachments shall require permitting through the City.
- Identification and Description of Parking - Estimate the number of workers and identify parking areas for their vehicles.
- Identification and Description of Maintenance Measures - Identify and describe measures taken to ensure that the work site and public right-of-way would be maintained (including dust control).
- Public Awareness Campaign – Prepare information packets for affected neighborhoods to bring awareness to the Project activities and measures to minimize impacts.
- Coordination with Emergency Service Providers - Inform emergency service providers (e.g., local police, fire, and medical dispatch) of construction traffic schedule.

The TMP shall be reviewed and approved by the City prior to the issuance of the first building permit. The TMP and its requirements shall also be provided to all construction contractors as one component of building plan/contract document packages.

4.8.7 Level of Significance Conclusion

Threshold 4.8a With adherence to all applicable regulatory requirements regarding the transportation, storage, handling and disposal of hazardous materials and wastes, which are designed to protect the public from health exposure risks, potential impacts would be less than significant.

Threshold 4.8b With implementation of MM-HAZ-1 through MM-HAZ-4, Project construction would not 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, and impacts would be less than significant with mitigation. Impacts during Project operation would be less than significant with implementation of MM-HAZ-2.

Threshold 4.8c With implementation of MM-HAZ-5, impacts related to hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would be less than significant with mitigation.

Threshold 4.8d The Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5. As such, there would be no impact and mitigation is not required.

Threshold 4.8e The Project site remains outside of any airport land use plan area and is not within two miles of a public or public use airport. As such, there would be no impact and mitigation is not required.

Threshold 4.8f With implementation of MM-HAZ-6, MM-WF-1, MM-WF-2, and MM-TRA-1, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant with mitigation.

Threshold 4.8g With implementation of MM-WF-1 through MM-WF-5 impacts related to wildland fire hazards would be less than significant with mitigation.

4.8.8 References

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4.9 Hydrology and Water Quality

This section describes the existing hydrology and water quality conditions of the Mesa Verde Specific Plan Area 2 Amendment 2 Project (Project or Specific Plan Amendment) site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed Project compared to the previously approved Mesa Verde Estates Specific Plan, as amended by the 2017 Mesa Verde Specific Plan Area 2 Amendment 1 (2017 Specific Plan or previously approved project).

The following is based on a review of publicly available resources on hydrology and water quality, a Preliminary Water Quality Management Plan prepared by Hunsaker & Associates Irvine, Inc, in August 2023 and revised in September 2024 (Appendix G-1), a Preliminary Groundwater Infiltration Memorandum prepared by Dudek in November 2024 (Appendix G-2), as well as a Preliminary Hydrology Report prepared by Hunsaker & Associates Irvine, Inc, in April 2025 (Appendix G-3). This analysis also references the Water Supply Assessment and Written Verification of Supply prepared for the Project by the Yucaipa Valley Water District in March 2024 (Appendix K-1), as well as the Phase I Environmental Site Assessment, prepared by Petra Geotechnical, Inc. in October 2021 (Appendix F).

4.9.1 Existing Conditions

4.9.1.1 Regional Conditions

Watershed Hydrology

The proposed Project site is located within the San Timoteo Canyon–San Timoteo Wash (San Timoteo Canyon) sub watershed, and the Yucaipa Creek sub-watershed, which are both tributary of the Santa Ana River. Figure 4.9-1, Regional Watersheds, depicts the boundaries of these two sub-watersheds.

San Timoteo Creek runs through San Timoteo Canyon to the south of the Project site. which drains a 732-square-mile area of the western half of Riverside County. The headwaters are in the San Bernardino Mountains at the confluence of Noble and Little San Gorgornio creeks west of Beaumont. Historically, it reached a broad alluvial plain in its downstream reach, and eventually the Santa Ana River in the City of San Bernardino (EPA 2007). While the Sant Timoteo Creek used to flow intermittently, it now flows mostly year-round due to agricultural runoff and recycled water discharge from a water treatment plant in the City of Yucaipa (EPA 2007).

Yucaipa Creek begins in the Yucaipa Hills and flows east to west out of Wildwood Canyon until it converges with San Timoteo Creek at the farthest upstream point of San Timoteo Creek in the Live Oak subarea (Dudek 2022). Flows in Yucaipa Creek are mostly ephemeral, with some intermittent flows in the upper elevations of the Subbasin in response to large storm events. The Santa Ana River is divided into six reaches, and the Project site is tributary to Reach 5 via San Timoteo Creek. According to the Santa Ana River Basin Plan, most of this reach tends to be dry, except as a result of storm flows, and the channel is largely operated as a flood control facility. The flows in San Timoteo Creek, leading to Reach 5 of the Santa Ana River, predominantly consist of reclaimed wastewater from Yucaipa and other upstream dischargers (SWRCB 2019).

Surface Water Quality

The water quality of the upper Santa Ana region is a reflection of local topography, subsurface geology, land use, well pumping, and urbanization forces. Water quality is highest in mountain streams. Where the streams leave the base of the mountains, they are largely influenced by the original agricultural water management practices of the Calimesa area (City of Calimesa 2014). These historical practices remain today in some areas, evidenced by streams diverted for domestic use, irrigation purposes, percolation, and the recharge of groundwater basins.

In accordance with state policy for water quality control, the Santa Ana Regional Water Quality Control Board (RWQCB) regulates water quality, among various other agencies, within the Santa Ana Region. Water quality objectives, plans, and policies for the surface waters within this region are established in the Santa Ana Region Basin Plan, which has identified existing and potential beneficial uses supported by the key surface water drainages throughout its jurisdiction. As noted above, stormwater at the Project site ultimately drains to either San Timoteo Creek or Yucaipa Creek. Beneficial uses for San Timoteo Creek Reach 3, which is defined as being from the confluence with Yucaipa Creek to the confluence with little San Gorgonio and Noble Creeks (headwaters of San Timoteo Creek), include groundwater recharge, contact/non-contact recreation, warm freshwater habitat, wildlife habitat, and rare species habitat (SWRCB 2019). Yucaipa Creek is listed for intermittent beneficial uses that include municipal water supply, groundwater recharge, contact/non-contact recreation, warm freshwater habitat, and rare species habitat (SWRCB 2019). Santa Ana River Reach 5 has designated beneficial uses of municipal supply, groundwater supply, agricultural supply, recreation (both contact and non-contact), warm water habitat, wildlife habitat, and rare species (SWRCB 2019).

Under the Clean Water Act Section 303(d), the State of California is required to develop a list of impaired water bodies that do not meet water quality standards and objectives. The U.S. Environmental Protection Agency (EPA) has approved a 303(d) list of water quality impairments for San Timoteo Canyon-San Timoteo Wash in Reach 3, which is approximately 1.5-mile downstream from the graded footprint area of the Project site, for indicator bacteria (Appendix G-1). Continuing downstream from Reach 3, Reach 2 does not include any 303(d) list of water quality impairments, and Reach 1 is listed for indicator bacteria. The Santa Ana River does not include any 303(d) list of water quality impairments at the confluence of San Timoteo Wash and the Santa Ana River (i.e. Reach 5) (Appendix G-1).

Once a water body has been listed as impaired on the 303(d) list, a total maximum daily load (TMDL) for the constituent of concern (pollutant) must be developed for that water body. A TMDL is an estimate of the daily load of pollutants that a water body may receive from point sources, non-point sources, and natural background conditions (including an appropriate margin of safety), without exceeding its water quality standards. Those facilities and activities that are discharging into the water body, collectively, must not exceed the TMDL. In general, dischargers within each watershed are collectively responsible for meeting the required reductions and other TMDL requirements by the assigned deadline. For San Timoteo Creek, the TMDL deadline for indicator bacteria is 2029 (SWRCB 2022).

Groundwater Basin Characteristics

The Project site is located within the Yucaipa Groundwater Subbasin (DWR No. 8-002.07) which is part of the Upper Santa Ana Valley Groundwater Basin. The subbasin is bounded on the northeast by the San Andreas fault, on the northwest by the Crafton fault, on the west by the Redlands fault and the Crafton Hills, on the south by the Banning fault, and on the east by the Yucaipa Hills. Figure 4.9-2, Yucaipa Groundwater Subbasin depicts the boundaries of

the subbasin that generally underlies the cities of Calimesa and Yucaipa, and also depicts the surface drainages/creeks, fault lines, and the adjudicated groundwater management boundary.

The average annual precipitation ranges from 12 to 28 inches (WSC 2021). This part of the San Bernardino Valley is drained by Oak Glen, Wilson, and Yucaipa Creeks south and west into San Timoteo Creek. Dominant recharge to the subbasin is from percolation of precipitation and infiltration within the channels of overlying streams, particularly Yucaipa and Oak Glen Creeks; underflow from the fractures within the surrounding bedrock beneath the subbasin; and artificial recharge at spreading grounds.

Groundwater Management

In accordance with the Sustainable Groundwater Management Act (SGMA), the Yucaipa Subbasin is designated by the Department of Water Resources (DWR) as a high-priority groundwater basin and subject to the requirements of SGMA. The Yucaipa Groundwater Sustainability Agency (GSA) was established in 2017 to manage groundwater within the subbasin. Regional water agencies and purveyors including Valley District, Yucaipa Valley Water District (YVWD), Redlands, San Gorgonio Pass Water Agency, South Mesa Water Company, South Mountain Water Company, Western Heights Water Company, and the City of Yucaipa are currently working together as the GSA, commonly referred to as the Yucaipa Sustainable Groundwater Management Agency in support of the development of the required Groundwater Sustainability Plan (GSP), which was finalized in 2022 (Dudek 2022).

According to the GSP, the estimated safe yield or sustainable yield for the subbasin was made at 10,980 acre-feet per year (AFY) which would avoid undesirable results associated with chronic lowering of groundwater levels and reduction of groundwater in storage (Dudek 2022). From 2007 to 2012, artificial recharge efforts increased the total groundwater storage in the Yucaipa Basin to 1998 levels. Information utilized by the Yucaipa Sustainable Groundwater Management Agency indicates that the Subbasin is currently being sustainably managed.

Groundwater elevations in the subbasin during the period of 1966 to 2016 had the highest elevations in the spring of 1988 and the lowest elevations occurred in the fall of 2007 (Dudek 2022). The historical low occurred right before the marked increase in State Water Project that was imported into the subbasin by YVWD and subsequent decline in groundwater production from 13,000 AFY in 2007 to 10,000 AFY in 2009. The estimated volume of groundwater in storage in the Yucaipa Subbasin at the end of the 2016 water year was 2,233,000 AF (Dudek 2022).

The San Timoteo subbasin (DWR 8-02.08), located south of the Yucaipa Subbasin is also one of the sources used by YVWD and South Mesa Water Company. The subbasin includes an adjudicated (Beaumont Watermaster) and non-adjudicated portion and generally underlies Cherry Valley and the City of Beaumont in southwestern San Bernardino and northwestern Riverside counties. There is not a GSP for this subbasin. The subbasin is bounded to the north and northeast by the Banning fault and impermeable rocks of the San Bernardino Mountains, Crafton Hills, and Yucaipa Hills; on the south by the San Jacinto fault; on the west by the San Jacinto Mountains; and on the east by a topographic drainage divide with the Colorado River hydrologic region. The surface is drained by Little San Gorgonio Creek and San Timoteo Canyon to the Santa Ana River. The Yucaipa Subbasin, San Timoteo Subbasin, and San Bernardino Subbasin are locally hydraulicly disconnected by bedrock expressions in the Crafton Hills and Yucaipa Hills but may have some minor hydraulic connection where these crystalline rocks are overlain by older alluvium and bedrock deposits (Dudek 2022).

Groundwater Quality

The Santa Ana RWQCB first recognized in the 1975 and 1983 Basin Plans that the most serious water quality issue to the Santa Ana River Basin "was the buildup of dissolved minerals, or salts, in the ground and surface waters" (Dudek 2022). The historical use of water for irrigation purposes, particularly for citrus that demanded large volumes of applied water, was a main contributor to increasing concentrations of total dissolved solids (TDS) and nitrate. The RWQCB recognized the need to implement salt and nutrient management plans to control the salt and nutrient loading to the basin. The 2004 Basin Plan update included the creation of new groundwater management zones (GMZs) and set "maximum benefit" objectives for TDS and nitrate-nitrogen in the Chino North, Cucamonga, San Jacinto Upper Pressure, Yucaipa, Beaumont, and San Timoteo GMZs. The majority of the Yucaipa Subbasin is within the Yucaipa GMZ, with part of the lower sections in the Beaumont and San Timoteo GMZs. In 2014, the RWQCB adopted order number R8-2014-0005, an amendment to the Basin Plan that revised the maximum benefit commitments in the Yucaipa, San Timoteo, and Beaumont GMZs. The implementation of reverse-osmosis treatment at the YVWD Henry N. Wochholz Regional Water Reclamation Facility (WRWRF) facility has reduced the TDS concentration in recycled water to an average of <300 milligrams per liter (Dudek 2022). The application of recycled water for irrigation purposes has not increased TDS concentrations in the principal aquifer. Nitrate concentrations observed in the subbasin have generally remained steady at <10 milligrams per liter which have improved since decreasing agricultural practices in the area and with the replacement of septic systems with sanitary sewer services in the 1980s (Dudek 2022). There are no TDS or nitrate water quality issues that may affect the long-term supply and beneficial uses of groundwater produced from the principal aquifer.

Flood Hazards

Flooding susceptibility in Riverside County is primarily associated with several major stream drainages of the area, including but not limited to the Santa Ana River, the San Jacinto River, and the Whitewater River, as well as smaller scale and flash flood events on many of the alluvial fans that flank hillsides throughout Riverside County. Large-scale developments have utilized golf courses and greenbelts as part of a network of channels that collect flood flows and disperse it on the downstream side.

As shown in Figure 4.9-3, 100-Year Flood Zones, the only Federal Emergency Management Agency (FEMA) 100-year flood zone located within the Project site is at the very southeastern edge of the site; all other areas are unmapped/undetermined. However, DWR produced what it referred to as Awareness Maps for the state to identify flood hazard areas using approximate procedures to map 100-year floodplains for both riverine and alluvial fan conditions. Riverside County adopted these maps as part of Ordinance 458. These "awareness floodplains" are considered flood hazard areas without specific depth or other flood hazard data. According to mapping compiled by the California Office of Emergency Services, there is a flood hazard area associated with a tributary to the San Timoteo Creek that cuts through the Project site (Cal OES 2024). 100-year floodplains are defined as having an 1% annual chance of flooding. However, the floodplain area appears limited to the confines of the drainage channel.

Flooding can occur from severe rainfall but also from dam failure that can inundate areas downstream. Dam inundation is flooding caused by the release of impounded water from structural failure or overtopping of a dam. The only dams located in the Yucaipa Valley include Yucaipa No. 1, Yucaipa No. 2, and Crafton Hills. According to inundation maps for these dams compiled by the Division of Safety of Dams, failure of any one of these dams would not affect the Project site (DSOD 2023).

4.9.1.2 Project Site Conditions

Topography

The topography of the Project site is characterized by flat mesas and ridges transected by mostly southwesterly draining valleys and canyons. The mesas and ridges lie at approximately the same elevation and represent a relatively flat to undulatory, gently southwest-sloping surface collectively referred to informally as the Calimesa surface. Elevations of the Calimesa surface are highest within the northeastern area of the site where the elevation reaches up to just over 2300 feet above sea level. Elevations of the Calimesa surface gradually decrease toward the southwest, with the lowest point being approximately 2,050 feet above sea level along the southern Project boundary (Appendix D-1).

Stormwater Drainage

The Project site consists of primarily undeveloped terrain with natural watercourses, valley and hilly areas that generally drain towards the west (Appendix G-3). Runoff generated from the Project site tends to flow either in the southwesterly or the northwesterly directions, depending on the local terrain. As shown in Figure 4.9-4, Pre-Development Hydrology Conditions, the Project site has been divided into a total of 11 different drainage areas (Area 5 was subdivided into 5A and 5B for the purposes of drainage control calculations). Areas draining towards the southwest (i.e. drainage areas CP2, CP5A, CP5B, CP7, CP8, CP9, and CP10) eventually drain to San Timoteo Creek, and areas draining towards the northwest (i.e. drainage areas CP1, CP3, CP4, CP6) eventually drain to Yucaipa Creek which is located north of the Project site.

The Interstate 10 Freeway forms the easterly drainage boundary of the Project site. There are three existing culverts under Interstate 10 in the vicinity of the site. Off-site drainage areas tributary to the three existing culverts have been studied in a report entitled City of Calimesa Master Flood Control and Drainage Plan, dated July 1992 (Appendix G-3). Discharges from the two northerly culverts drain to natural watercourses that traverse across the Project site in the southwest direction. Discharge from the third southerly culvert drains to a natural watercourse that runs adjacent to the southerly boundary of the Project.

4.9.2 Regulatory Requirements

4.9.2.1 Federal

Clean Water Act

Increasing public awareness and concern for controlling water pollution led to the enactment of the Federal Water Pollution Control Act Amendments of 1972. As amended in 1977, this law became commonly known as the Clean Water Act (CWA) (33 U.S. Code 1251 et seq.). The objective of the CWA is to restore and maintain the chemical, physical, and biological integrity of the Nation's waters. The CWA established basic guidelines for regulating discharges of pollutants into the waters of the United States. The CWA requires that states adopt water quality standards to protect public health, enhance the quality of water resources, and ensure implementation of the CWA.

Section 303 of the Clean Water Act (Beneficial Use and Water Quality Objectives)

The Santa Ana RWQCB is responsible for the protection of the beneficial uses of waters within the proposed project area in Riverside County. The RWQCB uses its planning, permitting, and enforcement authority to meet its responsibilities adopted in the Basin Plan to implement plans, policies, and provisions for water quality management.

In accordance with state policy for water quality control, the RWQCB employs a range of beneficial use definitions for surface waters, groundwater basins, marshes, and mudflats that serve as the basis for establishing water quality objectives and discharge conditions and prohibitions. The Basin Plan for the Santa Ana Region has identified existing and potential beneficial uses supported by the key surface water drainages throughout its jurisdiction. Under CWA Section 303(d), the State of California is required to develop a list of impaired water bodies that do not meet water quality standards and objectives. Section 303(d) authorizes EPA to assist states, territories and authorized tribes in listing impaired waters and developing TMDLs for these waterbodies. A TMDL establishes the maximum amount of a pollutant allowed in a waterbody and serves as the starting point or planning tool for restoring water quality. The RWQCB has developed TMDLs for select reaches of water bodies.

Section 401 of the Clean Water Act (Water Quality Certification)

Section 401 of the CWA requires that an applicant for any federal permit (e.g., a U.S. Army Corps of Engineers Section 404 permit) obtain certification from the state, requiring that discharge to waters of the United States would comply with provisions of the CWA and with state water quality standards. For example, an applicant for a permit under Section 404 of the CWA must also obtain water quality certification per Section 401 of the CWA. Section 404 of the CWA requires a permit from the U.S. Army Corps of Engineers prior to discharging dredged or fill material into waters of the United States unless such a discharge is exempt from CWA Section 404. Based on the aquatic resources delineation (discussed in Chapter 4.3, Biological Resources of this Draft Subsequent Environmental Impact Report [SEIR]) there are no Waters of the United States within the Project area and therefore Section 401 of the CWA would not be applicable. However, the final aquatic resource impacts would be determined by the U.S. Army Corps of Engineers.

Section 402 of the Clean Water Act (NPDES)

The CWA was amended in 1972 to provide that the discharge of pollutants to waters of the United States from any point source is unlawful unless the discharge is in compliance with a National Pollution Discharge Elimination System (NPDES) permit. The NPDES permit program, as authorized by Section 402 of the CWA, was established to control water pollution by regulating point sources that discharge pollutants into waters of the United States (33 U.S. Code 1342). In California, the EPA has authorized the State Water Resources Control Board (SWRCB) permitting authority to implement the NPDES program.

Regulations (Phase II Rule) that became final on December 8, 1999, expanded the existing NPDES Program to address stormwater discharges from construction sites that disturb land equal to or greater than 1 acre and less than 5 acres (small construction activity). The regulations also require that stormwater discharges from small municipal separate storm sewer systems (MS4s) be regulated by an NPDES General Permit for Storm Water Discharges Associated with Construction Activity, Order No. 99-08-DWQ (i.e., the General Construction Permit). Based on this document, it is the responsibility of applicants to obtain coverage under the General Construction Permit and develop a storm water pollution prevention plan (SWPPP), which describes best management practices (BMPs) the discharger would use to protect stormwater runoff. The BMPs must be designed to prevent, to the maximum extent practicable, an increase in the sediment yield and flow velocity from pre-construction/pre-

development conditions, to assure that applicable water quality standards, including TMDL waste allocations, are met.

The SWPPP must contain a visual monitoring program, a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs, and a sediment-monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Routine inspection of all BMPs is required under the provisions of the Construction General Permit. On September 8, 2022, the SWRCB adopted a new NPDES General Permit for Storm Water Associated with Construction Activities (Order No. 2022-0057-DWQ, NPDES No. CAS000002), that became effective September 1, 2023, and superseded the previous Order 2009-0006-DWQ.

Section 404 of the Clean Water Act

Section 404 of the CWA established a permitting program to regulate the discharge of dredged or fill material into waters of the United States, which include wetlands adjacent to national waters (33 U.S. Code 1344). This permitting program is administered by the U.S. Army Corps of Engineers and enforced by the EPA. As stated above, based on the aquatic resources delineation (discussed in Chapter 4.3, Biological Resources of this Draft SEIR) there are no Waters of the U.S. within the Project area and therefore Section 404 of the CWA would not be applicable. However, the final aquatic resource impacts would be determined by the U.S. Army Corps of Engineers.

National Flood Insurance Program

The National Flood Insurance Act of 1968 established the National Flood Insurance Program in order to provide flood insurance within communities that were willing to adopt floodplain management programs to mitigate future flood losses. The Act also required the identification of all floodplain areas within the United States and the establishment of flood-risk zones within those areas. FEMA is the primary agency responsible for administering programs and coordinating with communities to establish effective floodplain management standards. FEMA is responsible for preparing Flood Insurance Rate Maps that delineate the areas of known special flood hazards and their risk applicable to the community. The program encourages the adoption and enforcement by local communities of floodplain management ordinances that reduce flood risks. In support of the program, FEMA identifies flood hazard areas throughout the United States on FEMA flood hazard boundary maps.

Federal Antidegradation Policy

The Federal Antidegradation Policy (40 CFR 131.12) requires states to develop statewide antidegradation policies and identify methods for implementing them. Pursuant to the Code of Federal Regulations, state antidegradation policies and implementation methods shall, at a minimum, protect and maintain: (1) existing in-stream water uses; (2) existing water quality where the quality of the waters exceeds levels necessary to support existing beneficial uses, unless the state finds that allowing lower water quality is necessary to accommodate economic and social development in the area; and (3) water quality in waters considered an outstanding national resource.

4.9.2.2 State

Senate Bill 610 and Senate Bill 221: Water Supply Assessments and Water Supply Verifications

Senate Bill (SB) 610 and SB 221, amended into state law effective January 1, 2002, improve the linkage between certain land use decisions made by cities and counties and water supply availability. The statutes require detailed information regarding water availability and reliability with respect to certain developments to be included in the

administrative record to serve as evidentiary basis for an approval action by the City or County on such projects. Under Water Code Section 10912(a), projects subject to the California Environmental Quality Act (CEQA) requiring a water supply assessment include residential development of more than 500 dwelling units; shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space; commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space; hotel, motel or both, having more than 500 rooms; industrial, manufacturing, or processing plants, or industrial parks planned to house more than 1,000 persons, occupying more than 40 acres of land or having more than 650,000 square feet of floor area; mixed-use projects that include one or more of the projects specified; or a project that would demand an amount of water equivalent to or greater than the amount required by a 500 dwelling unit project. A fundamental source document for compliance with SB 610 is the urban water management plan (UWMP), which can be used by the water supplier to meet the standard for SB 610. SB 221 applies to the Subdivision Map Act, conditioning a subdivision map with more than 500 dwelling units on the applicant verifying that the public water supplier has sufficient water available to serve the proposed development.

California Water Code Sections 10610 et seq., Urban Water Management Planning Act

California urban water providers are required by state law to develop a UWMP to ensure sufficient water supplies are available to meet the long-term needs of its customers during normal, dry, or multiple-dry years. The Urban Water Management Planning Act requires urban water suppliers, which provide water for municipal purposes to more than 3,000 customers or supply more than 3,000 acre-feet of water annually, to develop an UWMP every 5 years, in the years ending in 0 and 5.

In the Act, the California Legislature declared that the waters of the state are a limited and renewable resource subject to ever increasing demands; that the conservation and efficient use of urban water supplies are of a statewide concern; that successful implementation of plans is best accomplished at the local level; that conservation and efficient use of water shall be actively pursued to protect both the people of the state and their water resources; that conservation and efficient use of urban water supplies shall be a guiding criterion in public decisions; and that urban water suppliers shall be required to develop water management plans to achieve conservation and efficient use.

YVWD, the water supplier for the proposed Project, YVWD collaborated with other local agencies to create the 2020 Integrated Regional Urban Water Management Plan (2020 IRUWMP) in compliance with the requirements of the Act.

Sustainable Groundwater Management Act

On September 16, 2014, Governor Jerry Brown signed into law a three-bill legislative package—Assembly Bill 1739 (Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley) collectively known as SGMA, which requires governments and water agencies of high- and medium-priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. GSAs are required to begin implementing their GSPs upon their submittal to the DWR. If a basin's GSP is approved, plan implementation continues, and the GSA has 20 years to achieve sustainability within the basin. Through SGMA, the California DWR provides ongoing support to local agencies through guidance, financial assistance, and technical assistance. SGMA empowers local agencies to form GSAs to manage basins sustainably and requires those GSPs for crucial (i.e., medium to high priority) groundwater basins in California. The Yucaipa GSA is the GSA for the Yucaipa Groundwater Subbasin and is responsible for development

and implementation of the GSP which was published in January 2022 and approved by DWR in January 2024 (Dudek 2022).

California Porter-Cologne Water Quality Control Act

Since 1973, the California SWRCB and its nine RWQCBs have been delegated the responsibility for administering permitted discharge into the waters of California. The Project site falls within the jurisdiction of the Santa Ana RWCQB. The Porter-Cologne Water Quality Act (California Water Code Section 13000 et seq.; California Code of Regulations, Title 23, Division 3, Chapter 15) provides a comprehensive water-quality management system for the protection of California waters. Under the Act, "any person discharging waste, or proposing to discharge waste, within any region that could affect the quality of the waters of the state" must file a report of the discharge with the appropriate RWQCB. Pursuant to the Act, the RWQCB may then prescribe "waste discharge requirements" that add conditions related to control of the discharge. Porter-Cologne defines "waste" broadly, and the term has been applied to a diverse array of materials, including non-point source pollution. When regulating discharges that are included in the Federal Clean Water Act, the state essentially treats Waste Discharge Requirements and NPDES as a single permitting vehicle. In April 1991, the SWRCB and other state environmental agencies were incorporated into the California Environmental Protection Agency.

The RWQCB regulates urban runoff discharges under the NPDES permit regulations. NPDES permitting requirements cover runoff discharged from point (e.g., industrial outfall discharges) and nonpoint (e.g., stormwater runoff) sources. The RWQCB implements the NPDES program by issuing construction and industrial discharge permits.

Under the NPDES permit regulations, BMPs are required as part of a SWPPP. The EPA defines BMPs as "schedules of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce the pollution of Waters of the United States." BMPs include treatment requirements, operating procedures, and practices to control site runoff, spillage or leaks, sludge or waste disposal, or drainage from raw material storage" (40 CFR 122.2).

California Green Building Standards Code

Formerly known as the California Green Building Standards Code, Title 24, Part 11, of the California Code of Regulations, CALGreen is designed to improve public health, safety, and general welfare by using design and construction methods that reduce the negative environmental impact of development and to encourage sustainable construction practices. CALGreen provides mandatory direction to developers of all new construction and renovations of residential and non-residential structures with regard to all aspects of design and construction, including, but not limited to, site drainage design, stormwater management, and water use efficiency. Required measures are accompanied by a set of voluntary standards designed to encourage developers and cities to aim for a higher standard of development.

California Antidegradation Policy

The California Antidegradation Policy, otherwise known as the Statement of Policy with Respect to Maintaining High-Quality Water in California, was adopted by the SWRCB (State Board Resolution No. 68-16) in 1968. Unlike the Federal Antidegradation Policy, the California Antidegradation Policy applies to all waters of the state (e.g., isolated wetlands and groundwater), not just surface waters. The policy states that whenever the existing quality of a water body is better than the quality established in individual Basin Plans, such high quality shall be maintained, and discharges to that water body shall not unreasonably affect present or anticipated beneficial use of such water resource.

California Toxics Rule

The EPA has established water quality criteria for certain toxic substances via the California Toxics Rule. The California Toxics Rule established acute (i.e., short-term) and chronic (i.e., long-term) standards for bodies of water, such as inland surface waters and enclosed bays and estuaries, that are designated by each RWQCB as having beneficial uses protective of aquatic life or human health.

California Water Code

The California Water Code includes 22 kinds of districts or local agencies with specific statutory provisions to manage surface water. Many of these agencies have statutory authority to exercise some form of groundwater management. For example, a Water Replenishment District (Water Code Section 60000 et seq.) is authorized to establish groundwater replenishment programs and collect fees for that service, while a Water Conservation District (Water Code Section 75500 et seq.) can levy groundwater extraction fees. Through special acts of the Legislature, 13 local agencies have been granted greater authority to manage groundwater. Most of these agencies, formed since 1980, have the authority to limit export and control some in-basin extraction upon evidence of overdraft or the threat of an overdraft condition. These agencies can also generally levy fees for groundwater management activities and for water supply replenishment.

Assembly Bill 3030 – Groundwater Management Act

In 1992, Assembly Bill 3030 was passed, which increased the number of local agencies authorized to develop a groundwater management plan and set forth a common framework for management by local agencies throughout California. These agencies could possess the same authority as a water replenishment district to "fix and collect fees and assessments for groundwater management" (Water Code Section 10754), provided they receive a majority of votes in favor of the proposal in a local election (Water Code Section 10754.3).

4.9.2.3 Local

General Waste Discharge Requirements for De Minimus Discharges

On June 19, 2015, the Santa Ana RWQCB adopted the General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (De Minimus) Threat to Water Quality (Order No. R8-2015-0004, NPDES No. CAG998001). This permit regulates the discharge of groundwater and non-storm water construction dewatering waste to surface waters (including estuarine and ocean waters) that pose an insignificant threat to water quality in the Santa Ana Region. Under this permit, discharges must comply with discharge specifications, receiving water and groundwater limitations, and monitoring and reporting requirements detailed in the permit.

The County of Riverside is a co-permittee under the NPDES Permit, in compliance with Order No. R8-2010-0033, for the Riverside Couty Flood Control and Water Conservation District (RCFCWCD) (i.e., County of Riverside MS4 permit). The NPDES permit sets limits on pollutants being discharged into waterways and requires all new development and significant redevelopment to incorporate low-impact development (LID) features, as laid out in the County of Riverside 2011 Design Handbook for Low Impact Development Best Management Practices (County of Riverside 2011). Priority projects in the County of Riverside are required to develop and implement a Water Quality Management Plan (WQMP) to minimize pollutants, maintain and reduce downstream erosion, as well as maintain stream habitat from all new development. The Santa Ana RWQCB has established the Water Quality

Management Plan, A Guidance Document for the Santa Ana Region of Riverside County (SARWQCB 2012), (i.e., the 2012 Riverside County WQMP Template and 2016 Guidance document), as a template for completing WQMPs.

Riverside County Special Flood Hazard Areas- Ordinance 458

The Board of Supervisors of the County of Riverside adopted Ordinance 458 to promote public health, safety, and welfare as well as minimize public and private costs caused by flooding through regulating development within the special flood hazard areas in the County. The State of California DWR created 1%-annual chance floodplain maps for many areas that FEMA had not studied. The County of Riverside [unincorporated] is one of the few communities that have adopted them as part of Ordinance 458.

Riverside County Well Permitting Policies and Procedures- Ordinance 682

Wells drilled within the jurisdiction of the County of Riverside are regulated through Ordinance No. 682 (the Ordinance; codified in Chapter 13.20, Water Wells, of the Riverside County Code), which provides the minimum standards for well construction, reconstruction, destruction, and abandonment. Riverside County Department of Environmental Health (DEH) enforces the provisions of the ordinance through Chapter 13801(c) of the California Water Code. The purpose of the Ordinance is to provide safe water to the County of Riverside and protect groundwater resources. The standards for well construction, reconstruction, abandonment, and destruction are adopted from the California DWR Bulletin No. 74-81 and 74-90 (California Well Standards). The Ordinance requires that a permit application be filed with the County of Riverside DEH before the construction of a production or injection water well, cathodic protection well, monitoring well, or geothermal heat exchange well. Wells must be drilled by a C-57 contractor registered with the County of Riverside DEH. The County of Riverside DEH reviews permits to ensure compliance with California Well Standards and the Ordinance and may inspect the construction of each well to evaluate compliance with these permit conditions. Among the inspection criteria are set back distances, surface construction features, disinfection standards, water quality testing, and minimum well production standards. The County of Riverside DEH may deny a well permit if the permit does not meet the required standards. If wells are drilled, a well completion report, or well log, must be submitted to the Riverside DEH within 60 days of well completion (Dudek 2022).

City of Calimesa 2014 General Plan

The 2014 General Plan for the City of Calimesa includes goals and policies related to hydrology and water quality. The following goals and policies as well as applicable action items from the General Plan apply to the Project:

Goal IPS-1: Ensure that existing and future land uses have an adequate water supply system.

Goal IPS-3: Ensure that adequate flood control facilities are provided prior to or concurrent with development.

- Policy IPS.1: The City will work with water providers and developers to ensure that water supply and delivery systems are capable of meeting normal and emergency needs.
- Policy IPS-4: Require the designation, preservation, maintenance, and acquisition of land and improvements necessary for flood control facilities, in accordance with the City's Master Flood Control and Drainage Plan.

Goal RM-2: Conserve water resources and improve water quality.

Policy RM-4: Require the practice of proper soil management techniques to reduce erosion, sedimentation, and other soil-related problems.

Policy RM-5: Require erosion control measures such as soil binders, revegetation, slope covers, and other practices that reduce soil erosion due to wind and water.

Policy RM-9: Support water conservation efforts to ensure a reliable water supply through water efficiency, capture, and reuse.

Policy RM-10: Local drainage courses should be retained in their natural condition to the extent feasible.

Goal SAF-1: Minimize injury, loss of life, property damage, and other impacts caused by safety hazards of all types.

Policy SAF-4: Ensure that development does not divert stormwater runoff onto adjacent properties or cause alteration of natural drainage courses that cannot be adequately handled by existing drainage facilities or the flood control improvements proposed with the development.

Policy SAF-5: New development shall not be permitted to cause alteration of natural drainage courses that could result in adverse impacts to other properties.

Policy SAF-6: All development shall comply with the flood control requirements of the City, as well as of the county, state, and federal governments.

Calimesa Municipal Code

The Calimesa Municipal Code (CMC) consists of all ordinances adopted by the City that are of a general and permanent nature. With respect to hydrology and water quality, the following CMC chapters or sections are applicable to the Project. Chapter 16.10, Stormwater/Urban Runoff Management and Discharge Controls of the CMC contains regulations that address stormwater management for new development. Chapter 16.10 includes requirements that address reducing pollutants in storm water discharges to protect and enhance the water quality of local watercourses. In addition to compliance with existing regulatory requirements of the Clean Water Act, Porter Cologne Water Quality Control Act, and applicable municipal NPDES permits, CMC Section 16.10.100 specifies that new development and significant redevelopment control stormwater runoff through the identification of BMPs in a water quality management plan prior to the issuance of grading or building permits for the project.

Chapter 15.65 Floodplain Management Ordinance provides regulations to minimize public and private losses due to flood conditions. Projects located within special flood hazard areas as identified by FEMA are required to obtain development permits. Construction within the special flood hazards areas is required to use standards of constructions set forth in CMC including construction standards (Chapter 15.65.120), standards for subdivisions or other proposed new development (Chapter 15.65.130), standards for utilities (Chapter 15.65.160), floodways (Chapter 15.65.170).

Section 18.15.190, Specific plan, of the CMC, details the City requirements with respect to the specific plan process, which provides a planning framework to implement the General Plan in a more specific and targeted way. A specific plan serves as a regulatory document that, in case of conflict, takes precedence over more general provisions. Specific plan zoning can be applied to any area in the City, with the City Council serving as the review authority. Applications, reviews, and public hearings for specific plans follow guidelines outlined in the Municipal Code. A specific plan or its amendment can only be approved if it aligns with the General Plan's goals and doesn't

harm public interest, health, safety, and convenience. If approved, the Project would replace the 2017 Specific Plan.

4.9.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts to hydrology and water quality are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to hydrology and water quality would occur if the Project would:

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 a substantial erosion or siltation on- or off-site;
    ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
    iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
    iv) impede or redirect flood flows.
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

4.9.4 Impacts Analysis

4.9.4.1 Summary of Previous Impact Analysis

Mesa Verde Estates Specific Plan EIR (2007)

The 2007 Final Environmental Impact Report (EIR) determined that for the phased construction phases, a number of individual SWPPPs would be required to be prepared and modified over time to adapt to changing regulations. However, effective management of these SWPPPs as required by mitigation would reduce potential construction impacts to a less than significant level.

During operation, the 2007 Final EIR noted that the increase in impervious surfaces due to development could result in a significant impact to local streams and creeks. However, recommendations of the site-specific hydrology study prepared for the proposed Project in 2005 included construction of detention basins consistent with local stormwater runoff control requirements to mitigate potential significant impacts. The 2007 Final EIR did not include any substantive changes related to hydrology and water quality.

Addendum to the Mesa Verde Specific Plan EIR (2017)

The 2017 Addendum determined that the proposed changes to the 2007 Final EIR would not represent any new or substantially great impacts related to hydrology and water quality. The mitigation measures from the approved 2007 Project would still be applicable to the proposed changes and sufficient to reduce impacts to less than significant levels.

4.9.4.2 Project Impact Analysis

Threshold 4.9a ***Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

Short-Term Construction Impacts

Less-than-Significant Impact with Mitigation. Similar to the previously approved project, the proposed Project would include substantial earthwork activities over the phased implementation of the Project that would expose soils to the effects of erosion. Grading and earthmoving activities during construction could result in exposure of soils (including stabilized soils from previous grading phases) to wind, rain, and movement by equipment, which could result in erosion of surface material, or erosion due to stormwater runoff carrying sediment off site. These impacts would apply to construction within the Project site boundary and adjacent off-site improvement areas (Figure 3.12-a, Off-Site Impact Area).

According to the 2004 and 2014 geotechnical reports, the depth to groundwater on the Project site is more than 50 feet below ground surface; therefore, no dewatering activities are anticipated to be required on the Project site. Minor amounts of perched groundwater overlying dense bedrock or fine-grained material may be encountered; therefore, temporary diversion of perched groundwater and/or drying of wet soils may be necessary during winter/rainy season moths during installation of canyon subdrains or placement of compacted fill materials (Appendix E-1). Because construction activities would not directly interact with exposed groundwater, no direct degradation of groundwater quality is expected to occur. If any groundwater would be encountered during construction activities, the Project would be required to comply with the NPDES Permit for General Waste Discharge Requirements for De Minimis Discharges. This permit regulates the discharge of groundwater and non-stormwater construction dewatering waste to surface waters that pose an insignificant threat to water quality in the Santa Ana Region. Under this permit, discharges must comply with discharge specifications, receiving water and groundwater limitations, and monitoring and reporting requirements detailed in the permit.

Further, as shown on Figure 3-6, Roadway Cross Sections, the Project includes construction of a clear-span bridge across the tributary to San Timoteo Creek. The bridge would be designed to avoid drainages and would not include earthwork or footings or other structures within the designated limits of the surface water. Therefore, the majority of construction activities would not directly interact with flowing surface waters because construction activity would avoid these features. However, the Project would require improvements to three existing culverts beneath Sandalwood Drive and beneath Mustang Way. These existing culverts would undergo the following improvements:

- Sandalwood Drive (Culvert 02 located near Mustang Way). The existing culvert is a 5-foot wide by 4-foot-high box culvert, approximately 283-feet long, with a solid concrete bottom. The Project would extend the culvert in kind by approximately 15 to 20 linear feet. The existing downstream headwall would be removed and a new concrete headwall with rip rap would be constructed at the end of the newly extended culvert. No improvements are anticipated at the northeast end of this culvert.

- Sandalwood Drive (Line 02 located near Mustang Way). The existing 78-inch reinforced concrete pipe (RCP), which uses the same headwall as Culvert 02, is connected to a 42-inch RCP underneath Sandalwood Drive. The Project would extend the existing 78-inch RCP in kind by approximately 15 to 20 linear feet.
- Mustang Way (Culvert 01 located south of Mesa View Middle School). The existing culvert is a 6-foot wide by 4-foot high box culvert, approximately 149 feet long, with a solid concrete bottom. The Project would extend the culvert in kind by approximately 100 to 105 linear feet. The existing downstream headwall would be removed and a new concrete headwall with rip rap would be constructed at the end of the newly extended culvert. No improvements are anticipated at the northeast end of this culvert.

These modifications to the existing culverts are captured within the larger grading footprint for the Project, as shown in Figure 3-4, Conceptual Mass Grading Plan, and would be constructed in compliance with the RCFCWCD requirements and standard drawings for drainage infrastructure, and would not substantially alter the existing drainage pattern of these drainages. At the outflow of each culvert, engineered rip-rap would be placed to diffuse the flows prior to making contact with natural soils, thereby reducing the potential for erosion or scour in accordance with RCFCWCD requirements. Impacts to drainages under the jurisdiction of the Santa Ana RWQCB and/or California Department of Fish and Wildlife and their associated mitigation requirements are described in Section 4.3, Biological Resources of this SEIR.

Water quality impacts to surface waters could also occur through earthwork and construction equipment and activities occurring on the Project site and adjacent off-site improvement areas (Figure 3.12-a, Off-Site Impact Area). Environmental factors that affect erosion include topographic, soil, and rainfall characteristics. Erosion and sedimentation can affect water quality and can interfere with photosynthesis; oxygen exchange; and the respiration, growth, and reproduction of aquatic species. Additionally, other pollutants, such as trace metals and hydrocarbons from construction activities, as well as construction materials (e.g., paint, stucco); chemicals, liquid products, and petroleum products used in building construction or the maintenance of heavy equipment; and concrete-related pollutants, can attach to sediment and be transported into downstream drainages during rain events, including the waterbodies identified in Figures 4.9-1 and 4.9-2, which could contribute to the degradation of water quality. Furthermore, during grading and temporary stockpiling of soil, there is the potential for soil migration to off-site properties via wind (also see Section 4.2, Air Quality, of this SEIR for further discussion of construction-generated air quality impacts).

Similar to the previously approved project, construction activities for the proposed Project, including within the Project site boundary and adjacent off-site improvement areas (Figure 3.12-a, Off-Site Impact Area), are required to follow the requirements of the current NPDES General Construction Permit. Adherence to the General Construction Permit requires preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) with BMPs, such as gravel bags, straw wattles, and covering of soil stockpiles, would include erosion control and water quality protection measures for all construction activities at the Project site. Incorporation of these BMPs would protect water quality of receiving waters and remain similar to what was analyzed in the previously approved project. Further, the Project must implement, at a minimum, the BMPs identified in the County MS4 Permit and CMC requirements related to erosion control (Section 18.70.170), slopes (Section 18.70.180), and soils (Section 18.70.190), which includes erosion control and sediment control strategies for construction sites. Compliance with the Construction General Permit and MS4 Permit requirements would minimize impacts related to erosion and loss of topsoil during construction, resulting in less than significant impacts.

As discussed in Chapter 3, Project Description, of this Draft SEIR, the Project would be implemented from east to west in phases over approximately 20 years, with each phase focusing on specific planning areas within the Project

site. As described in Section 3.8.1, Grading Phasing Plan and Section 3.8.2, Occupancy Phasing Plan, the Project would result in grading over four phases over time and occupancy over five phases over time. Although the Construction General Permit, County MS4 Permit, and CMC requirements set forth requirements for minimization of erosion and loss of topsoil, graded land that would remain undeveloped over the course of years could result in erosion due to exposure to wind and rain events and potential impacts would be significant. As discussed below in Section 4.9.6.1, the 2017 Mitigation Monitoring and Reporting Program (MMRP) included mitigation measures WQ-1 and WQ-2, which included measures the requirement to prepare a SWPPP and requirement to ensure that the SWPPP complies with state and federal laws.

This SEIR includes MM-GEO-1 (see SEIR Section 4.6, Geology and Soils), which replaces WQ-1 and WQ-2 and includes augmented/additional requirements related to wind and water erosion. Further, MM-BIO-1 (see section 4.3, Biological Resources) includes additional requirements related to protection of water quality during construction activities. These mitigation measures would apply to construction within the Project site boundary and adjacent off-site improvement areas (Figure 3.12-a, Off-Site Impact Area). With implementation of MM-GEO-1 and MM-BIO-1, potential short-term construction-related impacts related to violation of any water quality standards or waste discharge requirements or other degrade surface or ground water quality would be less than significant, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Long-Term Operational Impacts

Less than Significant Impact With Mitigation. Similar to the previously approved project, the proposed Project would result in an increase in impervious surfaces under each development phase, and potential for increased pollutants associated with the proposed land uses. The proposed Project would amend certain development features of the 2017 Specific Plan, such as the mix of land use types, and the overall graded footprint of the Project would be increased by approximately 61.4 acres when compared to the previously approved project (refer to Figure 3-13, Grading Plan Comparison in Section 3.6 of this Draft SEIR). As shown, the proposed Project's grading footprint would result in approximately 117.8 acres of increased grading in certain areas of the Project site, and in 56.7 acres of reduced grading in other areas of the Project site, resulting in a net change of 61.1 acres of increased grading. The previously approved project would have resulted in approximately 1,060.0 acres of graded land within a development footprint, compared to the proposed Project's 1,121.1 acres of grading.

As shown on Table 3-7 in Chapter 3, Project Description, the Project proposes to make the following changes in land uses when compared to the 2017 Specific Plan: retain 3,650 residential units on a decrease of 260.7 acres; reduce mixed-use by 27.1 acres; decreased school acreage by 3.4 acres; increase roads by 13.5 acres; introduce 241.9 acres of new business park/industrial land use; introduce 4.4 acres of new commercial land use; and introduce 5.3 acres of new public works facilities/fire station land use, increase the water tank site by 0.3-acre, and introduce two lift station lots totaling 1.5 acres. Additionally, the Project would increase open space acreage by 7.5 acres and would increase public parks by 2.4 acres and increase private recreation by 7.9 acres. The proposed Project would eliminate the previously contemplated creation of a Roberts Road extension to the north of the Project site. In addition, the Project would not implement the previous off-site alignment of Street "F" which was previously proposed to connect to the northern Roberts Road extension. New proposed off-site improvements would include a fuel modification zone, roadway improvements to County Line Road and 7th Street, and a potable/recycled water pipeline to Avenue L (Figure 3.12a, Off-Site Impact Area).

During storm events, in the absence of proper water quality controls, pollutants from paved areas could be discharged to downstream drainages and ultimately the Santa Ana River. From residential land uses, the majority of pollutants entering the storm drain system could be dust, litter, pesticides and herbicides, fertilizers, nutrients

(e.g. bacteria from pet waste), and possibly residual petroleum products (e.g., motor oil, gasoline, diesel fuel) and metals from vehicle use. Pollutants from commercial land uses may contribute additional trash. Pollutants from industrial/business park may include spills, leaks or debris from loading docks, raw materials, process liquids, grease, oil wastes, heavy metals, or other pollutants from materials storage areas, and industrial equipment wash water. Between periods of rainfall, surface pollutants tend to accumulate on surfaces and then runoff from the first significant storm of the year ("first flush"), which would likely have the largest concentration of pollutants. Therefore, in the absence of proper water quality control features, the Project could result in polluted runoff due to the introduction of new land uses, and increased impervious surfaces, such that water quality could be adversely affected.

The RCFCWCD administers the NPDES MS4 Permit program for the Project site, thus the proposed Project is required to follow design guidelines of the "Design Handbook for Low Impact Development Best Management Practices" (RCFCWCD 2011). Water quality BMPs including the construction and implementation of low impact design (LID) features (e.g., bioretention basins and proprietary biotreatment basins [i.e. basins equipped with proprietary media]) would be required for all new development at the Project site, as depicted in Figure 4.9-5, Water Quality BMP Site Plan. The Project site has been divided into on-site drainage areas and off-site drainage areas tributary to the Project Site based on the preliminary grading of the proposed development. The delineation resulted in the development of 10 major drainage areas which in turn have been subdivided into a total of 30 sub-areas. Each major drainage area is tributary to a single collection point. These collection points are referred to as CP1-CP10 and are the same collection points as defined for the pre-development condition, as shown in Figure 4.9-4 and Figure 4.9-7, Post Development Hydrology.

As discussed above and as shown in Figure 4.9-4, the Project site has areas draining towards the southwest (i.e. drainage areas CP2, CP5A, CP5B, CP7, CP8, CP9, and CP10) that eventually drain to San Timoteo Creek, and areas draining towards the northwest (i.e. drainage areas CP1, CP3, CP4, CP6) that eventually drain to Yucaipa Creek located north of the Project site. For development of the water quality BMPs, each planning area is assigned its own drainage management area (DMA) with unique characteristics based on the surface type (e.g. natural/slope areas; mixed surfaces of landscaping, roof, and concrete, etc.). In total, the Project site has been divided into 130.49 acres of Type A (Natural/Slope) areas; 1,028.28 acres of Type D (Mixed Surfaces), and 692.24 acres of N/A (Existing Condition), totaling approximately 1,851 acres (Appendix G-1). The Type A (Natural/Slope) areas are considered self-treating and would not drain to a basin. The Type D (Mixed Surfaces) areas would drain to one of 14 basins for detention and water quality treatment. Runoff from each of the Project's DMAs would be addressed via traditional bioretention basins or proprietary biotreatment basins (basins equipped with proprietary media) located within each DMA. Each basin within a DMA would be employed for water quality and flood control. Since the Project is in the preliminary stage of design, the manufacturer, exact locations, and selected BMP for each DMA would be finalized through the final map (Appendix G-1).

Table 4.9-1, Basin Sizing for LID, presents the required design capture volume and design flow rate for each DMA, which are required to meet the minimum requirements per RCFCWCD standards.

Table 4.9-1. Basin Sizing for LID

DMA Type/ID	DMA Area (square feet)	Effective Impervious Fraction, If	Design Capture Volume (cf)	Design Flow Rate (cfs)	Minimum Bioretention Footprint (sf)	Minimum Proprietary Biotreatment Footprint (sf)
A3A	3,615,044	61.0%	98,691	6.97	69,014	3,169

Table 4.9-1. Basin Sizing for LID

DMA Type/ID	DMA Area (square feet)	Effective Impervious Fraction, If	Design Capture Volume (cf)	Design Flow Rate (cfs)	Minimum Bioretention Footprint (sf)	Minimum Proprietary Biotreatment Footprint (sf)
A4A	12,002,522	67.3%	366,677	25.90	256,418	11,773
A4B	661,241	0.2%	1,719	0.12	1,202	55
A4D	3,807,144	74.4%	133,631	9.44	93,448	4,291
A4E	4,744,991	73.4%	163,465	11.55	114,311	5,248
A5B	4,645,238	67.7%	141,912	10.02	99,239	4,556
A5C	396,832	65.0%	11,607	0.82	8,117	373
A5D	4,404,787	88.9%	203,281	14.36	142,154	6,527
A6L59	137,650	76.6%	5,010	0.35	3,504	161
A9A	896,465	83.0%	37,293	2.63	26,079	1,197
A9B	2,609,680	79.7%	101,778	7.19	71,173	3,268
A10AL55	215,186	40.0%	3,916	0.28	2,739	126
A10B	1,028,452	42.2%	19,386	1.37	13,557	622
A10C	814,572	40.0%	14,825	1.05	10,367	476
A10D	1,309,414	76.6%	47,663	3.37	33,331	1,530
A10F	1,198,771	66.7%	35,843	2.53	25,065	1,151
A10G	199,505	36.8%	3,372	0.24	2,358	108
A10H	2,104,384	76.1%	75,232	5.31	52,610	2,416
TOTAL	**44,962,196**	**100%**	**1,465,855**	**103.54**	**1,025,073**	**47,065**

Source: Appendix G-1

A cross-section of the typical basin is depicted in Figure 4.9-6, Conceptual Basin Cross-Section. As shown, the water quality treatment that would be applied to all stormwater runoff at the Project site would occur through the basins. As shown in the conceptual illustration, runoff would be channeled into the basins that would have a maximum ponding depth of 0.5-feet deep. The water surface level would be above approximately 3- to 4-feet of mulch cover with a bioretention soil media or proprietary media over washed aggregate (e.g. pebbles, gravel, rocks). A non-woven geotextile permeable membrane would be installed between the bioretention soil media and the washed aggregate. The washed aggregate would surround a perforated drainpipe that would lead to the storm drain outlet, which would daylight onto engineered rip-rap outlet protection prior to contacting existing ground surface. The water quality basin BMPs would achieve the minimum design capture volume and design flow rate required for each DMA (Appendix G-1). Incorporation of these basins BMPs would adequately address water quality for the Project site to ensure that runoff would not interfere with the ability to meet the TMDLs assigned to downstream waters and NPDES stormwater regulations consistent with NPDES MS4 Permit requirements.

Long-term maintenance of all storm drainage and basin facilities would be required to ensure continued compliance with NPDES MS4 Permit requirements. As stated in Section 7, Implementation of the Specific Plan Amendment, the storm drain facilities and basins would be maintained by the Master Homeowner's Association, Maintenance District, Riverside County Flood Control, and/or the Commercial Business Owner's Association.

In accordance with the NPDES MS4 Permit requirements, a preliminary WQMP has been prepared for the Project, as included in Appendix G-1 of the Draft SEIR. Improvements to County Line Road are considered a Priority Development Project under the County of Riverside MS4 Permit and the County's Model Water Quality Management

Plan and are therefore subject to requirements to implement post-construction LID BMPs to address runoff pollutants of concern to the maximum extent practicable. BMPs proposed for County Line Road improvements would take into consideration right-of-way constraints, existing utilities and maintenance feasibility. Selected BMPs must be approved by the City Engineer and in general, include infiltration BMPs, traditional biotreatment BMPs and proprietary biotreatment BMPs.

Upon Project approval, the Applicant/Developer will be required to prepare a final project-specific WQMP as part of detailed project design, incorporating the LID BMPs into the WQMP that satisfy the requirements of the MS4 Permit. Each structural BMP must be identified on grading or site improvement plans that would be submitted to the City for review and approval in association with the issuance of grading plans, improvement plans, and/or building permits (SARWQCB 2012). Following completion of construction activity, a final Stormwater BMP Facility Operation and Maintenance Plan must be prepared to formally transfer responsibility and maintenance to the appropriate entity. The Stormwater BMP Facility Operation and Maintenance Plan must be reviewed and approved by the City prior to issuance of a certificate of occupancy (SARWQCB 2012).

Compliance with regulations would mandate the development and implementation of Planning Area-specific WQMPs with post-construction LID BMPs, to ensure effective control and treatment of incidental releases to the environment of pollutants of concern associated with Project's land uses.

According to the Phase I Environmental Site Assessment, there are existing groundwater wells on the Project site (Appendix F). In addition, pursuant to the Water Supply Assessment prepared for the Project by the YVWD, the Project would require the installation of two new on-site groundwater injection/extraction wells for the storage and extraction of drinking water for the Project site (Appendix K-1). The Project includes areas that can be set aside for the development of these wells by the YVWD, subject to the Development Agreement that would be developed as part of the proposed Project. The final locations of the wells would be determined in coordination with the YVWD and the wells would be constructed by the YVWD in accordance with applicable State and local standards and requirements.

As discussed in Section 4.9.2.3, Public Resources Code (PRC) Section 3208.1 establishes well re-abandonment responsibility when a previously plugged and abandoned well will be impacted by planned property development or construction activities. CCR 1723, Plugging and Abandonment- General Requirements, sets forth the requirements for the plugging of oil and gas zones to prevent the degradation of usable waters and protect public health and safety. California Department of Geologic Energy Management (CalGEM) advises that all wells identified on a property prior to, or during, development activities be tested for liquid and gas leakage. As such, MM-HAZ-2 is required to address potential hazards associated with the previous oil well operations and ensure adequate abandonment in accordance with CalGEM regulations. MM-HAZ-2 requires that, prior to issuance of a grading permit, the Project Applicant shall retain a California-registered design professional, such as a licensed civil engineer and/or licensed petroleum engineer to evaluate the exact location, condition, and abandonment status of the well on the Project site, evaluate the potential for gas leakage, and ensure that the abandonment is conducted in compliance with CalGEM standards.

As discussed above in Section 4.9.2.3, water wells drilled within the jurisdiction of the County of Riverside are regulated through Ordinance No. 682, which provides the minimum standards for well construction, reconstruction, destruction, and abandonment. In accordance with MM-HAZ-3, prior to issuance of a grading permit for applicable phase(s) of development, the Applicant/Developer must ensure that the on-site water wells are abandoned in accordance with the appropriate Riverside County DEH procedures, per County Code Chapter 13.20 and the California Well Standards (i.e., California DWR Bulletin No. 74-81 and 74-90).

In accordance with Ordinance No. 682, a permit application must be filed with the County of Riverside DEH before well construction. The County of Riverside DEH reviews permits to ensure compliance with California Well Standards and the Ordinance and may inspect the construction of each well to evaluate compliance with these permit conditions. Among the inspection criteria are set back distances, surface construction features, disinfection standards, water quality testing, and minimum well production standards. When wells are drilled, a well completion report, or well log, must be submitted to the Riverside DEH within 60 days of well completion (Dudek 2022). The Project would be required to comply with the applicable Riverside County well permitting policies and procedures, as well as MM-HAZ-2 for water well removal and MM-HAZ-3 for oil well abandonment, which would minimize potential impacts related to groundwater quality. As discussed below in Section 4.9.6.1, the 2017 MMRP included mitigation measure WQ-3, which required detention basin sizes and locations to be constructed in accordance with the recommendations provided in the Mesa Verde Estates Hydrology Study dated May 2016. Measure WQ-3 has been replaced with MM-HYD-1, which requires preparation of a Final Water Quality Management Plan that would be subsequently reviewed and updated, as necessary, prior to the issuance of a grading permit for each phase. MM-HYD-1 would apply to construction within the Project site boundary and adjacent off-site improvement areas (Figure 3.12-a, Off-Site Impact Area), as off-site improvements to County Line Road and 7th Street would result in an increase in impervious surfaces and associated stormwater runoff. No new impervious surfaces would be created as a result of the proposed off-site YVWD sewer line connection and potable/recycled water pipeline to Avenue L.

With incorporation of MM-HYD-1 and MM-HAZ-2 and MM-HAZ-3, the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality for long-term operations, and impacts would be less than significant, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.9b ***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?***

Less-than-Significant Impact. In general, impacts to groundwater supplies could occur through the pumping of groundwater for uses associated with the Project and/or from increased impervious surfaces that prohibit infiltration of stormwater flows into the subsurface groundwater basin. Similar to the previously approved project, the proposed Project would require potable water supplies to be provided by the YVWD and would also create impervious surfaces, as discussed above under Threshold 4.9a.

As discussed in Section 4.17, Utilities and Service Systems in this Draft SEIR, the Yucaipa Groundwater Subbasin includes local groundwater produced from the principal aquifer in the Yucaipa Subbasin, imported State Water Project (SWP) water from the San Bernardino Valley Municipal Water District and San Gorgonia Pass Water Agency, surface water diverted from Oak Glen Creek, recycled water from the WRWRF, and captured stormwater at the Oak Glen Creek spreading basins (and Wilson Creek basins during significant runoff events) (Dudek 2022). Beneficial uses of groundwater include municipal and domestic supply, industrial and commercial, agricultural and environmental uses. The YVWD diverts surface water from Oak Glen Creek and Birch Creek to the Oak Glen Filtration Plant located in the Oak Glen subbasin. Recycled water produced from the WRWRF is served to YVWD customers via the recycled water distribution system for irrigation purposes only or is discharged to San Timoteo Creek at a point upstream of the Yucaipa Subbasin.

Potable Water Impacts on Groundwater Supplies

There are two identified existing water wells on the Project site. However, as discussed above, these wells would be abandoned in accordance with MM-HAZ-3 (discussed in Section 4.8, Hazards and Hazardous Materials of this SEIR) and would not be used for the purposes of groundwater extraction. The closest existing off-site well to the Project is South Mesa Well #5 owned by the South Mesa Water Company, which is located off-site within 50 feet of the Project boundary, and adjacent to the east side of Mustang Road near the southeast corner of the Mesa View Middle School property. The proposed Project would not physically alter or otherwise impact the functionality of South Mesa Well #5.

As discussed above, the Project would require the installation of two on-site groundwater injection/extraction wells for the storage and extraction of drinking water for the Project site (Appendix K-1). The Yucaipa GSA is the GSA for the Yucaipa Groundwater Subbasin and is responsible for development and implementation of the GSP, which was published in January 2022 and approved by DWR in January 2024 (Dudek 2022). The GSP plays a crucial role in managing the Yucaipa Subbasin's groundwater resources by establishing management strategies that balance groundwater extraction with recharge. The GSP was developed based on comprehensive assessments of the groundwater basin's conditions, including its hydrogeology, current and future water demands, and potential impacts of climate change. By setting sustainable management criteria, monitoring groundwater levels and production, and implementing measures such as recharge projects and management actions, the GSP aims to prevent over-extraction and degradation of water quality. Operation of the northern well (likely to be located in Planning Area 67), including extraction activities, would be subject to the management strategies set forth in the GSP. Although the southern well (likely to be located in Planning Area 65) would be outside of the Yucaipa Subbasin and thus, would not be subject to the GSP, ongoing recycled water injections would be monitored by the YVWD to ensure that extraction activities do not substantially deplete groundwater supplies. As discussed under Threshold 4.9(a) above, in accordance with Ordinance No. 682, a permit application must be filed with the County of Riverside DEH before well construction. The County of Riverside DEH reviews permits to ensure compliance with California Well Standards and the Ordinance and may inspect the construction of each well to evaluate compliance with these permit conditions. Among the inspection criteria are set back distances, surface construction features, disinfection standards, water quality testing, and minimum well production standards. When wells are drilled, a well completion report, or well log, must be submitted to the Riverside DEH within 60 days of well completion (Dudek 2022). The Project would be required to comply with the applicable Riverside County well permitting policies and procedures.

Water supply for the Project would include use of recycled water through the extension of reclaimed recycled water lines into the interior of the site as part of dual water system that provides both potable and recycled water. YVWD's drinking water supply consists primarily of groundwater pumped from 17 wells located throughout the YVWD service area which in 2020, provided about 62.7 percent of the total potable water supply (WSC 2021). Imported water treated at the Yucaipa Valley Regional Water Filtration Facility provided 35.8 percent of the drinking water supply. Surface water treated at the Oak Glen Surface Water Treatment Plant provided the remaining 1.5 percent of the drinking water supply. Recycled water from the WRWRF and recycled microfiltration backwash produced at Yucaipa Valley Regional Water Filtration Facility provided 16.5 percent of YVWD's total water demand in 2020, decreasing the potable water use by 2,234.48 AF (WSC 2021). According to the YVWD 2020 UWMP, YVWD has the ability to meet current and projected water demands through 2045 during normal, historic single-dry and historic multiple-dry year scenarios with surpluses projected in all scenarios with a minimum of at least 42,770 acre-feet (fifth year of a multiple dry year scenario in 2035) (WSC 2021). As discussed in Section 4.17, Utilities and Service Systems and as demonstrated through the YVWD Water Supply Assessment, the YVWD has determined that currently available and planned sufficient supplies exist to provide the drinking water and recycled water to the Project, in

addition to other planned demands expected by the District during normal, single dry and multiple dry years during the next twenty years. With the required construction of two on-site groundwater injection/extraction wells, the Project would not require new off-site sources of groundwater supply. In summary, the Project would not substantially decrease groundwater supplies through increases in demand for the pumping of groundwater for uses associated with the Project such that the project may impede sustainable groundwater management of the basin, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Recharge and Infiltration Impacts on Groundwater Supplies

The Project site is currently largely vacant and undeveloped, with the exception a portion of Sandalwood Drive. Soils within the Project site predominantly consist of three basic units. The predominant unit is the San Timoteo Formation, which underlies the entire site and can be considered the bedrock unit and consists of firm materials that would provide good foundation support. The bedrock is overlain by ancient soils and young alluvium (Appendix D-1). Implementation of the Project would introduce substantial amounts of impervious surfaces to the Project site, which would prevent stormwater runoff from entering underlying soils.

Once developed, the Project would allow for incidental infiltration of runoff in pervious surfaces (e.g. parks, lawns, landscaping areas). As stated in the Project's Water Quality Management Plan, the Project site is located within favorable soil areas for infiltration (Hydrologic Soils Group Type A and Type B). However, the existing site consists of steep canyons and valleys that would be cut and filled to create graded pads and manufactured slopes to support the proposed development. Therefore, the Project site would not support the use of infiltration BMPs due to the presence of fill materials throughout the developed portions of the Project site (Appendix G-1).

Due to the grading activities that would require excavation and placement of compacted fill in the developed areas of the site, the site is generally not conducive to infiltration and has the potential to significantly affect groundwater infiltration and recharge in the Yucaipa Subbasin (DWR Basin No. 8-002.07). The Yucaipa Subbasin is recharged via four primary sources (Appendix G-2):

- Deep percolation of precipitation;
- Return flows from irrigation, septic systems, and municipal system leaks;
- Infiltration of surface water through primary creeks that traverse the Subbasin; and
- Imported water recharged through a series of spreading basins in the North Bench Management Area.

There are no "primary" drainage features that traverse the Project site, and the Project would not impact operations of the North Bench Management Area spreading basins or the proposed County Line Road recharge facility in the Calimesa Management Area. Because of this, the potential impacts of the Project on long-term sustainability of the Yucaipa Subbasin were quantified by calculating the loss of precipitation and return flow recharge to the Subbasin through Project implementation. Groundwater recharge to the Subbasin from precipitation, return flows, and surface water infiltration is estimated to range from approximately 18,636 to 41,080 AFY, and average approximately 25,626 AFY. Of this total recharge, it is estimated that an average of approximately 55 AFY occurs in the Project site (Appendix G-2). Based on the assumption that all 1,121.1 acres of the grading footprint of the Project would be impervious, the Project was conservatively calculated to result in the loss of recharge to the Subbasin of 42.4 AFY, or approximately 0.17% of the average annual recharge to the Subbasin. This estimate does not account for any incidental infiltration from within the developed footprint due to open spaces (e.g. pervious surfaces including landscaped areas) and does not account for the fact that runoff from the Project site would be temporarily detained in the 14 basins on the Project site and released back into the natural drainages that lead to

downstream creeks. Therefore, the preliminary calculation of an average loss of 0.17% of recharge for the Yucaipa Subbasin is an overestimation of impacts and the Project would not interfere substantially with groundwater recharge and the Project would not impede with sustainable groundwater management of the basin (Appendix G-2).

In summary, just as with the previously approved project, the Project would create new impervious surfaces that would reduce the ability for the developed areas of the Project site to infiltrate runoff into the groundwater; however, the Project would not substantially interfere with groundwater recharge to the Yucaipa Subbasin. Therefore, the potential impacts related to groundwater supplies and sustainable management of the Yucaipa Subbasin due to changes in impervious surfaces and changes in groundwater recharge would be less than significant, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.9c(i) ***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 result in a substantial erosion or siltation on- or off-site?***

Less-than-Significant Impact with Mitigation. As discussed under Threshold 4.9a, the Project would require grading and engineered fill that would alter the drainage patterns at the site compared to existing conditions. The differences between the previously approved project and the proposed Project include changes to the development footprint and graded areas as well as the mix of land uses in some portions of the Project site, including the introduction of new land uses (i.e. Business Park; Calimesa Public Works, Commercial). As such, changes in proposed internal drainage areas have taken place to accommodate the proposed Project's land use plan and infrastructure/circulation improvements, which would correspondingly increase or decrease flow at various locations on the Project site compared to the previously approved project.

As described under Threshold 4.9a, BMPs including the construction and implementation of LID features (e.g., bioretention basins and/or proprietary biotreatment basins [i.e. basins equipped with proprietary media]) would be required for all new development at the Project site, as depicted in Figure 4.9-5, Water Quality BMP Site Plan. The Project site has been divided into on-site drainage areas and off-site drainage areas tributary to the Project site based on the preliminary grading of the proposed development. The delineation resulted in the development of 10 major drainage areas which in turn have been subdivided into a total of 30 sub-areas. Each major drainage area is tributary to a single collection point. These collection points are referred to as CP1- CP10 and are the same collection points as defined for the pre-development condition, as shown in Figure 4.9-4 and Figure 4.9-7, Post Development Hydrology. For development of the water quality BMPs, each planning area is assigned its own DMA with unique characteristics based on the surface type. The Type D DMA (Mixed Surfaces) areas would drain to one of 14 basins for detention and water quality treatment. Runoff from each of the Project's DMAs would be addressed via 14 basins within the DMAs for water quality and flood control. The use of the basins would ensure that post-development peak flow rates would be at or below the pre-development flow rates, in compliance with RCFCWCD requirements. As shown on Figure 4.9-6 and described in Appendix G-1, each basin would include erosion control features at the outlet (e.g. engineered rip rap) to diffuse the flows prior to making contact with natural soils, thereby reducing the potential for erosion or scour in accordance with RCFCWCD requirements. The basins would be used to manage stormwater runoff for both water quality and flood control before it is discharged offsite (Appendix G-3).

Further, as shown on Figure 3-6, Roadway Cross Sections, the Project includes construction of a clear-span bridge across the tributary to San Timoteo Creek. The bridge would be designed to avoid drainages and would not include earthwork or footings or other structures within the designated limits of the surface water.

As noted above, the Project would require improvements to three existing culverts beneath Sandalwood Drive and beneath Musting Way.

These modifications would be constructed in compliance with the RCFCWCD requirements and standard drawings for drainage infrastructure and would not substantially alter the existing drainage pattern of these drainages. Engineered rip-rap would be placed to diffuse the flows prior to making contact with natural soils, thereby reducing the potential for erosion or scour in accordance with RCFCWCD requirements. Impacts to drainages under the jurisdiction of the Santa Ana RWQCB and/or California Department of Fish and Wildlife and their associated mitigation requirements are described in Section 4.3, Biological Resources of this Draft SEIR.

In summary, the implementation of the basins, sized in accordance with RCFCWCD requirements, would reduce flow rates, volumes and pollutants from post-development Project and would be consistent with NPDES MS4 requirements. All storm drainage and flood control infrastructure must be constructed in accordance with RCFCWCD requirements and standard drawings.

As discussed below in Section 4.9.6.1, the 2017 MMRP included mitigation measure WQ-3, which required detention basin sizes and locations to be constructed in accordance with the recommendations provided in the Mesa Verde Estates Hydrology Study dated May 2016. Measure WQ-3 has been replaced with MM-HYD-1, which requires preparation of a Hydrology/Drainage Report that would be subsequently reviewed and updated, as necessary, prior to the issuance of a grading permit for each phase. With incorporation of MM-HYD-1, the Project would not substantially alter the existing drainage pattern of the site or area in a manner which would result in a substantial erosion or siltation on- or off-site. MM-HYD-1 would apply to construction within the Project site boundary and adjacent off-site improvement areas (Figure 3.12-a, Off-Site Impact Area), as off-site improvements to County Line Road and 7th Street would result in an increase in impervious surfaces and associated stormwater runoff. No new impervious surfaces would be created as a result of the proposed off-site YVWD sewer line connection and potable/recycled water pipeline to Avenue L. With implementation of MM-HYD-1 and adherence to the existing regulatory requirements, impacts from the Project would be less than significant, which would be consistent with the findings of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.9c(ii) 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less-than-Significant Impact with Mitigation. As discussed under Threshold 4.9a, the Project would require grading and engineered fill that would alter the drainage patterns at the site compared to existing conditions. The differences between the previously approved project and the proposed Project include changes to the development footprint and graded areas as well as the mix of land uses in some portions of the Project site, including the introduction of new land uses (e.g., Business Park; Calimesa Public Works, Commercial). As such, changes in proposed internal drainage areas have taken place to accommodate the proposed Project's land use plan and infrastructure/circulation improvements, which would correspondingly increase or decrease flow at various locations on the Project site compared to the previously approved project.

These changes would have minor effects on the site's drainage patterns but would remain subject to RCFCWCD drainage control requirements. Drainage from the Project site would be collected and conveyed via proposed storm drain systems to 14 detention basins (Appendix G-3). The proposed storm drainage system would be designed to convey the 100-year peak flows generated on the Project site to the proposed basins. The detention basins would

reduce peak flows discharged from the Project site to existing drainage watercourses downstream of the Project site when compared to the existing pre-development condition. As discussed above and as shown in Figure 4.9-4, the Project site has areas draining towards the southwest (i.e. drainage areas CP2, CP5A, CP5B, CP7, CP8, CP9, and CP10) eventually drain to San Timoteo Creek, and areas draining towards the northwest (i.e. drainage areas CP1, CP3, CP4, CP6) eventually drain to Yucaipa Creek located north of the Project site. As shown in Figure 4.9-7, Post Development Hydrology and as shown in Table 4.9-2, Summary of Peak Storm Flows, the post-development flows that would discharge from the Project site at CP1 through CP-10 would be less than the pre-development flows. This would ensure that the rate of surface runoff and the amount of surface runoff would not result in flooding on-site or off-site.

Table 4.9-2. Summary of Peak Storm Flows

CP Number	Pre-Development 24-Hour Peak Flow	Post-Development 24-Hour Peak Flow
CP1	26	6
CP2	58	15
CP3	53	51
CP4	169	166
CP5	275[a]	267[a]
CP6	40	27
CP7	34	8
CP8	22	3
CP9	39	36
CP10	291[a]	263[a]

Source: Appendix G-3

Note ([a]). Flow Rates do not include additional off-site flows from areas east of I-10 per Calimesa Master Plan

In addition, the proposed Project would not otherwise alter the course of a stream or river, and the overall approach to drainage control configuration is consistent with the previously approved project. As discussed below in Section 4.9.6.1, the 2017 MMRP included mitigation measure WQ-3, which required detention basin sizes and locations to be constructed in accordance with the recommendations provided in the Mesa Verde Estates Hydrology Study dated May 2016. Measure WQ-3 has been replaced with MM-HYD-1, which requires preparation of a Hydrology/Drainage Report that would be subsequently reviewed and updated, as necessary, prior to the issuance of a grading permit for each phase. With incorporation of MM-HYD-1, the Project would not substantially alter the existing drainage pattern of the site or area in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. MM-HYD-1 would apply to construction within the Project site boundary and adjacent off-site improvement areas (Figure 3.12-a, Off-Site Impact Area), as off-site improvements to County Line Road and 7th Street would result in an increase in impervious surfaces and associated stormwater runoff. No new impervious surfaces would be created as a result of the proposed off-site YVWD sewer line connection and potable/recycled water pipeline to Avenue L. With implementation of MM-HYD-1 and adherence to the existing regulatory requirements, impacts from the Project would be less than significant, which is consistent with the findings of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.9c(iii) 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 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. As under the previously approved project, the use of on-site detention basins for each drainage area, sized to capture peak storm flows consistent with RCFCWCD requirements, would ensure that post-development peak flow rates would continue to be at or below pre-development levels in the natural drainage courses that convey stormwater to downstream drainages off-site. The modifications to the distribution of land uses on the Project site would require some changes to the on-site detention basin layout but would remain similar in approach and regulatory conformance.

As previously described under Threshold 4.9a, the differences between the previously approved project and the proposed Project include changes to the development footprint and graded areas as well as the mix of land uses in some portions of the Project site, including the introduction of new land uses (e.g., Business Park; Calimesa Public Works, Commercial). These new land uses would introduce pollutants associated with the operational activities at these Planning Areas when compared to the previously approved project. However, as previously discussed under Threshold 4.9a, the design, construction, and operation of projects in Riverside County must be completed in accordance with the NPDES MS4 permit and the Design Handbook for Low Impact Development Best Management Practices (County of Riverside 2011), with the goal of reducing the number of pollutants in stormwater and urban runoff.

Final Project-specific BMPs would be designed to capture and treat stormwater pollutants, consistent with residential/commercial/industrial developments and associated parking lots, and including oil, grease, metals, trash, and debris. As under the previously approved project, this infrastructure would be distributed throughout the Project site and sized to accommodate stormwater flows generated onsite consistent with the hydrologic calculations that have been made for the proposed Project (Appendix G-3). In addition, Measure WQ-3 has been replaced with MM-HYD-1, which requires preparation of a Hydrology/Drainage Report that would be subsequently reviewed and updated, as necessary, prior to the issuance of a grading permit for each phase. With incorporation of MM-HYD-1, the Project would not substantially alter the existing drainage pattern of the site or area in a manner which would 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. MM-HYD-1 would apply to construction within the Project site boundary and adjacent off-site improvement areas (Figure 3.12-a, Off-Site Impact Area), as off-site improvements to County Line Road and 7th Street would result in an increase in impervious surfaces and associated stormwater runoff. No new impervious surfaces would be created as a result of the proposed off-site YVWD sewer line connection and potable/recycled water pipeline to Avenue L. With implementation of MM-HYD-1 and adherence to the existing regulatory requirements,

With implementation of MM-HYD-1 and adherence to the existing regulatory requirements, including NPDES MS4 permit regulations, the Project would not contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, and impacts would be less than significant, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.9c(iv) 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 impede or redirect flood flows?

Less-than-Significant Impact. Construction of the proposed Project would alter the existing drainage patterns of the site but would not alter the course of a stream or river. According to FEMA mapping, the only 100-year floodplain area is located within the very southeastern portion of the site but there are also DWR Awareness Maps showing flood zones associated with a tributary to the San Timoteo Creek, which is limited to the confines of the drainage (refer to Figure 4.9-3) (FEMA 2024; Cal OES 2024). As with the previously approved project, no on-site development or off-site improvements would occur within a mapped 100-year FEMA flood zone, nor would they impede or cause any increase in flood levels with implementation of the required drainage control features. As previously discussed under Threshold 4.9c, the proposed Project would include detention basins and drainage control features that are sized in accordance with local regulations where peak flows would be equal or less than the peak flows currently experienced. Therefore, the Project would not 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 impede or redirect flood flows, and impacts would be less than significant, which would be consistent with the findings of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.9d Would the project risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones?

Less-than-Significant Impact. As noted above, the proposed Project would include the construction of detention basins consistent with RCFCWCD requirements, as originally identified in the 2007 EIR, which would reduce potential impacts related to localized flooding during storm events. No on-site development or off-site improvements would occur within the 100-year FEMA flood zone. There are no major dams, reservoirs, or water tanks on or near the Project site. The Project site is not located along the coastline or within close proximity to an enclosed or semi-enclosed body of water such that there is no potential for tsunami or seiche wave hazards at the Project site. Therefore, implementation of the proposed Project would not result in exposure of people or structures to significant flooding-related risks. The overall configuration of a stormwater drainage system to control peak storm flows would be substantially similar to that of the previously approved project with post-development peak flow rates continuing to be at or below pre-development levels. In addition, any storage of hazardous materials would be done in accordance with applicable regulatory requirements such that the risk of release is minimized as more thoroughly addressed in Section 4.8 Hazards and Hazardous Materials. Therefore, based on the location and characteristics of the Project, along with the adherence to flood control requirements, impacts related to the potential for release of pollutants due to inundation from flooding, tsunami or seiche zones would be less than significant, which would be consistent with the findings of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.9e Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less-than-Significant Impact. During construction, the proposed Project would be required to implement a SWPPP in accordance the NPDES Construction General Permit. Implementation of MM-GEO-1 would ensure the proper preparation and implementation of SWPPPs phased throughout Project buildout, and MM-BIO-1 also includes measures to protect water quality. The NPDES Construction General Permit requires BMPs which are protective of water quality of receiving waters and consistent with the RWQCB Basin Plan. All proposed on-site and off-site improvements would be designed in accordance with NPDES MS4 Permit requirements which is also consistent with the Basin Plan.

As discussed above in Threshold 4.9b, the water supply for the Project would be provided by YVWD which sources water from groundwater, local surface water, imported surface water, and recycled water resources. Groundwater is sourced from 25 different wells which provide about 50% of the total drinking water supply. In accordance with SGMA, the Yucaipa Subbasin is considered by the DWR to be a high-priority groundwater basin and subject to the requirements of SGMA. As a result, the Yucaipa GSA has developed the required GSP, which was finalized in 2022 (Dudek 2022). As noted above, a WSA has been prepared for each iteration of the Project and has demonstrated that the ample groundwater storage available and ability to recharge the basin through in-lieu use of surface water allows YVWD the flexibility to manage groundwater levels through conjunctive use of available resources such that adverse effects to the subbasin are avoided. The current WSA for the Project states that the proposed changes do not substantively change the ability of YVWD to provide water supply while also staying consistent with the goals of the GSP. Further, the Project would not substantially impact the infiltration of surface water into the groundwater basin, as discussed under Threshold 4.9b. Therefore, the Project would not conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan and impacts would be less than significant, which would be consistent with the findings of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

4.9.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of past, present, and reasonably foreseeable future projects are significant, the lead agency must then determine whether the project has any contribution to the cumulative impact, and if so, whether the project's incremental effect is "cumulatively considerable." The cumulative geographic study area used to assess potential cumulative hydrology and water quality impacts is the Yucaipa Creek and San Timoteo Canyon-subwatersheds for surface water related impacts and the Yucaipa Groundwater Subbasin for groundwater impacts. The full list of related projects applicable to this Project's cumulative analyses is provided in Section 2.6, Cumulative Projects and illustrated on Figure 2-4, Cumulative Projects, in Chapter 2, Environmental Setting of this Draft SEIR.

Threshold 4.9a - Cumulative

Not Cumulatively Considerable. Cumulative development in the Yucaipa Creek and San Timoteo Canyon watersheds would increase impervious surfaces and add new potential sources of pollutants in stormwater runoff. Construction activities associated with development could temporarily increase the number of exposed surfaces that could contribute to sediments in stormwater runoff. Additionally, materials associated with construction activities could be deposited on surfaces and carried to receiving waters in stormwater runoff. All cumulative development in the watershed would be subject to the existing regulatory requirements to protect water quality and minimize increases in stormwater runoff which are created to collectively protect watersheds from incremental releases at individual sites. For example, the NPDES Construction General Permit requires the development and implementation of a SWPPP for all construction sites larger than 1 acre to mitigate potential impacts to water quality from polluted stormwater runoff.

Every two years, the Santa Ana RWQCB must re-evaluate water quality within its geographic region and identify those water bodies not meeting water quality standards. The continuing review process would ensure that cumulative development within the watershed would not substantially degrade water quality.

All cumulative projects would also be subject to applicable NPDES MS4 Permit requirements. Currently, the NPDES MS4 permits require that the project designer and/or contractor of all new development and redevelopment

projects that fall under specific "priority" project categories must develop a WQMP, which include LID design requirements related to water quality similar to what is required for the Project. The LID features would address long-term effects on water quality within the watershed and ensure BMPs and LID designs minimize potential water quality concerns to the maximum extent practicable. Therefore, impacts associated with water quality standards and polluted runoff in the watershed would be minimized and the proposed Project's contribution to cumulative impacts would not be cumulatively considerable.

Threshold 4.9b - Cumulative

Not Cumulatively Considerable. The cumulative projects along with the Project are located within the Yucaipa Groundwater Basin, a high priority basin in accordance with SGMA. The basin is managed by Yucaipa GSA, the GSA for the basin, and they have prepared and implemented a GSP in 2022 (Dudek 2022). As discussed above, YVWD has diverse portfolio of local and imported water supplies that include recycled water, potable groundwater, and imported surface water.

The subbasin has ample storage and the YVWD practices conjunctive water uses that are used to manage groundwater levels without adverse effects (e.g., groundwater recharge with in-lieu surface water, direct spreading surface waters for groundwater recharge, and use of recycled water) and provide a highly reliable water supply. The WSA that was prepared for the proposed Project demonstrates an ability to meet current and projected water demands of cumulative development during normal, historic single-dry and historic multiple-dry year scenarios (Appendix K-1).

The UWMP for YVWD uses regional population, land use plans, and projections of future growth as the basis for planning water system improvements (including water treatment plants) and demonstrating compliance with state water conservation goals and policies. The 2020 UWMP for YVWD demonstrates a water supply reliability under normal, single dry year, and multiple dry year scenarios projected out to 2045. In all scenarios, YVWD shows a net surplus of water supplies after meeting projected demands (WSC 2021). As such, to the extent that related projects are generally consistent with regional growth patterns and projections, the projects would not be expected to result in increased water usage causing the need for new entitlements, resources, and/or treatment facilities that are not already being planned to accommodate regional growth forecasts.

As described in Appendix G-2, there are other cumulative projects within the Yucaipa Subbasin that would add impervious surfaces, potentially decreasing water infiltration into the groundwater basin. As described in Appendix G-2, groundwater recharge to the Subbasin from precipitation, return flows, and surface water infiltration is estimated to range from approximately 18,636 to 41,080 AFY, and average approximately 25,626 AFY. Additional projects planned for development in the Yucaipa Subbasin include projects #41 (1257.9 acres), #27 (19.5 acres), #23 (7.24 acres) #20 (55.2 acres), and # 5 (239 acres). The smaller footprint projects include projects #22, #24, #25, #26, #28, and #29 which have a combined total area of 12.65 acres. These smaller projects' footprints do not impact the annual average recharge results; therefore, they were not assessed in infiltration estimates. The infiltration estimates an average annual recharge of 623 AFY in the Cumulative Project areas. At this time, no development plans for these projects have been prepared, so the ratio between developed and undeveloped, or open space, for each cumulative project is not known. However, assuming a general ratio of 3.3:1 of developed/undeveloped area (similar to the proposed Project) applies to the cumulative projects, then the estimated potential cumulative impact is an additional loss of 479.7 AFY, or approximately 1.87%, of the projected annual recharge in the Yucaipa Subbasin.

This is likely to be a conservative estimation for the cumulative projects because in the modeling conducted assumes developed areas to be 100% impervious surfaces, which does not take into account any incidental infiltration from landscape areas or from onsite BMPs such as bioswales, retention basins, and/or other features. This increase in impervious surfaces from cumulative projects is not anticipated to interfere substantially with groundwater recharge such that they may impede sustainable groundwater management of the basin. Further, the proposed Project's contribution to this cumulative impact of 0.17%, as described under Threshold 4.9b above, would not be a cumulatively considerable contribution to impacts. When coupled with the GSP, regional management of groundwater supplies is being conducted to ensure that these projects, as well as the proposed Project, would not substantially decrease groundwater supplies or impede sustainable ground management of the groundwater basin. Therefore, impacts associated with groundwater supplies would be minimized and the proposed Project's contribution to cumulative impacts would not be cumulatively considerable.

Threshold 4.9c(i)-(iv) - Cumulative

Not Cumulatively Considerable. Cumulative development within the watershed could increase the amount of impervious surfaces that result in increases in stormwater runoff rates and volumes, as well as result in changes in land use that may increase the amount of pollutants in stormwater runoff that adversely affect receiving waters, overwhelm existing drainage control facilities, or impede/redirect flood flows. The previously approved project EIR and Addendum concluded that changes to drainage patterns would be less than significant with incorporation of area drainage plans and stormwater runoff requirements which have only become more stringent since completion of those documents. New development within the watershed would be subject to the environmental review process and compliance with local stormwater regulations, such as the Construction General Permit, the Section 404 permit process of the CWA, local RCFCWCD requirements, and local WQMP requirements. The Project would incorporate LID features during project design to reduce impervious surfaces and reduce stormwater runoff. Similar to the Project, other projects in the Yucaipa Creek San Timoteo Canyon Watersheds would incorporate hydromodification features such that drainage rates would be no more than existing conditions. Therefore, impacts associated with changes in runoff in the watershed would be minimized, and the contributions of the proposed Project to cumulative impacts would not be cumulatively considerable.

Threshold 4.9d - Cumulative

Not Cumulatively Considerable. Flood hazards tend to be site specific and rely on the characteristics of individual sites that generally do not combine to become cumulatively considerable. Cumulative projects are subject to local flood control requirements as well as regulatory requirements for the storage or handling of any hazardous materials. All cumulative projects are located far inland and none are within a tsunami hazard zone. Enclosed or semi-enclosed bodies are not located in the vicinity of the cumulative projects. With implementation of all required regulations for flood protections and management of hazardous materials, cumulative projects would not combine with the proposed Project to contribute to a cumulative impact. Therefore, the potential for the proposed project to contribute to a cumulative significant impact relative to risk of release of pollutants would be less-than-significant.

Threshold 4.9e - Cumulative

Not Cumulatively Considerable. Construction activities associated with past, present and reasonably foreseeable future projects would include earthwork activities that could expose soils to the effects of wind and water erosion, adversely affecting water quality of receiving waters and conflicting with the goals and objectives of the Basin Plan. All cumulative projects, however, would require compliance with local grading ordinances and the NPDES General Construction Permit (for projects that disturb over 1 acre) which requires preparation and

implementation of erosion and sediment control BMP measures pursuant to a SWPPP. In addition, cumulative projects are required to adhere to drainage control requirements which are also consistent with the Basin Plan.

Cumulative projects that are located in the Yucaipa Groundwater Subbasin are part of regional growth planning and water supply management which is accounted for in UWMPs and also in the implementation of the basin's GSP. The UWMPs and the GSP for the subbasin include projections for regional growth and drought management measures to ensure that water supplies can reliably meet demand. YVWD has demonstrated available water supplies to meet projected demands during normal, single dry year, and multiple dry year scenarios out to 2045. Therefore, cumulative projects would not combine with the proposed Project to contribute to a cumulative impact. As a result, the potential for the proposed Project to contribute to a cumulative significant impact relative to implementation of a water quality control plan or sustainable groundwater management plan would be less-than-significant.

4.9.6 Mitigation Measures

4.9.6.1 Previously Adopted Mitigation Measures

Measures No Longer Applicable: Deleted or Revised/Replaced

The following previously approved mitigation measures have been revised.

Revised: (See MM-GEO-1 and MM-BIO-1)

WQ- 1. The Applicant shall prepare and submit a SWPPP to the City of Calimesa within 60 days of Proposed Project approval. The SWPPP shall include a requirement to include hydrocarbon filters along the perimeter of the retention basin. The SWPPP must be prepared by a licensed engineer, hydrologist, or erosion control specialist and shall be reviewed by the City of Calimesa prior to issuance of a Grading Permit. The SWPPP shall be available on-site at all times for review by the City of Calimesa and RWQCB inspectors.

Revised: (See MM-GEO-1 and MM-BIO-1)

WQ- 2. The Applicant shall be responsible for coordinating all SWPPPs for various projects and facilities to make sure the overall Proposed Project meets the requirements specified in the Federal CWA and the State Porter-Cologne Water Quality Control Act (Division 7 of the California Water Code).

Revised: (See MM-HYD-1)

WQ- 3. Detention basin size and location shall be constructed in accordance with the recommendations provided in the Van Dell and Associates, Inc. report entitled *Oak Valley Development Project Existing and Developed Condition Hydrology Study, Volumes I and 2*, dated May 2005.

Measures Applicable Carried Forward

No measures are carried forward as written in the 2017 MMRP.

4.9.6.2 Project Mitigation Measures

For short-term construction related water quality impacts, mitigation measures MM-GEO-1 included in Section 4.6, Geology and Soils, MM-BIO-1 in Section 4.3, Biological Resources, and MM-HAZ-2 and MM-HAZ--3 in Section 4.8, Hazards and Hazardous Materials are required.

MM-HYD-1 Water Quality Management Plan and Hydrology/Drainage Study. Prior to issuance of each building permit within a Planning Area and/or an off-site construction permit, the City shall review the Final Water Quality Management Plan (WQMP), which is prepared as part of the Final Map recordation, to determine if future development plans are consistent with the requirements set forth in the Final WQMP or if revisions are needed. If a revision to the Final WQMP or an Amendment is required, the Plan shall be developed to the satisfaction of the City and shall meet the requirements of the Riverside County Municipal Separate Storm Sewer System (MS4) Permit, such that the WQMP shall demonstrate that post-construction low-impact development (LID) best management practices (BMPs) are incorporated into the specific proposed design and that these features would effectively reduce water pollution caused by runoff flowing from developed sites into nearby receiving waters.

Prior to issuance of each building permit within a Planning Area and/or an off-site construction permits, the City Engineer shall review the Final Hydrology/Drainage Report for the overall Project that was prepared as part of the Master Tentative Tract Map to determine if Planning Area development plans are consistent with the Master Hydrology/Drainage Report for the Project. If a revision to the Master Hydrology/Drainage Report is required, the Report shall be revised to the satisfaction of the City Engineer and shall demonstrate that stormwater runoff flow rates, associated with each Planning Area and off-site roadway improvement, would be less than or equal to existing conditions. The Hydrology/Drainage Report shall comply with the 1976 Riverside County Flood Control and Water Conservation District Hydrology Manual for storm drain planning and design calculations, or its latest update.

4.9.7 Level of Significance Conclusions

Threshold 4.9a With implementation of MM-GEO-1 and MM-BIO-1, impacts related to water quality standards associated with short-term construction activities would be less than significant with mitigation. With implementation of MM-HYD-1 and MM-HAZ-2 and MM-HAZ-3, long-term operational impacts related to water quality standards would be less than significant with mitigation.

Threshold 4.9b The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. Impacts would be less than significant with no mitigation required.

Threshold 4.9c(i) With implementation of MM-HYD-1, the Project would not 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

result in a substantial erosion or siltation on- or off-site. Impacts would be less than significant with mitigation.

Threshold 4.9c(ii) With implementation of MM-HYD-1, the Project would not 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite. Impacts would be less than significant with mitigation.

Threshold 4.9c(iii) The Project would not 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 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. Impacts would be less than significant with no mitigation required.

Threshold 4.9c(iv) The Project would not 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 impede or redirect flood flows. Impacts would be less than significant with no mitigation required.

Threshold 4.9d The Project would not risk release of pollutants due to Project inundation in a flood hazard, tsunami, or seiche zone. Impacts would be less than significant with no mitigation required.

Threshold 4.9e The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant with no mitigation required.

4.9.8 References

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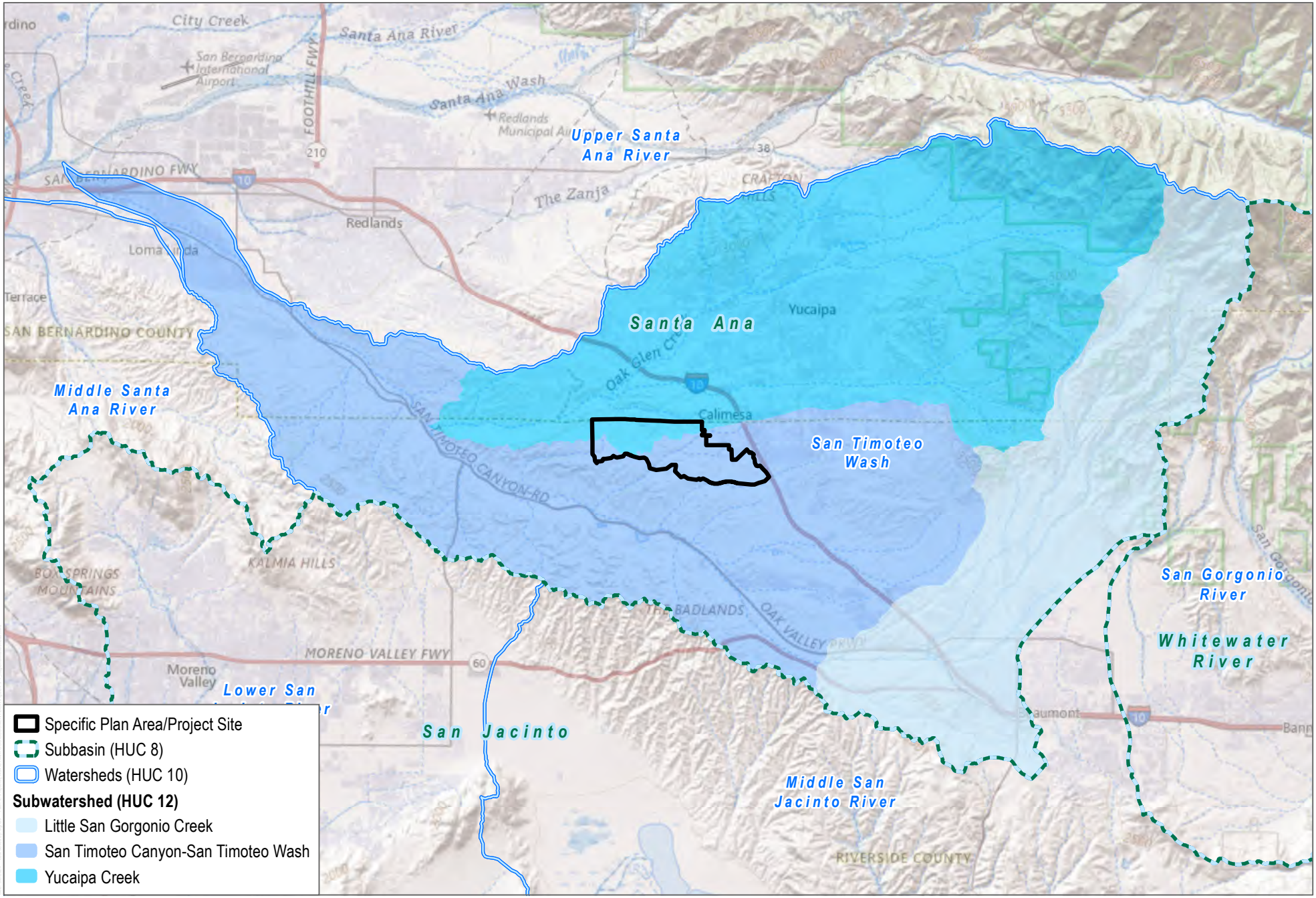

SOURCE: USGS; County of Riverside; Open Street Map; ESRI World Imagery

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0 1 2 Miles

FIGURE 4.9-1

Regional Watersheds

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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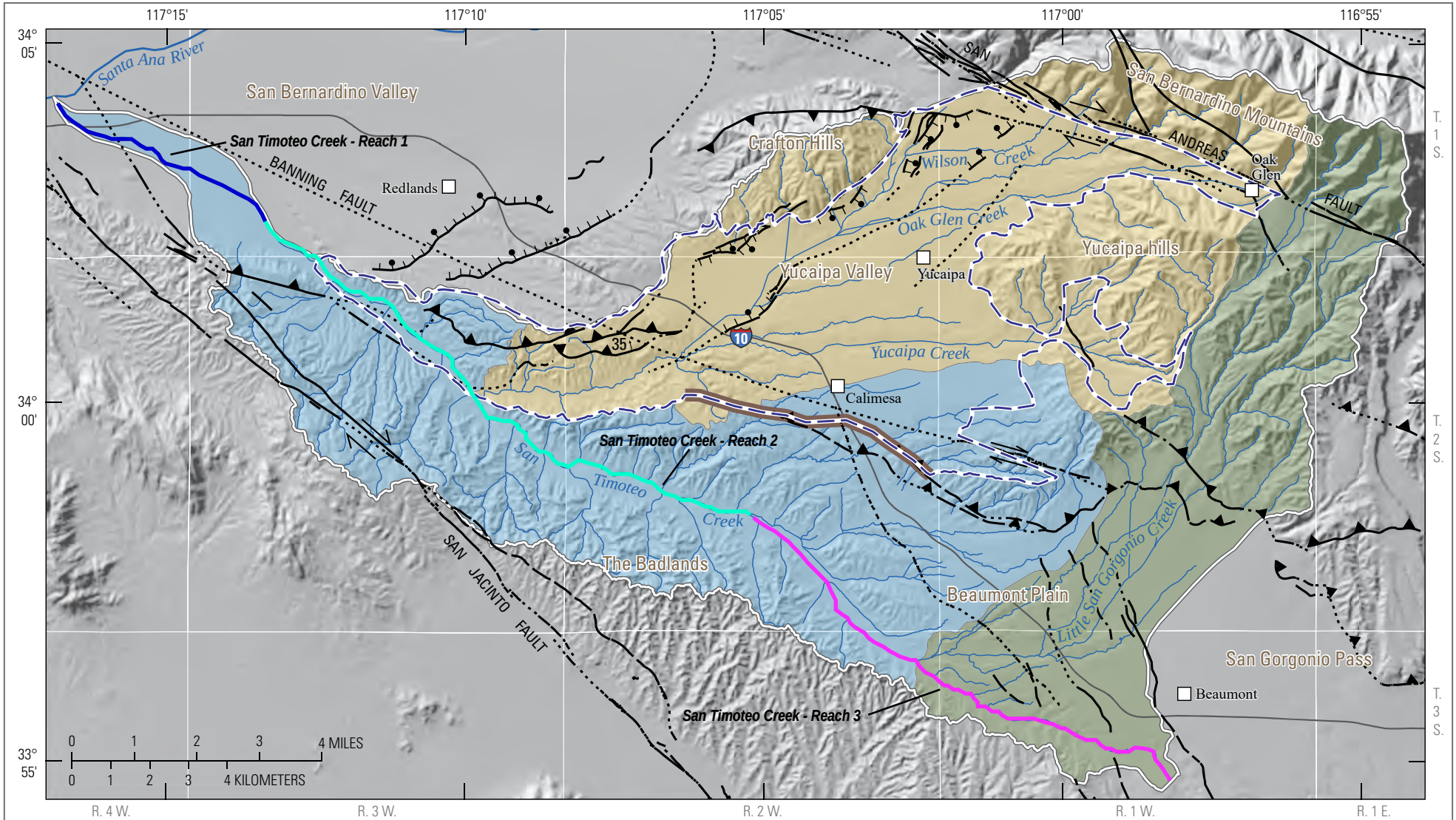

Base modified from U.S. Geological Survey and other Federal digital data, various scales; Universal Transverse Mercator projection, zone 11; North American Datum of 1983

EXPLANATION

Watershed
- Little San Gorgonio Creek
- San Timoteo Canyon–San Timoteo Wash
- Yucaipa Creek

Yucaipa Valley watershed

Yucaipa groundwater subbasin (California Department of of Water Resources, 2016)

Fault—dashed where approximately located, dotted where concealed; ⇌ indicates direction of movement; ↑ indicates down-thrown block
- Fault
- Normal
- Thrust and (or) reverse

2004 Beaumont adjudicated groundwater management boundary (Superior Court of the State of California, Riverside County, 2004)

SOURCE: San Bernardino Municipal Valley Water District; USGS NHD 2022

FIGURE 4.9-2

Yucaipa Groundwater Subbasin

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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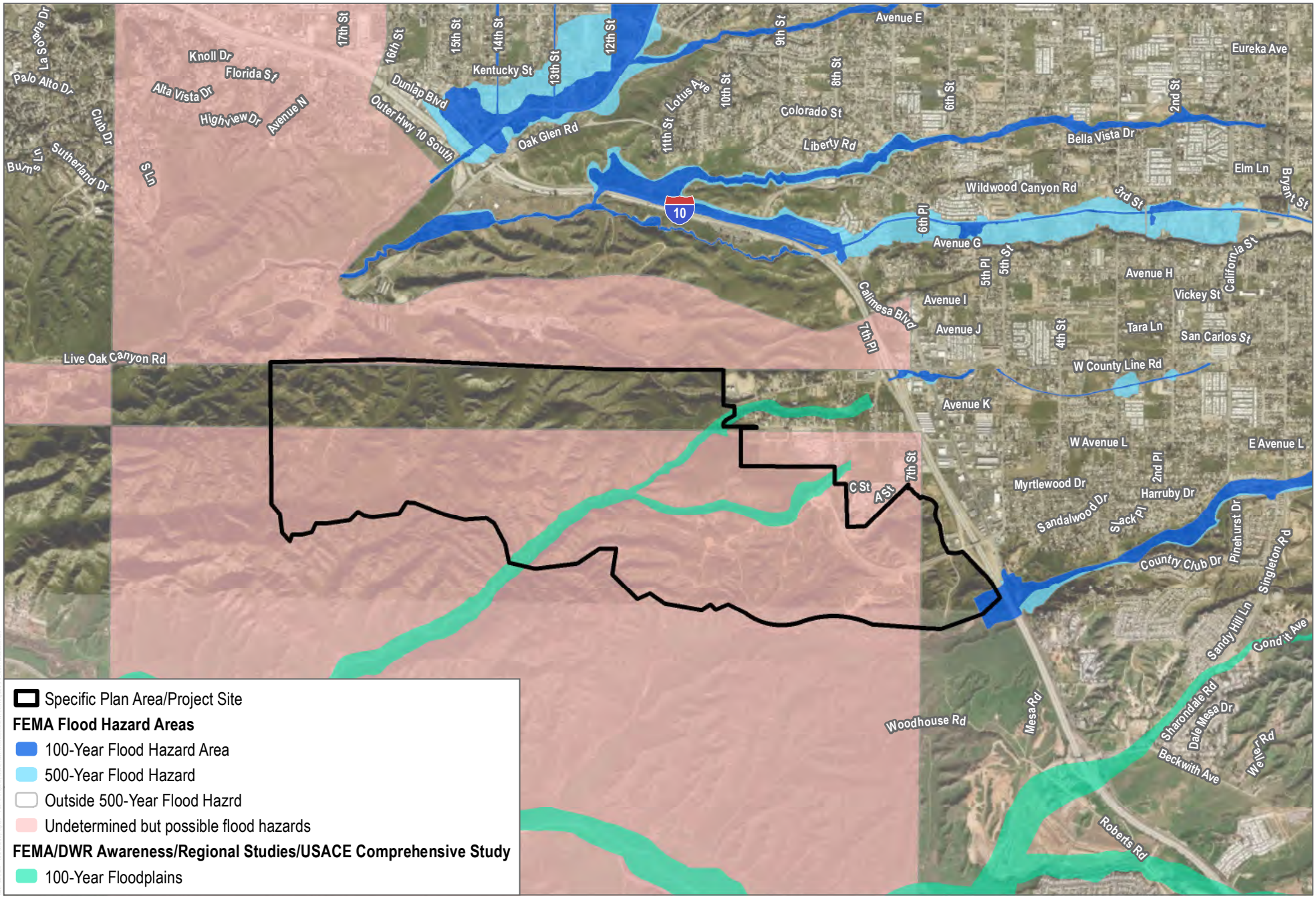

SOURCE: FEMA; County of Riverside; Open Street Map; ESRI World Imagery

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0 1,500 3,000 Feet

FIGURE 4.9-3

100-Year Flood Zones

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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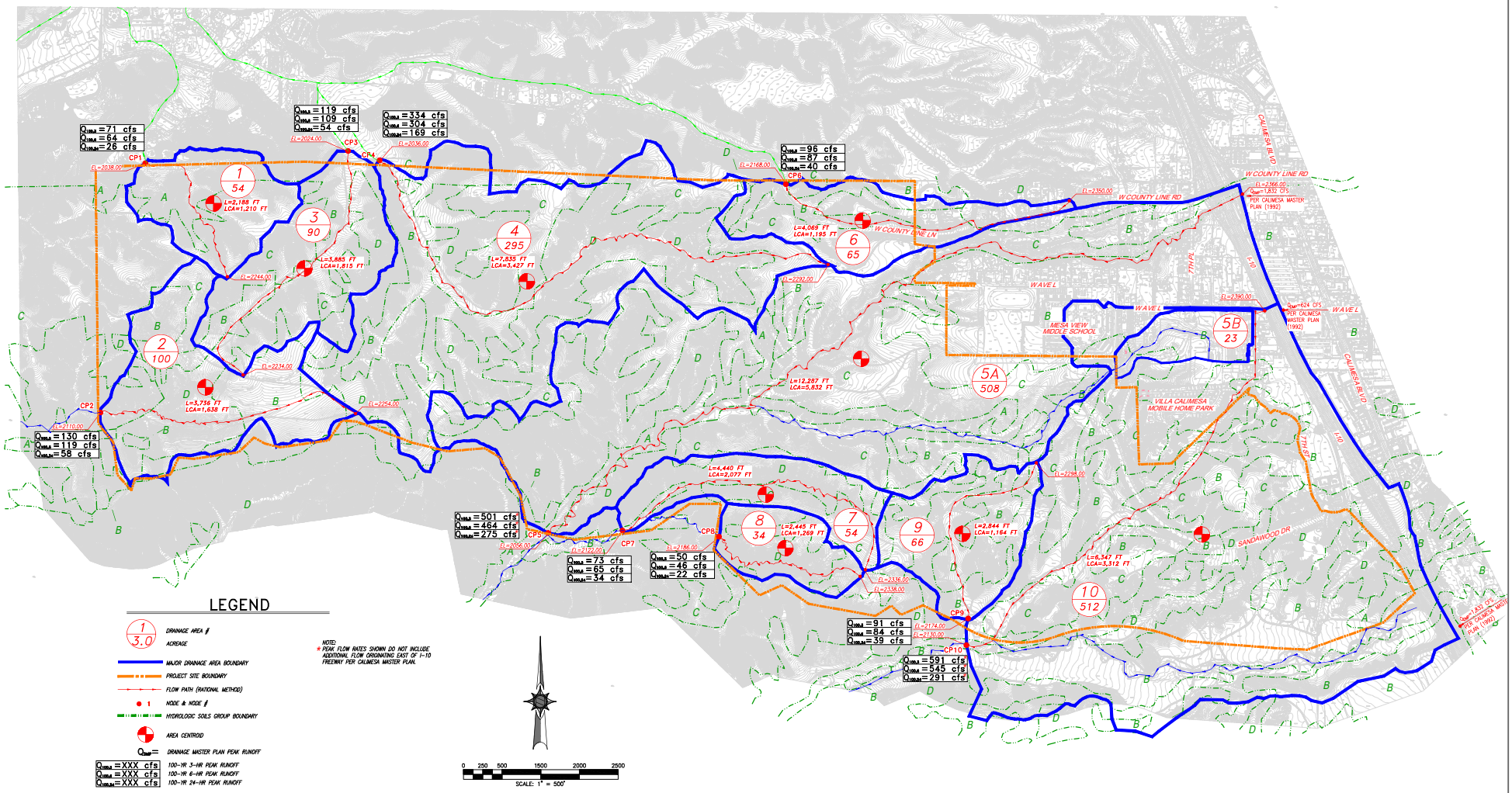

SOURCE: Hunsaker 2023

FIGURE 4.9-4

Pre-Development Hydrology Conditions

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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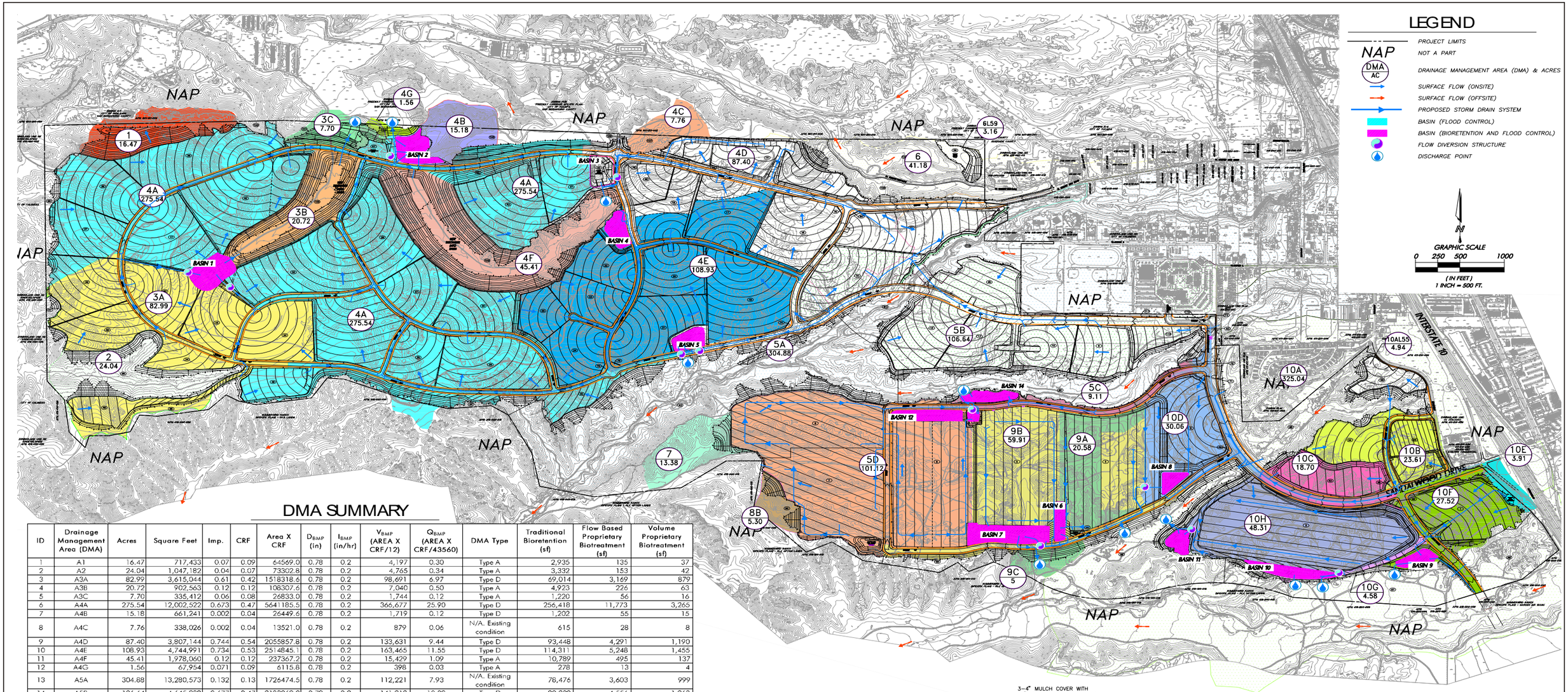
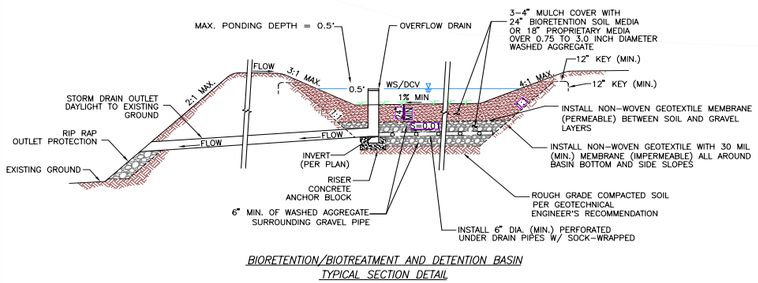


DMA SUMMARY

ID	Drainage Management Area (DMA)	Acres	Square Feet	Imp.	CRF	Area X CRF	D_{BMP} (in)	I_{BMP} (in/hr)	V_{BMP} (AREA X CRF/12)	Q_{BMP} (AREA X CRF/43560)	DMA Type	Traditional Bioretention (sf)	Flow Based Proprietary Biotreatment (sf)	Volume Proprietary Biotreatment (sf)
1	A1	16.47	717,433	0.07	0.09	64569.0	0.78	0.2	4,197	0.30	Type A	2,935	135	37
2	A2	24.04	1,047,182	0.04	0.07	73302.8	0.78	0.2	4,765	0.34	Type A	3,332	153	42
3	A3A	82.99	3,615,044	0.61	0.42	1518318.6	0.78	0.2	98,691	6.97	Type D	69,014	3,169	879
4	A3B	20.72	902,563	0.12	0.12	108307.6	0.78	0.2	7,040	0.50	Type A	4,923	226	63
5	A3C	7.70	335,412	0.06	0.08	26833.0	0.78	0.2	1,744	0.12	Type A	1,220	56	16
6	A4A	275.54	12,002,522	0.673	0.47	5641185.5	0.78	0.2	366,677	25.90	Type D	256,418	11,773	3,265
7	A4B	15.18	661,241	0.002	0.04	26449.6	0.78	0.2	1,719	0.12	Type D	1,202	55	15
8	A4C	7.76	338,026	0.002	0.04	13521.0	0.78	0.2	879	0.06	N/A. Existing condition	615	28	8
9	A4D	87.40	3,807,144	0.744	0.54	2055857.8	0.78	0.2	133,631	9.44	Type D	93,448	4,291	1,190
10	A4E	108.93	4,744,991	0.734	0.53	2514845.1	0.78	0.2	163,465	11.55	Type D	114,311	5,248	1,455
11	A4F	45.41	1,978,060	0.12	0.12	237367.2	0.78	0.2	15,429	1.09	Type A	10,789	495	137
12	A4G	1.56	67,954	0.071	0.09	6115.8	0.78	0.2	398	0.03	Type A	278	13	4
13	A5A	304.88	13,280,573	0.132	0.13	1726474.5	0.78	0.2	112,221	7.93	N/A. Existing condition	78,476	3,603	999
14	A5B	106.64	4,645,238	0.677	0.47	2183262.0	0.78	0.2	141,912	10.02	Type D	99,239	4,556	1,263
15	A5C	9.11	396,832	0.65	0.45	178574.2	0.78	0.2	11,607	0.82	Type D	8,117	373	103
16	A5D	101.12	4,404,787	0.889	0.71	3127398.9	0.78	0.2	203,281	14.36	Type D	142,154	6,527	1,810
17	A6	41.18	1,793,801	0.069	0.08	143504.1	0.78	0.2	9,328	0.66	N/A. Existing condition	6,523	299	83
18	A6L59	3.16	137,650	0.766	0.56	77083.8	0.78	0.2	5,010	0.35	Type D	3,504	161	45
19	A7	13.38	582,833	0	0.04	23313.3	0.78	0.2	1,515	0.11	N/A. Existing condition	1,060	49	13
20	A8B	5.30	230,868	0.044	0.07	16160.8	0.78	0.2	1,050	0.07	Type A	735	34	9
21	A9A	20.58	896,465	0.83	0.64	573737.5	0.78	0.2	37,293	2.63	Type D	26,079	1,197	332
22	A9B	59.91	2,609,680	0.797	0.6	1565807.8	0.78	0.2	101,778	7.19	Type D	71,173	3,268	906
23	A9C	5.38	234,353	0.05	0.08	18748.2	0.78	0.2	1,219	0.09	Type A	852	39	11
24	A10A	325.04	14,158,742	0.164	0.15	2123811.4	0.78	0.2	138,048	9.75	N/A. Existing condition	96,537	4,432	1,229
25	A10AL55	4.94	215,186	0.4	0.28	60252.2	0.78	0.2	3,916	0.28	Type D	2,739	126	35
26	A10B	23.61	1,028,452	0.422	0.29	298251.0	0.78	0.2	19,386	1.37	Type D	13,557	622	173
27	A10C	18.7	814,572	0.4	0.28	228080.2	0.78	0.2	14,825	1.05	Type D	10,367	476	132
28	A10D	30.06	1,309,414	0.766	0.56	733271.6	0.78	0.2	47,663	3.37	Type D	33,331	1,530	424
29	A10E	3.91	170,320	0.011	0.05	8516.0	0.78	0.2	554	0.04	Type A	387	18	5
30	A10F	27.52	1,198,771	0.667	0.46	551434.8	0.78	0.2	35,843	2.53	Type D	25,065	1,151	319
31	A10G	4.58	199,505	0.368	0.26	51871.2	0.78	0.2	3,372	0.24	Type D	2,358	108	30
32	A10H	48.31	2,104,384	0.761	0.55	1157411.0	0.78	0.2	75,232	5.31	Type D	52,610	2,416	670
Total		1851.01	80,629,996						1,763,686	124.58		1233347.15	56627.51	15702.34



BIORETENTION/BIOTREATMENT AND DETENTION BASIN TYPICAL SECTION DETAIL
N.T.S.

SOURCE: Hunsaker 2024

FIGURE 4.9-5
Water Quality BMP Site Plan
SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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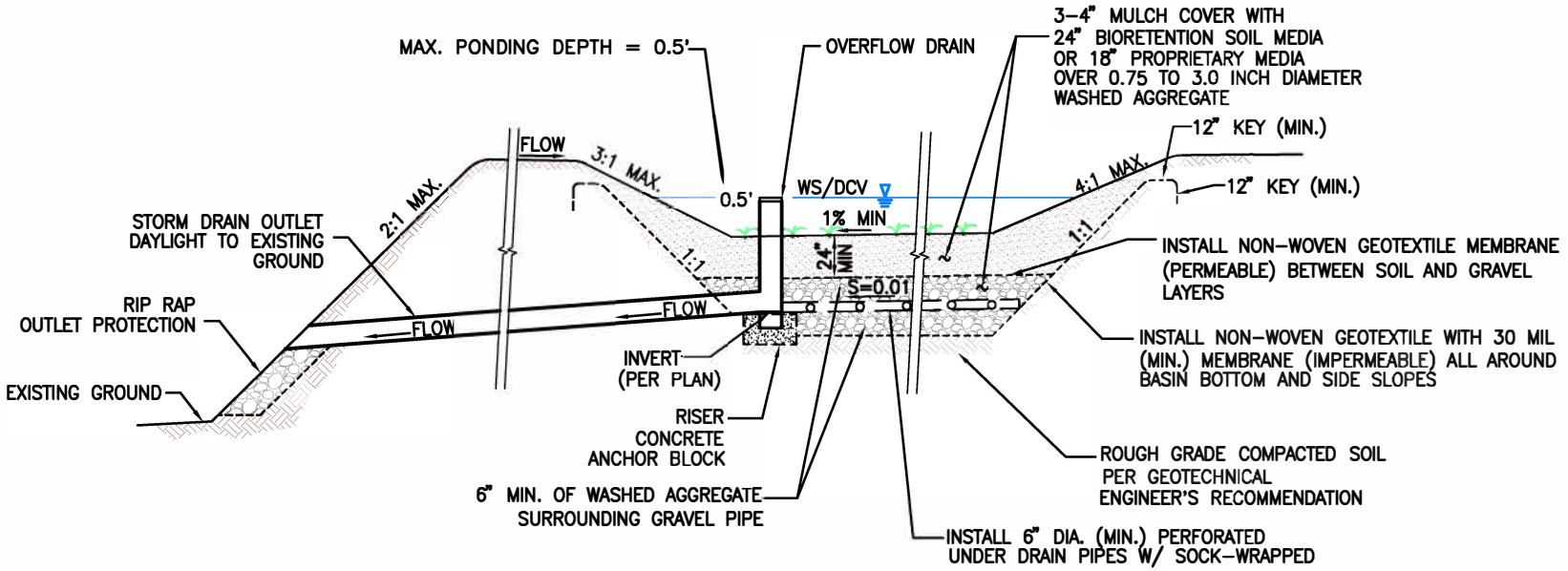

WATER QUALITY AND DETENTION BASIN
TYPICAL SECTION DETAIL
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FIGURE 4.9-6
Conceptual Basin Cross-Section
SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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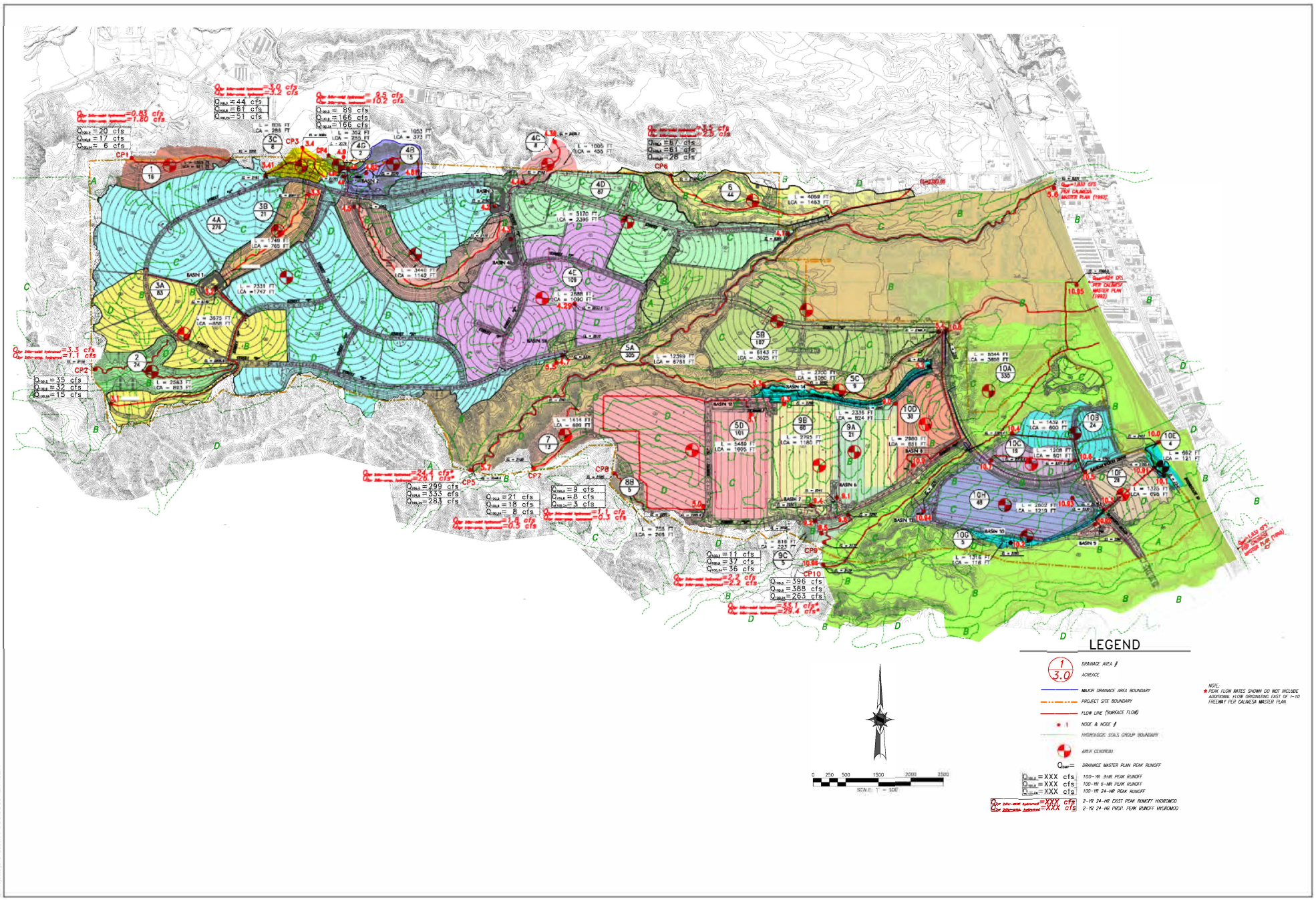

SOURCE: Hunsaker 2024

FIGURE 4.9-7

Post-Development Hydrology

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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4.10 Land Use and Planning

This section describes the existing land use and planning conditions of the Mesa Verde Specific Plan Area 2 Amendment 2 Project (Project or Specific Plan Amendment) site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed Project compared to the previously approved Mesa Verde Estates Specific Plan, as amended by the 2017 Mesa Verde Specific Plan Area 2 Amendment 1 (2017 Specific Plan or previously approved project).

4.10.1 Existing Conditions

4.10.1.1 Project Site

The Project site is located in the City of Calimesa (City) in the northwestern portion of County of Riverside (County). The City encompasses approximately 9,533 acres or approximately 14.9 square miles and includes foothills in the eastern portion of the City, with a mesa area extending through the central and western portions of the City (City of Calimesa 2014). The Project site includes approximately 1,463.1 acres of land in the western portion of City located west of the Interstate (I) 10 Freeway. The Project's northern boundary is also the boundary between the counties of Riverside and San Bernardino and borders the cities of Yucaipa and Redlands, within San Bernardino County. The Project site is largely vacant, with the exception of a portion of Sandalwood Drive, and consists of flat mesas and hillsides with drainages flowing to the northerly towards the off-site Yucaipa Creek and southwesterly towards the off-site San Timoteo Creek.

Existing General Plan Land Use Designation and Zoning

As shown in the City of Calimesa General Plan (General Plan) and illustrated in Figure 2-2A, General Plan Land Use in Chapter 2, Environmental Setting of this Draft SEIR, the Project site has a General Plan land use designation of Mesa Verde Estates Specific Plan. The final approved land use plan for the Project site is illustrated in Figure 2-2B, Approved Land Use Plan in Chapter 2, Environmental Setting of this Draft SEIR, and includes a range of uses, including Medium High, Medium, Low Medium, and Low Density Residential; Mixed Use (i.e., a mix of Commercial and Residential); Natural Open Space; Park and Private Recreation; Basin; School; and Water Tank. The City's Zoning Map designates the Project site as Mesa Verde Estates. The Project site's zoning is illustrated on Figure 2-3, Existing Zoning in Chapter 2, Environmental Setting of this Draft SEIR.

Mesa Verde Estates Specific Plan and Mesa Verde Specific Plan Area 2 Amendment 1

In 2007, the City adopted the Mesa Verde Estates Specific Plan to permit the development of mixed-use, residential, and commercial development on 1,493 acres, including 571.6 acres of open space. In 2017, the approved "Mesa Verde Estates Specific Plan" was amended and renamed the "Mesa Verde Specific Plan Area 2 Amendment 1" (i.e., 2017 Specific Plan). The 2017 Specific Plan is the regulatory document that currently governs the use and development of the Project area and implements the General Plan.

The 2017 Specific Plan permits development of 3,650 total dwelling units (including 3,292 single-family units on 735.3 acres; 358 residential units [multi- family, attached or detached]), 46.5 acres of mixed-use development, between 250,000 and 350,000 square feet of commercial development, 519 acres of natural open space, 56.2 acres of public park sites and private recreational facilities and 28.3 acres of public institutional uses, including two schools, 23.1 miles of trails and paseos and 87.5 acres of roads. When compared to the 2007 Mesa Verde

Estates Specific Plan, the changes under the 2017 Specific Plan included the following: (a) decrease the total number of residential units from 3,850 to 3,650; (b) increase the total number of very low density residential lots from 104 to 158; (c) increase the total number of low density residential lots from 282 to 428; (d) decrease the amount of mixed-use development from 62.5 acres to 46.5 acres; (e) increase the amount of open space from 481.8 acres to 519 acres; (f) decrease the amount of public park space from 57.5 acres to 48 acres; (g) decrease the amount of private recreation space from 12.5 acres to 8.5 acres; (h) increase the total length of trails from 21.5 miles to 23.1 miles; (i) remove the total number of new schools from three to two; and approve a new Development Agreement, revised Tentative Tract Map (City of Calimesa 2017).

The intent of the 2017 Specific Plan is to provide a framework for the development of an upscale community with a wide variety of housing opportunities, open space, and recreational opportunities that is consistent with the General Plan.

4.10.1.2 Surrounding Land Uses and Zoning

The City historically developed primarily as a low-density residential community that, according to the General Plan, has fostered a "small-town" atmosphere since its inception (City of Calimesa 2014). The Project site is surrounded predominately by open space areas, as well as by a mix of land uses including educational, residential, commercial, and light industrial areas. The following provides an overview of the surrounding land uses and zoning designations.

Land Uses to the North

Land uses to the north of the Project site include undeveloped hillside open space, the Yucaipa Valley Water District wastewater treatment facility, Yucaipa Creek, and rural development along Live Oak Canyon Road. The City's General Plan Land Use Chapter designates the area to the northeast of the Project site's boundary as Residential Low Medium, Residential Rural, Quasi-Public, and Community Commercial. The area adjacent to the Project site's northern boundary is located in the cities of Yucaipa and Redlands. The area within Yucaipa is designated as Open Space and Single Residential by the Yucaipa General Plan and Yucaipa Freeway Corridor Specific Plan. The area within Redlands is designated as Resource Preservation by the Redlands 2035 General Plan.

Land Uses to the East

Land uses to the east of the Project site include single family residential land uses, the Mesa View Middle School, I-10, and urban land uses within the City of Calimesa. The City of Calimesa General Plan Land Use Chapter designates the area on the west side of I-10 and east of 7th Street as Community Commercial and Light Industrial, and the area opposite of I-10 as Downtown Village Commercial and Downtown Neighborhood Commercial. The area to the east of the Project site consists of areas zoned as Rural Residential, Public/Quasi-Public, Residential Low-Medium, Residential Low, Community Commercial, Open Space, and Light Industrial. Further to the east, on the east side of I-10 the area is zoned as Downtown Village Commercial.

Land Uses to the South

Land uses to the south of the Project site include undeveloped hillside open space within the City of Calimesa, Garden Air Wash, San Timoteo Canyon Creek, and rural land uses along San Timoteo Canyon Road. The City of Calimesa General Plan Land Use Chapter designates the area adjacent to the Project site's southern boundary as Summerwind Ranch Specific Plan and the Calimesa Zoning Map designates the area to the south as Summerwind Ranch At Oak Valley.

Land Uses to the West

Land uses to the west of the Project site include undeveloped hillside open space within the City of Calimesa and unincorporated Riverside County. The San Timoteo Canyon Park Property is located to the southwest of the Project site. The City of Calimesa General Plan Land Use Chapter designates the area to the west of the Project site's western boundary as Residential Estate and the Calimesa Zoning Map also designates the to the west as Residential Estate.

4.10.2 Regulatory Requirements

4.10.2.1 Federal

There are no federal codes, policies, or regulations regarding land use and planning that would apply to the Project.

4.10.2.2 State

California Planning and Zoning Law

The legal framework in which California cities and counties exercise local planning and land use functions is provided in the California Planning and Zoning Law, Government Code Sections 65000 et seq. Under state planning law, each city and county are required to adopt a general plan "for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning" (Government Code Section 65300). The general plan expresses the community's development goals and embodies public policy relative to the distribution of future land uses, both public and private. A general plan consists of several elements, including land use, circulation, housing, conservation, open space, noise, and safety; other elements may be included at the discretion of the jurisdiction that relate to the physical development of the county or city. Each of the elements must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals; diagrams and maps that incorporate data and analysis; and mitigation measures.

4.10.2.3 Regional

Southern California Association of Governments

Regional Housing Needs Assessment

The Southern California Association of Governments (SCAG) is the nation's largest metropolitan planning organization, representing six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura), 191 cities, and more than 18 million residents. SCAG undertakes a variety of planning and policy initiatives to encourage a more sustainable Southern California. The agency develops long-range regional transportation plans (RTPs), including sustainable communities' strategy (SCS) and growth-forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the south coast air quality management plans (SCAG 2024).

The Regional Housing Needs Assessment (RHNA) is mandated by the State Housing Law as part of a periodic process of updating local housing elements in city and county general plans. The RHNA is produced by SCAG and contains a forecast of housing needs within each jurisdiction in the SCAG region for 8-year periods. The adopted 6th Cycle RHNA Allocation Plan was approved on March 22, 2021 and covers the planning period between October

2021 through October 2029. The 6th Cycle identified a need for 1,341,827 additional housing units within the SCAG region (SCAG 2021).

Based on a methodology that weighs a number of factors (e.g., projected population growth, employment, commute patterns, and available sites), SCAG determined the quantifiable needs for dwelling units in each jurisdiction within the region according to various income categories. Once the RHNA allocation to each jurisdiction is established, local jurisdictions decide how to address their housing needs through the process of updating general plan housing elements (SCAG 2024). Of the SCAG regional allocation, 2,017 dwelling units have been assigned to the City (City of Calimesa 2023). The City's projected housing need from 2021-2029 consists of the following:

- 495 Very-Low-Income Units (0-50% of area median income)
- 275 Low-Income Units (51-80% of area median income)
- 379 Moderate-Income Units (81-120% of area median income)
- 868 Above-Moderate-Income Units (more than 120% of area median income)

Regional Transportation Plan/Sustainable Communities Strategies

RTP/SCS assists in the development of long-range regional plans and strategies that provide efficient movement of people, goods and information; enhance economic growth and international trade; and improve the environment and quality of life, which must lay out a plan to meet the region's transportation, housing, economic, and environmental needs in a way that enables the area to lower greenhouse gas emissions. As part of the RTP/SCS document, SCAG develops population and housing forecasts for the SCAG region and for the jurisdictions that make up the SCAG region. SCAG's 2016-2040 RTP/SCS Growth Forecasts were relied upon by the City in adopting the 2022-2029 Housing Element (SCAG 2016; City of Calimesa 2023).

SCAG adopted its current RTP/SCS entitled "Connect SoCal 2024" in April 2024, which provides the long-range vision of the SCAG region. Connect SoCal 2024 expands land use and transportation strategies established from previous cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal 2024 contains plans and projections for the region's future. Like other RTP/SCS publications, Connect SoCal 2024 provides a policy framework for preparing local plans and handling issues of regional significance, such as land use and housing, open space and biological habitats, water, energy, air quality, solid waste, transportation, security and emergency preparedness, economy, and education. Connect SoCal 2024 also strives to achieve broader regional objectives such as encouraging diverse housing construction in areas supported by multiple transportation options; promoting development of complete streets that prioritize safe opportunities to walk, bike and pursue other forms of active transportation; leveraging new transportation technologies and data-driven solution to efficient travel; and promoting conservation of natural lands. Connect SoCal 2024 advances regional planning by incorporating an integrated approach between SCAG, state and local governments, transportation commissions, resources agencies and conservation groups, the private sector, and the general public.

Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is a long-term regional conservation plan established to protect sensitive species and habitats in western Riverside County. The MSHCP Plan Area provides a regional vision for balanced growth by complying with federal and state endangered species laws. Section 4.3, Biological Resources of this Draft Subsequent Environmental Impact Report (SEIR), includes a thorough discussion of the MSHCP.

4.10.2.4 Local

City of Calimesa General Plan

The State of California requires that each city prepare and adopt an approved General Plan that provides comprehensive, long-term guidance for the City's future. The City of Calimesa 2014 General Plan was adopted August 4, 2014 (City of Calimesa 2014). The General Plan outlines the vision for long-range physical form, future development and growth of the City, and provides the policy framework guiding physical, social, and economic development in the City, as well as the City's own operations and decisions. The General Plan contains ten General Plan Topics, which cover all state-required elements: Land Use; Transportation and Mobility; Infrastructure and Public Services; Housing; Resource Management; Open Space, Parks and Recreation; Safety; Noise; Air Quality; and Sustainability (City of Calimesa 2014).

Land Use

The Land Use Chapter describes the existing land use pattern within the City and defines areas suitable for housing, business, industry, open space, recreation, education, and other public services, and describes future land use activity over the following 22 years of the planning period. The Land Use element outlines several key issues for related to the planning of future development in the City, including establishing a distinct community while preserving the rural identity of the City, improving accessibility to commercial and other services, and providing increased employment opportunities for the community. Goals and policies are established in this element to address the City's character, economic development, and specific focus areas for development or redevelopment.

Transportation and Mobility

The Transportation and Mobility Chapter establishes goals, policies, and actions designed to guide the entire circulation system, including roadways, transit facilities, bicycle, equestrian, and pedestrian facilities, and truck routes. Goals of the Transportation and Mobility Chapter focus on traffic management, safety, and functionality of the mobility network. This Chapter takes into account future uses and demands of the transportation network, from growth of the City or from regional traffic.

Infrastructure and Public Services

The Infrastructure and Public Services Chapter addresses a variety of systems that are generally called "infrastructure" and include physical systems and public services, including potable water facilities, sewer facilities, solid waste disposal, storm drainage, dry utilities (electricity and telecommunications), police services, fire protection, and schools.

Housing

The Housing Element was updated in 2023 for the 2021-2029 planning cycle, and provides a framework for current and future housing needs within the City. The Housing Element addresses the expansion of the housing supply to accommodate the RHNA goals as determined by SCAG (see Section 4.10.2.3 for a discussion of the RHNA). The programs and policies established within the Housing Element guide future decision-making to achieve the City's housing goals for the 2021-2029 planning period. The element describes the community profile, including population, employment trends and projections, describes the existing housing stock, provides a housing plan outlining how the City housing needs may be met, as well as overall housing policies.

Resource Management

The Resource Management Chapter addresses the protection and management of natural resources including water, soils, agricultural, vegetative, energy, and cultural resources. The goals, policies, and actions are intended to balance the City's actions regarding land use, circulation, and other issues with their potential effects on resource conservation.

Open Space, Parks, and Recreation

The Open Space, Parks, and Recreation Chapter identifies the existing recreational facilities and addresses the citizens' needs related to parks, recreation, and open space, as development continues. The goals, policies, and actions are intended to achieve the City's vision of open spaces that are accessible to all members of the community. This chapter establishes a policy framework and action program for the improvement, expansion, and maintenance of the City's open space and recreational lands.

Safety

The Safety Chapter addresses existing and anticipated safety concerns for the ongoing well-being of City residents, employees, and visitors. The goals, policies, and actions identify viable solutions to minimize the potential risk of death, injuries, property damage, and economic hardship and social displacement resulting from a number of natural disasters and other risks. The safety issues addressed in the Safety Chapter are seismic hazards, flooding and inundation, fire hazards, hazardous materials and waste, and critical facilities and lifelines.

Noise

When an existing or proposed land use emits sound that exceeds the City's determined acceptable noise levels, the sound is characterized as noise ("unwanted sound") and becomes subject to regulation. The Noise Chapter identifies sources of noise, both stationary and mobile (transportation-related), and potential sensitive land uses. Goals, policies and actions in this chapter provide a number of methods for mitigation of noise pollution.

Air Quality

The Air Quality Chapter addresses air quality affects in the City, which are influenced by local sources as well as regional climate and weather, nearby and distant pollutant sources. This chapter identifies pollutant sources, including mobile and stationary sources, for criteria air pollutants as well as greenhouse gas emissions. The Air Quality Chapter focuses on strategies to improve local air quality and contribute to the attainment of regional, state, and federal air quality standards.

Sustainability

The Sustainability Chapter addresses meeting the needs of current generations without compromising the ability of future generations to meet their own needs. This chapter addresses the balance of the environment, the local economy, and the equity of such decisions on all people. The goals, policies, and actions of this chapter focus on public health, equity, walkable communities, urban revitalization, reducing automobile use, water conservation, energy efficiency, and the economy.

Calimesa Zoning Code

The provisions of Title 18, Zoning, Land Use, and Development Regulations of the Calimesa Municipal Code (CMC) establishes zone districts that regulate land uses and impose development standards. The purpose of this zoning code is to protect and promote the public health, safety, and welfare of the City. All established districts are designed to obtain the economic and social advantages resulting from the planned use of land, as referred to in the Land Use Element of the General Plan. The City is divided into 17 zone districts and the boundaries of the zones established in CMC 18.05.080 are set forth on the official zoning map of the City of Calimesa.

Section 18.15.190(I)(2) of the CMC identifies the specific plans that have been adopted by the City and designated on the City's zoning map, including the following: "Mesa Verde Estates Specific Plan was approved in February 2007 and includes 1,493 acres approved for development of up to 3,850 dwelling units, as well as mixed use, open space, recreation, and public facility uses." This summary description in the CMC refers to the original approval of the 2007 Mesa Verde Estates Specific Plan and has not been updated to reflect the 2017 Specific Plan, which, as discussed above in Section 4.10.1, Existing Conditions, changed the allowable unit count and land uses.

2017 Mesa Verde Specific Plan Area 2 Amendment 1

The 2017 Specific Plan, which amended the 2007 Mesa Verde Estates Specific Plan, currently regulates the land uses of the Project site. The 2017 Specific Plan outlines allowable uses, development standards, and provides development guidelines for Project site. The proposed Specific Plan Amendment would amend and replace the 2017 Specific Plan.

4.10.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to land use and planning are based on Appendix G of the State CEQA Guidelines. According to Appendix G of the State CEQA Guidelines, a significant impact related to land use and planning would occur if the Project would:

a) Physically divide an established community.
b) 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.

4.10.4 Impacts Analysis

4.10.4.1 Summary of Previous Impact Analysis

Mesa Verde Estates Specific Plan Final EIR (2007)

The 2005 Draft Environmental Impact Report (EIR) concluded that the Mesa Verde Estates Specific Plan would result in a significant and unavoidable land use impact to the existing neighborhood along County Line Road due to traffic and noise generated by the project. The impact was determined to result in both short-term impacts due to construction and grading, and long term impacts related to operations. The 2007 Final EIR eliminated the impact by requiring that County Line Road would be an emergency-only access road to the Project site and instead there would be an extension of Roberts Road northward to create a new roadway connection to County Line Road near the I-10 Interchange (see Figure 2-2B, Approved Land Use Plan). The 2007 Final EIR determined the impact would

remain significant and unavoidable due to the combined effects of increased noise, traffic, and dust on the neighborhood surrounding the Roberts Road extension. Thus, the Roberts Road extension was determined to result in a significant impact related to the physical division of an established community. The City's General Plan Circulation Map (Figure TM-1 of Chapter 3: Transportation and Mobility) identifies the approved Robert's Road extension as a secondary arterial, and identifies the approved Street F extension as a divided collector street that would connect to the northern Roberts Road extension.

Addendum to the Mesa Verde Specific Plan EIR (2017)

The 2017 Addendum determined that although the Robert's Road extension would divide an existing neighborhood, it was analyzed in the 2007 Final EIR and was consistent with the General Plan. Therefore, it was determined there would be no new or substantially greater impacts related to the division of an established community. Further, the 2017 Addendum indicated the 2017 Specific Plan would require an amendment to the Calimesa General Plan Circulation Element to change the classification of County Line Road from "Secondary Arterial" to "Local Road". The amendment would occur as part of the approval of the 2017 Specific Plan and would not conflict with the General Plan. As such, the 2017 Addendum determined no new impacts would occur related to conflict with an applicable land use plan. Additionally, the 2017 Addendum determined the 2017 Specific Plan would not result in any new impacts, or increase the severity of impacts, with respect to consistency with the adopted habitat conservation plan.

4.10.4.2 Project Impact Analysis

Threshold 4.10a Would the project physically divide an established community?

The Project would have a significant environmental impact if it were developed in such a way to create a physical barrier to or within an established community. The proposed Project would amend certain development features of the previously approved project, such as the mix of land use types, and the overall graded footprint of the Project would be increased by approximately 63.1 acres when compared to the previously approved project, as shown on Figure 3-1, Proposed Land Use Plan, in Chapter 3, Project Description, of this Draft SEIR. Additional changes include alterations to off-site infrastructure and adjustments to the circulation master plan, including the removal of the northern Roberts Road extension and the added expansion of County Line Road.

The Project site is currently vacant and undeveloped land, with the exception of a portion of Sandalwood Drive and Mustang Way, and it has been approved and planned for development since 2007 with the approval of the original 2007 Mesa Verde Estates Specific Plan and amendment of the 2017 Specific Plan. As shown on Figure 2-1, Regional Location and Local Vicinity in Section 2, Environmental Setting of this SEIR, as well as described in Section 4.10.1.2 above, the Project site is largely surrounded by undeveloped open space land. There is some rural development along Live Oak Canyon Road to the north of the Project site within the cities of Yucaipa and Redlands; however, this community does not connect to any lands within or on the other side of the Project site, and implementation of the proposed Project would not divide or otherwise interfere with this established community. There are established residential and business communities along County Line Road, West Avenue L, 7th Street, and 7th Place located to the east between the Project site and the I-10 Freeway; however, this community does not currently connect to any lands within or on the other side of the Project site.

The internal configuration of the proposed roadway circulation system within the Project site boundaries, which would be developed simultaneously with the overall phased development of the Project, would not have any impact on an existing community. Therefore, this analysis considers the potential for off-site transportation improvements to impact existing communities.

Construction

Less-Than-Significant Impact With Mitigation. As discussed in Section 3.5.1, Off-Site Improvements as Project Components, in Chapter 3 of this Draft SEIR, the Project would require upgrades to off-site roadways. At 7th Street, the Project would improve the west side of 7th Street from Sandalwood Drive to north property line. Improvements to the west side of the street (off-site) would include curb/gutter and sidewalk improvements for a distance along the Project site street frontage. Temporary construction activities associated with this roadway improvement would not divide an established community, as the land to the west side of 7th Street is vacant land within the Project site boundary and the land to the east of 7th Street is currently vacant.

Off-site improvements to County Line Road, between the Project site and the I-10 interchange, would be required to accommodate the buildout of the Project. Roadway construction along County Line Road could potentially result in temporary access restrictions and/or otherwise disrupt cross-neighborhood connections due to construction equipment and pavement removal/replacement, resulting in the temporary disruption of circulation within an established neighborhood. In order to address potentially significant impacts to the existing County Line Road community related to temporary roadway construction activities, MM-HAZ-6 is required (discussed in further detail in Section 4.8, Hazards and Hazardous Materials, of this Draft SEIR). Prior to the commencement of construction activities for the expansion of County Line Road, the Project Applicant/Developer must prepare and submit a Construction Area Traffic Management Plan for review and approval by the City of Calimesa Public Works Department and any other relevant agencies. The Traffic Management Plan must be designed to minimize traffic disruptions and ensure safety for both construction workers and the public during the construction phase. Implementation of MM-HAZ-6 would reduce temporary construction-related impacts to a level of less than significant.

Operation

Less-Than-Significant Impact. Regarding previously approved off-site roadway infrastructure as discussed above in Section 4.10.4.1, the previous environmental documents identified a significant impact related to the division of an established community due to the northward Roberts Road extension to County Line Road. The proposed Project would remove the previously approved Robert's Road northern extension and Street F from the Project's circulation plan. Therefore, a northward extension of Roberts Road is not proposed as part of the Project and the previously approved significant impact related to physically dividing an existing community would be eliminated.

Regarding the proposed Project, as discussed above, the off-site redevelopment of the west side of 7th Street (off-site) would include curb/gutter and sidewalk improvements for a distance along the Project site street frontage. These roadway improvements would not permanently divide an established community, as the land to the west side of 7th Street is vacant land within the Project site boundary and the land to the east of 7th Street is currently vacant.

Proposed off-site improvements to County Line Road, between the Project site and the I-10 interchange, would be required to accommodate the buildout of the Project. As analyzed in the 2005 Draft EIR, the Mesa Verde Estates project proposed to utilize County Line Road as a thru roadway for primary residential access to the northern portion of the site. The 2005 Draft EIR determined that the project would increase roadway traffic and noise along County Line Road, which would cause substantial disruption and constitute a physical division of the existing residential neighborhood. Subsequently, the project was revised under the 2007 Final EIR to utilize County Line Road for emergency access purposes only, and created the Roberts Road extension instead. Similar to the project analyzed under the 2005 Draft EIR, the current Project proposes to utilize County Line Road as a thru roadway. Under the

proposed Project, County Line Road would join with the proposed Street A and would serve as the primary access for residential uses to the northern portion of the Project site.

Currently, County Line Road is identified in the City's General Plan Circulation Map as being a secondary arterial and consists of a two-lane road with approximately 20 feet of pavement width within the 60-foot to 80-foot right of way. County Line Road improvements between the Project site and the I-10 interchange would involve redeveloping the roadway within the existing right-of-way, consisting of 48-feet within the paved portion of the street (i.e. 12-foot lanes each direction, one 12-foot center turn lane, and 6-foot bicycle lanes on each side) and unpaved right of way on either side of the curb. The widened roadway pavement would require the removal of the above-ground utility poles and lines, which would be placed underground. Additionally, the widened roadway pavement would require redevelopment of land that may currently include lawns, landscaping, fencing, and/or mailboxes that may function as extensions of front yards, but are City-owned property as part of the public right-of-way.

In the current condition, there are five properties on the south side of County Line Road and two properties on the north side of County Line Road, between the Project site and County Line Lane, that do not meet the required 30-foot setback as set forth in Chapter 18.20.040, Residential Development Standards of the City's Municipal Code. The requirements for front yard setbacks in the Rural Residential zone, which is the applicable zone for the residential uses within this stretch of County Line Road, mandates that a building, structure, parking, or other designated item must be located 30-foot from a lot line. The roadway expansion would not alter the property lines of these properties, but the homes/structures on these non-conforming properties would be closer to the paved roadway upon completion of the expansion of County Line Road. However, the redevelopment of land within the City's public right-of-way for the purposes of roadway redevelopment, and the subsequent removal or relocation of lawns, landscaping, fencing, and/or mailboxes accordingly, would not physically divide an established community or otherwise inhibit connectivity in this area. To the contrary, the roadway expansion would have bike lanes on either side of the street as well as an unpaved buffer area on the exterior of the curb, thereby increasing opportunities for safe pedestrian and bicycle connectivity along County Line Road.

Although the roadway would be widened and would accommodate additional vehicular traffic when compared to the current condition, County Line Road would be constructed in compliance with City standards for roadway design and would not substantially impede cross-neighborhood connections or otherwise limit access within the community. The proposed widening of the roadway pavement and redevelopment of County Line Road would occur along a current roadway within the existing public right-or-way, would increase opportunities for pedestrian and bicycle connectivity, and would therefore not physically divide the established community.

Conclusion Summary

With implementation for MM-HAZ-6, short-term construction impacts regarding the division of an established community along County Line Road would be less than significant. For long-term operations, the Project would eliminate the significant and unavoidable impact associated with the previously proposed northward extension of Roberts Road. The utilization of County Line Road for primary residential access to the Project site and the widening of the roadway within the existing right-of-way would not result in the physical division of an established community. Operational impacts would be less than significant, which constitutes a reduced impact determination when compared to the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.10b ***Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?***

Less-Than-Significant Impact with Mitigation. State CEQA Guidelines Section 15125(d) requires that an EIR include a discussion of inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans. Additionally, this threshold from Appendix G of the State CEQA Guidelines states that a lead agency must consider whether the project would cause a significant environmental impact due to a conflict with land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Importantly, a conflict between a project and an applicable plan is not necessarily a significant impact under CEQA unless the inconsistency will result in an adverse physical change to the environment that is a "significant environmental effect" as defined by State CEQA Guidelines Section 15382. As provided in State CEQA Guidelines Section 15126.2 "an EIR shall identify and focus on the significant effects of the proposed project on the environment." A significant impact to the environment may occur if the Project conflicts with a policy intended to protect the environment and would consequently result in environmental impacts.

At the time of the preparation of the City's General Plan, which was adopted on August 4, 2014, the 2007 Mesa Verde Estates Specific Plan had already been approved for development. The 2017 Specific Plan was approved subsequent to the City's General Plan; however, the approved changes set forth in the 2017 Specific Plan were determined to not result in any new or more significant environmental impacts related to land use.

As shown on Table 3-7 in Chapter 3, Project Description of this Draft SEIR, the Project proposes to make the following changes in land uses when compared to the 2017 Specific Plan: retain 3,650 residential units on a decrease of 260.9 acres; reduce mixed-use by 27.1 acres; decreased school acreage by 3.4 acres; increase roads by 13.5 acres; introduce 241.9 acres of new business park/industrial land use; introduce 4.4 acres of new commercial land use; and introduce 5.3 acres of new public works facilities/fire station land use, increase the water tank site by 0.3-acre, and introduce two lift station lots totaling 1.5 acres. Additionally, the Project would increase open space acreage by 7.5 acres, increase public parks by 2.4 acres and increase private recreation by 7.9 acres. The proposed Project would eliminate the previously contemplated creation of a Roberts Road extension and connection to Street F to the north of the Project site. The Project would instead eliminate the 'emergency use only' gated access to County Line Road and would redevelop the roadway between the Project site and County Line Lane within the existing public right-of-way. Although the Project would not increase the total number of allowable residential units (i.e., 3,650), the Project would change the proposed unit mix and density within each proposed residential district.

Table 4.10-1, Potential to Conflict with General Plan Goals and Policies presents an evaluation of applicable goals and policies that have been adopted for the purpose of avoiding or mitigating an environmental effect.

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
Land Use Element	
GOAL LU-2: A logical and efficient pattern of development that reduces infrastructure costs and	**Would Not Conflict.** As illustrated in Figure 3-1, Proposed Land Use Plan in Chapter 3 of this Draft SEIR, the Project would result in orderly development within the boundaries of the previously approved 2017 Specific Plan area. The Project would provide all necessary infrastructure, which would be paid for the

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
maintains the character of Calimesa.	developer in whole or in part (i.e. fair share contribution) and/or the future residents of the Project through future assessments. Regarding the character of the City (specifically, the visual character), as discussed in Section 4.1, Aesthetics, of this Draft SEIR, the Project site was previously approved for residential, commercial, school uses, open space, recreation, public facility uses, utility infrastructure, and roadways. As proposed, the Project includes new Business Park uses (allowable building heights of 60 feet) where the previously approved project provided for Medium High and Medium Residential uses (allowable building heights of up to 40 to 50 feet). Implementation of the proposed land use plan would alter and contrast with the existing character and quality of the Project site landscape which is mostly vacant/undeveloped. However, in and of itself, the inclusion of Business Park uses and the proposed layout of land uses under the Project would not result in noticeably greater overall impacts to existing visual character or quality relative to the previously approved project.
GOAL LU-3: An arrangement of land uses that achieves maximum compatibility between land uses and especially with existing neighborhoods.	**Would Not Conflict.** The Project's land use plan has been developed with the surrounding areas in mind. Mixed-use, commercial, business park, and higher-density residential areas are proposed closer to the I-10 freeway. The Project also includes more natural open space areas than the General Plan requires. These open space areas have been strategically located so as to be contiguous with adjacent local and regional open space areas and to provide a natural buffer between Project-site development and existing neighborhoods.
Policy LU-10: Where a density range is specified for residential development, developments shall provide at least the minimum density. Maximum density may be exceeded pursuant to an applicable density bonus provision. (MM)	**Would Not Conflict.** The Specific Plan Amendment permits a minimum of 3,000 units and a maximum of 3,650 units. The Specific Plan Amendment also outlines the permitted minimum and maximum density for each residential land use category. Development of each residential district would be implemented to be consistent with the requirements of the Specific Plan Amendment and would meet the minimum density.
Policy LU-13: Preserve the natural character and visual quality of Calimesa's hillsides through sensitive site design and grading. (MM)	**Would Not Conflict.** Although there are no significant ridgelines on the Project site, the Project would involve grading of slopes and hillside resources within the Northern Plateaus and Ravines viewshed area. As set forth in the Specific Plan Amendment, the Conceptual On-Site Mass Grading Plan is designed to minimize the aesthetic impacts of graded slope areas adjacent to roads and highly visible locations. This includes compliance with the proposed Hillside Development Regulations and Grading Standards. Per the Hillside Development Regulations, the Project would provide 497.2 acres of open space areas, zoned as OS-N, including over 300 acres of hillside areas (with slopes of 16% of greater). Further, as described in Section 4.3, Biological Resources of the SEIR, the Project would include approximately 303 acres of open space area that would be fully avoided and left in its natural state except for the on-site riparian/riverine mitigation area and temporary impacts, which would be subjected to restoration activities.

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
Policy LU-16: Discourage land use conflicts and incompatibilities by providing buffers to include, but not be limited to, landscaping, setbacks, walls/fencing, site design, architectural features, density/intensity/operation reduction, or shielding of lighting between incompatible land uses and new development. (MM)	**Would Not Conflict.** The Project includes a number of components such as greenways, setbacks, walls/fencing, architectural standards, and lighting requirements that would act as "buffers" to discourage land use conflicts and incompatibilities. As discussed in Section 4.3, Open Space Greenways Master Network of the Specific Plan Amendment, the Project includes an interconnected greenway with open space, parks, and trails buffering proposed Project development. The Project's open space areas have been strategically located to be contiguous with adjacent local and regional open space areas and to provide a natural buffer between Project-site development and adjacent parcels. In addition, Table 2-3 in Chapter 2, Residential, Mixed Use, and Commercial of Specific Plan Amendment sets forth the required setbacks for the Project site's residential districts. These include minimum front, side and rear setbacks, as well as minimum distances between buildings. Per Section 2.12.13, Lighting, of the Specific Plan Amendment, outdoor lighting would be screened from direct view by adjacent residential neighborhoods and would generally conform to CMC Section 18.120, Outdoor Lighting. Section 2.7 of the Specific Plan Amendment states that, when feasible given the building plotting, architecture standards are encouraged to provide varied streetscapes and an aesthetically pleasing environment. In addition, an overall Community Wall and Fence Plan has been established to reinforce the architectural style and landscape typologies of the Project site. Fencing includes Community View Fences, which are perimeter fences separating the residential and Business Park from natural open space areas and areas with view opportunities.
Policy LU-18: New development should be contiguous or close to existing development and in locations where infrastructure, public facilities, and services are available when needed.	**Would Not Conflict**. As discussed above in Section 4.10.1, Existing Conditions, the Project site is close to the I-10 freeway and existing infrastructure in an area previously approved for development. The public services and utilities providers serving the Project site and surrounding vicinity are listed in Table 2-1 in Chapter 2, Environmental Setting, of this Draft SEIR.
Policy LU-19: Locate commercial and industrial development in areas where street rights-of-way and capacity are available, as well as sufficient infrastructure and public services.	**Would Not Conflict.** The Project would create appropriately sized on-site infrastructure, including roadways and utility connections, to support the proposed commercial and industrial development. The Commercial and Business Park planning areas would be located along Sandalwood Drive, which would be widened to allow for sufficient roadway capacity.
Policy LU-22: Locate high-density residential developments in areas served by existing and/or planned transit routes, infrastructure, and commercial development.	**Would Not Conflict.** The Project would include high-density residential development near I-10 on a site previously approved for infrastructure and commercial development. Although the Project site would not be directly served by transit routes, the Project would develop on-site bike lanes and pedestrian infrastructure, including sidewalks and a trail system to encourage alternative modes of travel. The Project would not inhibit the development of future public transit amenities into the Project area if it was determined by the transit agencies to extend service to this area.

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
Policy LU-39: To the extent possible, hillside areas should be preserved and protected.(MM)	**Would Not Conflict.** Refer to the response provided above to Policy LU-13. Per the Hillside Development Regulations, the Project would provide 497.2 acres of open space areas, zoned as OS-N, including over 300 acres of hillside areas (with slopes of 16% of greater).
Policy LU-40: Stepped or multilevel foundations are encouraged for use in hillside development to reduce grading and maintain the rural appearance of the hillside areas. (MM)	**Would Not Conflict.** The Project would be required to comply with the proposed Hillside Development Regulations of the Specific Plan Amendment, which are intended to encourage the preservation of sensitive environmental areas such as hillsides. Regulations include Hillside Grading Standards, which would require building orientations to be based on most efficient use of development pad area. No final subdivision map could be approved without Covenants, Conditions and Restrictions for slope maintenance. Furthermore, setbacks from top and toe of slopes would be subject to typical building and grading standards for development. Minimum setbacks may start at 7 feet subject to engineering, slope design, wall construction, building design and building foundation locations.
Policy LU-41: In hillside areas and areas affected by natural hazards (earthquakes, earthquake faults, major drainage flows, and landslides), the City encourages the use of development standards specific to the project to protect hillsides and protect life and property. (MM)	**Would Not Conflict.** The Project site is not within an Alquist-Priolo earthquake fault zone. As discussed in Section 4.6, Geology and Soils of this Draft SEIR, landslide hazards are not generally present within the site boundary (Appendix D-1). However, it was noted that a few small slides were observed along the major stream channels during the 2004 geotechnical investigation where erosion and undercutting had led to destabilized slopes in areas (Appendix D-1). Although the Project site has no major perennial streams, it is crossed be several ephemeral (i.e., seasonal or temporary) stream courses, which are tributary to Garden Air Wash. In addition, over half of the Project site includes hillside terrain (i.e., slopes 16% or greater). In order to protect hillsides, life, and property, the Specific Plan Amendment includes Section 6.2.2, Hillside Development Regulations. These provisions are designed to address impacts of development in existing hillside areas and to ensure that the Project site is developed in an environmentally sensitive manner that protects the public health, safety, and welfare. As discussed in Section 4.6 of this Draft SEIR, impacts related to earthquake fault ruptures, seismic ground shaking, and landslides would be less than significant. The Specific Plan Amendment also includes Section 6.5, Conceptual Drainage Master Plan. As discussed in Section 4.9, Hydrology and Water Quality of this Draft SEIR, drainage from the Project site would be collected and conveyed via proposed storm drain systems to 14 detention basins. The proposed storm drainage system would be designed to convey the 100-year peak flows generated on the Project site to the proposed basins. The detention basins would reduce peak flows discharged from the Project site to existing drainage watercourses downstream of the Project site when compared to the existing pre-development condition. As discussed in Section 4.9 of this Draft SEIR, Project impacts related to hydrology and water quality (including erosion and flooding) would be less than significant with mitigation incorporated.
Policy LU-42: On a site having a slope of 25 percent or greater, minimum lot sizes may be	**Would Not Conflict.** According to Chapter 2 of the Specific Plan Amendment, when possible, residential buildings should be clustered. Clustering would reduce required lot sizes while allowing permitted densities on a smaller site area in order to preserve open space, sensitive, or hazardous areas. Minimum

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
reduced below those otherwise required by a Residential Plan Development or other method to: ▪ Preserve steep slope areas; ▪ Avoid known faults and landslides; ▪ Preserve significant biological and drainage areas; and ▪ Add open space to existing contiguous open space lands. (MM)	lot sizes for the residential zoning districts are provided in Table 2-1 in Chapter 2 of the Specific Plan Amendment. Minimum lot sizes from 4,500 square feet for Residential Low to no minimum lot size for Residential Medium High and High. As discussed above, the Specific Plan Amendment also includes Section 6.2.2, Hillside Development Regulations. These provisions are designed to address impacts of development in existing hillside areas and to facilitate environmentally sensitive development, allowing for the preservation of steep slopes, significant biological resources, and drainage areas. Per the Hillside Development Regulations, the Project would provide 497.2 acres of open space areas, zoned as OS-N, including over 300 acres of hillside areas (with slopes of 16% of greater). As further discussed in Section 4.3, Biological Resources of the SEIR, the Project would include approximately 303 acres of open space that would be fully avoided and left in its natural state except for the on-site riparian/riverine mitigation area and temporary impacts, which would be subjected to restoration activities. Proposed open space areas on the Project site have been strategically located to facilitate connectivity and to be contiguous with off-site open space lands.
Transportation Management Element	
GOAL TM-1: A Transportation system that ensures the safe and efficient movement of people and goods throughout the city.	**Would Not Conflict.** The Project proposes an efficient on-site and off-site transportation system to provide means of access from the Project site to regional facilities such as I-10. These on-site and off-site roads such as County Line Road and Sandalwood Drive are essential for the long-term movement of people and goods throughout the City. The Project would construct a transportation system that would serve the internal needs of the Project. This includes a network of major, secondary, and collector streets, as illustrated in Figure 3-5, Circulation Master Plan in Chapter 3 of this Draft SEIR. In addition to roadways, the proposed on-site transportation system includes bikeways, walkways, and trails, which connect the residential areas of the Project site with the on-site schools, parks, commercial, mixed-use, and business/industrial areas. Off-site infrastructure improvements would also be necessary for the development of the Project. Required improvements to off-site facilities that would be constructed by the Applicant/Developer as a part of the proposed Project include are discussed in Section 3.5.1 in Chapter 3 of this Draft SEIR and include the expansion of County Line Road within the existing right-of-way and half-width street improvements to 7th Street along the Project site frontage. The Project would also contribute its fair share for the future construction of off-site roadway improvements constructed by others (i.e., through the payment of a Transportation Uniform Mitigation Fee, as required by the by the Western Riverside Council of Governments), including improvements to the I-10 interchanges at Sandalwood Drive and County Line Road and the extension of Roberts Road to the southern boundary of the Project site. These improvements would help facilitate the safe and efficient movement of people and goods throughout the City.
GOAL TM-2: Public transit services, trails, paths, and	**Would Not Conflict.** The Project would be designed with trip reduction in mind by strategically placing schools in areas accessible by an integrated system of trails,

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
pedestrian amenities that promote the mobility of Calimesa residents and provide a reasonable alternative to the personal automobile.	sidewalks, and bikeways. In addition, trails and bike lanes would provide access to the parks, recreational areas, employment, and shopping areas. The Project would not inhibit the development of future public transit amenities into the Project area if it was determined by the transit agencies to extend service to this area.
GOAL TM-3: Seek to establish an area-wide multi- use system of pedestrian, equestrian, hiking, and bicycling trails, with linkages to parks and the trail systems of adjacent jurisdictions.	**Would Not Conflict.** As illustrated in Figure 3-2, Open Space Greenways Master Network, the Project would introduce a network of on and off-road pedestrian and hiking trails and bikeways to connect the different components of the site together.
GOAL TM-4: Promote mobility for the disabled, in accordance with state and federal law.	**Would Not Conflict.** The Project would be designed for full compliance with applicable state and federal laws to promote mobility for the disabled, including compliance with the Americans with Disability Act.
Policy TM-1: Provide for roadways in accordance with the Circulation Plan (Figure TM-1).	**Would Not Conflict.** As discussed in Chapter 3 of this Draft SEIR, the Project would include an amendment to the Circulation Element of the General Plan (General Plan Amendment No. 23-01) to facilitate the construction of on- and off-site roadways. Once approved, the Circulation Plan would be revised, and the Project would be in conformance with the General Plan.
Policy TM-3: Strive to construct streets in accordance with the City's standard street classifications. (MM)	**Would Not Conflict.** As discussed above in response to Policy TM-1, the Project would include an amendment to the Circulation Element of the General Plan. This amendment would include new street classifications for on- and off-site roadways. Once approved, the proposed Specific Plan Amendment roadway classifications would become part of the General Plan's standard street classifications.
Policy TM-4: Maintain and rehabilitate roadways to preserve and improve the quality of city streets and thoroughfares that promote access and mobility between residential neighborhoods, employment centers, shopping, and health services. (MM)	**Would Not Conflict.** Refer to the discussion provided above for Goal TM-1. The Project would include off-site improvements to existing roadways to help preserve and improve the quality of City streets and thoroughfares.
Policy TM-6: Access points must be located a sufficient distance away from major intersections to allow for	**Would Not Conflict.** The Project would require a number of on- and off-site roadway improvement to allow for safe, efficient operation and access. Sandalwood Drive would be the primary access road to the Project site and is currently improved starting at the 7th Street intersection to Mustang Way. However, the width and northern alignment of Sandalwood Drive would change from the existing condition. It is currently a two-lane road but has been graded

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
safe, efficient operation. (MM)	as a future four-lane road. As development occurs, Sandalwood Drive would be fully improved, extending north into the Project site and terminating at proposed Street B, adjacent to Mesa View Middle School. The portion of Mustang Way extending onto the Project site would be removed and access to the school would be provided directly from Street B via Sandalwood Drive. County Line Road serves as a meandering secondary access to the Project site through the existing 7th Place, West Avenue L, and 7th Street to Sandalwood Drive. In accordance with the City's request, County Line Road would join with the proposed Street A. Street A would become an extension of County Line Road as part of the Specific Plan Amendment within the Project boundary. As previously discussed, County Line Road would be widened to accommodate the Project. Roberts Road would provide a third future access point to the Project site. Roberts Road south of Sandalwood Drive is planned to be fully developed with a bridge built by others at Summerwind Ranch Specific Plan crossing over Garden Air Wash, thereby linking the two master planned communities. The Project Applicant/Developer would pay its fair share for the bridge but would not construct any off-site bridge improvements. Furthermore, as discussed in Section 4.15, Transportation, the Project would not result in inadequate emergency access.
Policy TM-11: Reduce vehicle trips through design and changes in operations. (MM)	**Would Not Conflict.** As discussed in Section 4.15, Transportation, of this Draft SEIR, per City's vehicle miles traveled (VMT) significance criteria for impact determination, the proposed Project would have a less than significant VMT impact under baseline or cumulative conditions under any development phase. The Project includes areas dedicated for residential, industrial, commercial, and mixed-use development. When developed, these areas would reduce VMT and reduce emissions by providing an opportunity to work and live on the same general vicinity without the need to travel to distant employment or commercial centers. In addition, the Project provides a variety of on and off-road trails to schools, parks, recreational facilities, and shopping to reduce VMT.
Policy TM-12: Provide for the development of multi-use equestrian, pedestrian, and hiking trails that provide a linkage with regional facilities. (MM)	**Would Not Conflict.** As discussed above in response to Goal TM-3, the Project would provide a network of on-site trails and would preserve existing trails.
Policy TM-13: Ensure that schoolchildren have safe and adequate transportation routes available, such as pedestrian or bike paths, or local bus service. (MM)	**Would Not Conflict.** The Project would set aside adequate land on-site for two schools (within Planning Areas 44 and 45). The Project is also adjacent to the existing Mesa View Middle School. The Project's internal circulation system would include a network of pedestrian infrastructure (such as trails and sidewalks) as well as bike lanes to provide safe and adequate transportation routes for schoolchildren.
Infrastructure and Public Services Element	
GOAL IPS-1: Ensure that existing and future land	**Would Not Conflict.** The Yucaipa Valley Water District (YVWD) has prepared a Water Supply Assessment & Written Verification of Supply (WSA) for the Project

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
uses have an adequate water supply system.	in accordance with state-mandated guidelines. Pursuant to the California Water Code and based upon the analysis provided in the WSA, the YVWD has determined that currently available and planned sufficient supplies exist to provide the drinking water and recycled water to the Project in addition to other planned demands anticipated within the YVWD service area during normal, single dry and multiple dry years during the next twenty years. Therefore, pursuant to California Government Code Section 66473.7, the YVWD has determined that it has sufficient water supplies available to meet the needs of the Project. Potable and recycled water conveyance infrastructure would be extended to the Project site consistent with Conceptual Potable Water Master Plan and Conceptual Recycled Water Master Plan. This infrastructure would ensure availability of water for everyday use and for emergency purposes for the future residents, businesses, and public facilities on the Project site. In addition to standard water conservation methods, dual plumbing systems with recycled water would also be provided. In accordance with the YVWD service requirements set forth in the WSA, recycled water must be used for Project site grading as well as irrigation of all greenbelt areas, landscape areas, and roadway medians. The use of recycled water must also be required for non-potable uses on site, such as cooling and processing water for the applicable commercial/industrial facilities.
GOAL IPS-2: Ensure that existing and future land uses have a safe and efficient wastewater collection, treatment, and disposal system.	**Would Not Conflict.** The YVWD would provide wastewater services for the Project. The proposed system maximizes the use of gravity flow lines with a few exceptions where the Project site has planned topographic low spots that require a sewer lift station or forced main sewer lines (refer to Section 4.17, Utilities and Service Systems of this Draft EIR for further details). All on-site wastewater flows would ultimately connect to the YVWD water treatment plant north of the Project boundary. There may be an occasional need for temporary sewer pipe systems to connect to gravity flow lines on an interim basis where private sewer lines may need to connect to public sewer lines until the gravity line public wastewater system is in place and fully functional. This situation would be coordinated with YVWD on a case-by-case basis but integrated into the overall plan for the Project. The wastewater system would comply with all applicable local, state, and federal guidelines to ensure an adequate and safe wastewater collection and treatment system.
GOAL IPS-3: Ensure that adequate flood control facilities are provided prior to or concurrent with development.	**Would Not Conflict.** The Project has conducted the appropriate studies to ensure adequate flood control protection for its future residents/tenants and the surrounding properties. Drainage from the Project site would be collected and conveyed via proposed storm drain systems to detention basins (Appendix F-3). As discussed in Section 4.9 of this Draft SEIR, the proposed storm drainage system would be designed to convey the 100-year peak flows generated on the Project site to the proposed basins. The detention basins would reduce peak flows discharged from the Project site to existing drainage watercourses downstream of the Project site when compared to the existing pre-development condition. The post-development flows that would discharge from the Project site would be less than the pre-development flows. This would ensure that the rate of

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
	surface runoff and the amount of surface runoff would not result in flooding on-site or off-site.
GOAL IPS-4: Ensure adequate service from utility purveyors of natural gas, electricity, and communication services.	**Would Not Conflict.** As discussed in Section 4.17 of this Draft SEIR, the Project site is within the existing service area for Spectrum and Verizon California for cable television and telephone services and Southern California Edison for electricity. The Project would not implement any extensions of natural gas infrastructure to the Project site. The Project would not require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects, and impacts would be less than significant (refer to Section 4.17 of this Draft SEIR for further discussion).
GOAL IPS-5: Plan and provide adequate infrastructure for all new development, including but not limited to, integrated infrastructure planning, financing, and implementation.	**Would Not Conflict.** The Project would ensure timely extension of all infrastructure to its residents. This infrastructure would be funded by a Community Facilities District (CFD) or similar financing methods that assesses the future residents of the project to pay for these improvements. Therefore, the Project would not have negative fiscal impacts on the City's budget and the existing residents of the City.
GOAL IPS-6: Plan for the convenient location and adequate size of public facilities.	**Would Not Conflict.** The Project has reserved adequate land on site for public facilities, including two schools (within Planning Area 44 and 45) as well as a City of Calimesa Public Works facility and a City of Calimesa Fire Department station (within Planning Area 56). The schools are anticipated to serve approximately 600 students each. The fire station and Public Works facility are anticipated to total approximately 4,500 square feet. These facilities would be conveniently located within walking or biking distance of on-site businesses and residences.
GOAL IPS-7: Maintain a level of public safety service that will ensure the safety of residents and businesses.	**Would Not Conflict.** In accordance with CMC Chapter 18.115 (Developer Impact Fees), the Project would ensure the provision of adequate fire and police services to its residents through payment of the City's established impact fees. The Project would also reserve adequate land for a new fire station within Planning Area 56 as requested by the City of Calimesa Fire Department.
Policy IP-1: The City will work with water providers and developers to ensure that water supply and delivery systems are capable of meeting normal and emergency needs. (MM)	**Would Not Conflict.** As discussed above in response to Goal IPS-1, per the WSA, an adequate water supply would be available to serve the Project during normal, single dry and multiple dry years conditions. The Project would also include on-site water conveyance infrastructure developed in accordance with applicable standards. Refer to Section 4.17, Utilities and Service Systems of this Draft SEIR for further discussion related to water supply and conveyance systems.
Policy IPS-2: Groundwater supplies should be protected from septic system contamination. The City will encourage existing development to connect to	**Would Not Conflict.** The Project would include installation of sanitary sewer infrastructure that would be adequate to serve the entirety of the Project (see Section 4.17 of this Draft SEIR for further details regarding wastewater treatment and conveyance). The municipal wastewater system at the Project site would be maintained by the YVWD. The use of septic tanks or alternative wastewater disposal systems would not occur as part of the Project.

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
the public sewer system. (MM)	
Policy IPS-3: Continue to meet the goals of the County Solid Waste Management Plan. (MM)	**Not Applicable.** This Policy is directed towards and is the responsibility of the City. However, as discussed in Section 4.17 of this Draft PEIR, the Project would not 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. The Project would also comply with federal, state, and local management and reduction statutes and regulations related to solid waste.
Policy IPS-4: Require the designation, preservation, maintenance, and acquisition of land and improvements necessary for flood control facilities, in accordance with the City's Master Flood Control and Drainage Plan. (MM)	**Would Not Conflict.** Refer to the response provided above for Goal IPS-3. The Project would include adequate on-site flood control facilities and would not result in flooding on-site or off-site.
Policy IPS-9: The City supports a level of police protection that will allow adequate levels of personnel and equipment to respond to routine incidents and to larger events. (MM)	**Would Not Conflict.** This policy is directed towards and is the responsibility of the City. However, as discussed in Section 4.13, Public Services, of this Draft SEIR, the Project would not 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 police protection services, and impacts would be less than significant.
Policy IPS-11: The City supports a level of fire protection that will allow adequate levels of personnel and equipment to respond to routine incidents and to larger events. (MM)	**Would Not Conflict.** This policy is directed towards and is the responsibility of the City. However, as discussed in Section 4.13, Public Services, of this Draft SEIR, the Project would not 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 fire protection services, and impacts would be less than significant. The Project would also set aside adequate land on-site for a future City of Calimesa Fire Department station within Planning Area 56.
Policy IPS-12: Provide for the expansion and/or addition of protection facilities, equipment, and personnel, as necessary to meet future demand. (MM)	**Would Not Conflict.** This policy is directed towards and is the responsibility of the City. However, as discussed above in response to Policies IPS-9 and IPS-11, the Project would result in less than significant impacts related to fire and/or police protection services. The Project would also set aside adequate land on-site for a future Public Works facility within Planning Area 56.
Policy IPS-13: The City supports and will encourage efforts to create a fire-safe built and natural environment, consistent	**Would Not Conflict.** Due to the Project's location in a Very High Fire Hazard Severity Zone, the Project would be required to design, construct, and maintain structures, roadways, and facilities in compliance with applicable local, regional, state, and federal requirements to fire safety, emergency access, and evacuation, as well as building materials, setbacks, and defensible space

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
where appropriate with efforts to maintain the natural habitat of Calimesa. (MM)	requirements for development in fire hazard areas. The local, state, and federal rules, regulations, and policies set forth minimum standards for development strategies, building materials, and systems and fire prevention strategies for development in the wildland–urban interface and fire hazard areas to reduce the risk of wildfire damage and losses (refer to Section 4.18, Wildfire, for additional details regarding required rules, regulations and policies for projects within a Very High Fire Hazard Severity Zone). The Project would be developed as an ignition resistant mixed-use residential community designed to include professionally managed and maintained fire protection components, modern fire code compliant safety features and specific measures provided where ignitions are most likely to occur (such as roadways). The landscape throughout the Project site would be highly maintained and much of it irrigated and would consist of low flammability plant species, which further reduces its ignition potential. Structures would be highly ignition resistant on the exterior and the interiors would be protected with automatic sprinkler systems. In addition, the Project's Fuel Modification Zones (FMZs; minimum 100-foot-wide FMZ widths throughout the development) would provide adequate clearance for portions of the proposed developed area that abut chamise chaparral and sage scrub plant communities. Further, the residents and owners within Project site would be provided a proactive education program disclosing the potential wildfire risk and the requirements of the Project's Wildfire Evacuation Plan (Appendix L-2) and Fire Protection Plan (Appendix L-1). As discussed in Section 4.18 of this Draft SEIR, with implementation of mitigation, impacts related to the exposure of project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire would be less than significant.
Policy IPS-14: Fire management plans shall be required for all new development in areas subject to wildfire. (MM)	**Would Not Conflict.** The Project site is located within a Very High Fire Hazard Severity Zone. As such, a Project-specific Fire Protection Plan has been prepared and included as Appendix L-1. The Fire Protection Plan was prepared in coordination with the City of Calimesa Fire Department and fulfills the requirements of this policy.
Housing Element	
Goal H-3: The City will provide opportunities for the development of new housing units to meet the housing needs of all economic segments of the population while preserving the natural environment and unique existing character and physical attributes of the community.	**Would Not Conflict.** Both the General Plan and the Housing Element have planned for at least 3,650 approved dwelling units on the Project site, consistent with the proposed Project. In accordance with the Specific Plan Amendment, the Project would allow for a variety of housing types, including single family detached, paired homes (duplex), single family court/cluster/courtyard, single family attached, townhomes, multifamily, condominium and age restricted. Furthermore, the Project would be developed to comply with the City's current Inclusionary Housing Ordinance requirements. As such, the Project would contribute to the City's efforts to meet the housing needs of all economic segments of the population. As discussed in further detail in Section 4.12, Population and Housing, of this Draft SEIR, the proposed residential development would be consistent with planned growth projections under the General Plan, the Housing Element, and the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy. Furthermore, as discussed in Section 4.1, Aesthetics, of this Draft SEIR, the proposed residential uses on the Project site would be of similar character and quality as the previously approved land

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
	use plan and would not result in significant visual impacts. The Project would also provide 497.2 acres of open space areas, zoned as OS-N, which would help preserve the natural environment.
Policy H-3.1: Encourage a variety of housing types and densities, each appropriately located with reference to topography, traffic circulation, community facilities, and aesthetic considerations.	**Would Not Conflict.** In accordance with the prior approval, the Project would facilitate a maximum of 3,650 dwelling units. These dwelling units would include a variety of housing types at a range of allowable densities. The Specific Plan Amendment outlines the types and allowable density of residential units permitted in each residential zone district. The Project would allow for single family detached, paired homes (duplex), single family court/cluster/courtyard, single family attached, townhomes, multifamily, condominium and age restricted housing. Allowable densities would range from 8 dwelling units per acre in the Residential Low zones to 24 dwelling units per acre in the Residential High zones. Furthermore, the Project would be developed to comply with the City's current Inclusionary Housing Ordinance requirements. Regarding aesthetic considerations, the Specific Plan Amendment also outlines the preferred architectural and design styles allowed in the residential zone districts. The Residential Architectural Design Guidelines establish community guidelines and standards for the Project to allow the creation of a quality and aesthetically pleasing environment. The Architectural Design Guidelines describe specific architectural elements, including color, detailing, and materials that are encouraged for use in residential development. In addition, the circulation system for the Project site provides multi-modal access serving vehicles, bicycles, and pedestrians. These components are designed to provide safe and efficient access to the residential neighborhoods, Business Park land use, Commercial/Mixed-Use land uses, natural open space, and recreational amenities within open space areas. Finally, regarding topography, all future development on the Project site would be required to comply with the proposed Hillside Development Regulations, which set forth design standards and criteria for hillside development. For example, per Section 6.2.2 of the Specific Plan Amendment, the typical maximum grade of cut-and-fill slopes would not exceed 2:1 except that the cut-and-fill slope may be as steep as 1.5:1 with written approval from a Soils Engineer and review and approval of the City Engineer.
Policy H-3.2: Encourage development of a variety of housing types affordable to households at all economic levels, including townhouses, apartments, single-family dwellings, and manufactured homes.	**Would Not Conflict.** Refer to the response provided above for Policy H-3.1. The Project allows for a variety of housing types, including single family detached, paired homes (duplex), single family court/cluster/courtyard, single family attached, townhomes, multifamily, condominium and age restricted. Furthermore, the Project would provide affordable housing in compliance with the City's current Inclusionary Housing Ordinance.
Policy H-3.4: Encourage the development of housing to meet the City's responsibilities with regard to regional housing needs.	**Would Not Conflict.** As discussed above, both the General Plan and the Housing Element have planned for at least 3,650 approved dwelling units on the Project site, consistent with the proposed Project. Furthermore, the Project would be developed to comply with the City's current Inclusionary Housing Ordinance requirements. Buildout of Project housing is anticipated occur during Phase 3

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
	through Phase 6 of Project development (i.e., 2031 through 2045). As such, the Project would help the City meet future housing needs beyond the 2021-2029 housing cycle and assist the City in meeting future Regional Housing Needs Assessment allocations.
Goal H-4: Improve housing opportunities through private investment and, when appropriate, through public assistance	**Would Not Conflict.** See the responses provided above for Goal H 3 and Policies H-3.1, H-3.2, and H-3.4. The Project would improve housing opportunities in the City through private investment.
Policy H-4.1: Encourage a variety of public and private efforts to provide affordable housing opportunities for lower-income households, elderly households, overcrowded households, large households, persons with disabilities, persons with developmental disabilities, and single-headed households.	**Would Not Conflict.** As discussed above, the Project would be developed to comply with the City's current Inclusionary Housing Ordinance requirements. The Project would also permit the development of age-restricted housing within the Residential Low, Residential Medium, and Residential Medium High zones.
Policy H-4.2: Manufactured dwellings (mobile homes) on permanent foundations shall be permitted in all residentially zoned areas of the city.	**Potential to Conflict.** The Project would not permit mobile homes in the proposed residential zones of the Project site. However, as discussed above, the Project would provide a variety of housing types affordable to households at all income levels. Although the Project would not change the number of previously approved units (i.e. 3,650), the Project would increase the number of multifamily units when compared to the previously approved project. Furthermore, the Project's potential to conflict with Policy H-4.2 would not result in any significant environmental effects.
Resource Management Element	
Goal RM-1: Conserve and protect significant landforms and hillside areas.	**Would Not Conflict.** The proposed Hillside Development Regulations outline comprehensive guidelines for hillside development on the Project site. The Hillside Development Regulations would supersede the Calimesa Hillside Development Ordinance for developments on the Project site, setting forth specific standards and definitions related to hillside development, such as grading, slope classifications, and erosion control. Key aspects of the Hillside Development Regulations include the conservation of canyons, valleys, and wildlife corridors; the creation of open spaces that are compatible with natural landforms; and the provision of safe vehicular circulation. The Hillside Development Regulations classify hillsides based on their average slope and outline specific design criteria to minimize environmental effects. These criteria include guidelines for open space requirements, building orientation, slope maintenance, and grading standards. The regulations also detail standards for retaining walls, including design, height, and placement, to promote stability and aesthetic integration with the landscape. Privacy fences and property line walls are addressed, with specific

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
	height restrictions and placement guidelines to maintain privacy while preserving the natural viewshed. Additional standards cover setbacks from slopes, line of sight height limits, and overall wall heights. Through the implementation of the Hillside Development Regulations, the Project would conserve significant landforms and hillside areas by reducing grading on the steepest slopes and preserving the natural topography on approximately one third of the Project site. Per the Hillside Development Regulations, the Project would provide 497.2 acres of open space areas, zoned as OS-N, including over 300 acres of hillside areas (with slopes of 16% of greater).
Goal RM-2: Conserve water resources and improve water quality.	**Would Not Conflict.** As discussed in Section 4.6, Hydrology and Water Quality of this Draft SEIR, the Project would create new impervious surfaces that would reduce the ability for the developed areas of the Project site to infiltrate runoff into the groundwater; however, the Project would not substantially interfere with groundwater recharge. In accordance with the YVWD service requirements set forth in the WSA, the Project would dedicate sufficient property subject to YVWD approval and construct two groundwater injection/extraction wells for the storage and extraction of drinking water for the Project. The dedication of the groundwater well sites would be addressed in future development agreements with property deeded to the YVWD in fee title prior to the issuance of any building permits. Additional details regarding the construction of the groundwater wells will be discussed in a future development agreement. The YVWD makes use of recycled water as part of its water conservation efforts. Recycled water that meets Title 22 requirements is available from the Wochholz Regional Water Recycling Facility and the Yucaipa Valley Regional Water Filtration Facility and would be extended into the Project site. Recycled water would be used for the non-potable water demands for the Project, including for irrigation of all greenbelt areas, landscape areas, and roadway medians. Drainage from the Project site would be collected and conveyed via proposed storm drain systems to 14 detention basins (Appendix F-3). The proposed storm drainage system would be designed to convey the 100-year peak flows generated on the Project site to the proposed basins. The detention basins would reduce peak flows discharged from the Project site to existing drainage watercourses downstream of the Project site when compared to the existing pre-development condition. In addition, recycled water would be utilized for common areas, public parks, and parkways. With incorporation of mitigation, the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality for long-term operations, and impacts would be less than significant.
Goal RM-3 Conserve and protect native species and habitats.	**Would Not Conflict.** The Project is designed to preserve important biological resources such as habitat, species/communities (including oak woodlands), and major drainage courses. The Project would promote long term habitat value by setting aside natural open space and preserving wildlife corridors. The Mesa Verde Oak Tree Preservation Plan is discussed in Section 4.3, Biological Resources of this Draft SEIR and identifies the location and number of oak trees preserved on site. The study area contains 18.40 acres of Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) riparian/riverine

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
	features. These features range from deeply incised drainages that cross through the majority of the site and connect downstream with San Timoteo Creek to shallow tributaries supporting high disturbance. The Project has been designed to avoid MSHCP riparian/riverine resources to the greatest extent practicable. A total of 17.50 acres (95%) of MSHCP riparian/riverine resources would be included in the open space preserve and placed under long-term protection (i.e., with a conservation easement or other protective mechanism). In total, up to 303.8 acres would be put into conservation or avoided. The conservation of land at the southeastern portion of the Project site would contribute to the Oak Valley Partners Conservation Land along Garden Air Wash, creating a corridor that is between 2,000 feet and 5,600 feet in total (accounting for both the Project conservation and Oak Valley Partners Conservation Land). As discussed in Section 4.3, Biological Resources of this Draft SEIR, the Project would result in the loss of 0.32-acre of potential non-wetland waters of the state under Regional Water Quality Control Board (RWQCB) jurisdiction and 0.89-acre of streambed and riparian habitat under California Department of Fish and Wildlife (CDFW) jurisdiction. Implementation of mitigation would reduce potential direct impacts from the proposed Project to a less-than-significant level by providing compensatory mitigation and obtaining permits from each of the regulatory agencies prior to ground-disturbing activities. Additionally, implementation of mitigation would ensure that there is a minimum of 303.8 acres of open space, including 4.66 acres of RWQCB aquatic resources and 17.50 acres of CDFW aquatic resources, that would provide mitigation for direct impacts to state and federally protected wetlands. As further discussed in Section 4.3 of this Draft SEIR, impacts to biological resources, including special status species and sensitive habitats, would be less than significant with mitigation incorporated.
Goal RM 4 Preserve the city's historical, cultural, archaeological, paleontological, and architectural resources.	**Would Not Conflict.** As discussed in Section 4.4 Cultural Resources and Section 4.6 Geology and Soils of this Draft SEIR, potential impacts to historical, cultural, archaeological, paleontological, and architectural resources have been assessed pursuant to CEQA in this Draft SEIR. As discussed under Threshold 4.4a in Section 4.4, the Project would have no impact on historical or architectural resources. Regarding paleontological and other cultural resources (e.g., human remains, archeological resources, and tribal cultural resources), implementation of mitigation measures would reduce potential impacts to a less than significant level.
Goal RM 5 Protect prime agricultural lands from encroachment from urban development.	**Would Not Conflict.** According to the California Department of Conservation, the Project site does not contain any Prime Farmland (CDOC 2024). Furthermore, the Project site has already been designated for development in the General Plan. As such, the Project would not result in encroachment onto prime agricultural land.
Policy RM-1: Development shall be prohibited in areas containing sensitive biological resources and habitats, cultural resources, groundwater recharge	**Would Not Conflict.** The Project site does not contain any prominent ridgelines; however, the Project site does include sensitive biological resources/habitats, and groundwater recharge areas, and has the potential to contain previously undiscovered cultural resources (including human remains, archeological, and tribal cultural resources).

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
areas, or prominent ridgelines, unless adequate protection and/or mitigation is provided. (MM)	Regarding potential impacts to biological resources and habitats, refer to the discussion provided above for Goal RM-3. As discussed in Section 4.3 of this Draft SEIR, impacts to biological resources, including special status species and sensitive habitats, would be less than significant with mitigation incorporated. Due to the grading activities that would require excavation and placement of compacted fill in the developed areas of the site, the site is generally not conducive to infiltration and has the potential to significantly affect groundwater infiltration and recharge in the Yucaipa Subbasin (DWR Basin No. 8-002.07). As discussed in Section 4.9, Hydrology and Water Quality, of this Draft SEIR, the Project was conservatively calculated to result in the loss of recharge to the Subbasin of 42.4 acre-feet per year, or approximately 0.17% of the average annual recharge to the Subbasin. This estimate does not account for any incidental infiltration from within the developed footprint due to open spaces (e.g. pervious surfaces including landscaped areas) and does not account for the fact that runoff from the Project site would be temporarily detained in the 14 basins on the Project site and released back into the natural drainages that lead to downstream creeks. All stream outlets would lead to groundwater recharge areas. Therefore, the preliminary calculation of an average loss of 0.17% of recharge for the Subbasin is an overestimation of impacts and the Project would not interfere substantially with groundwater recharge (Appendix F-2). Regarding Potential impacts related to cultural resources, please refer to the discussion provided above for Goal RM-4. The Project would have no impact on historical or architectural resources. Impacts to other cultural resources (e.g., human remains, archeological resources, and tribal cultural resources) would be less than significant with mitigation incorporated.
Policy RM-2: Ensure hillside areas are preserved and protected by controlling development in areas having a slope of 16 percent or greater. (MM)	**Would Not Conflict.** Refer to the discussion provided above for Goal RM-1. The proposed Hillside Development Regulations outline comprehensive guidelines for hillside development on the Project site. The Project would provide 497.2 acres of open space areas, zoned as OS-N, including over 300 acres of hillside areas (with slopes of 16% of greater).
Policy RM-3: Encourage varied slope ratios on design slopes to reduce the visual impact of grading. Fill slopes should not have a grade steeper than 3:1. In no case shall cut or fill slopes be steeper than 2:1. (MM)	**Potential to Conflict.** Per Section 6.2.2 of the Specific Plan Amendment, the typical maximum grade of cut-and-fill slopes on the Project site would not exceed 2:1 except that the cut-and-fill slope may be as steep as 1.5:1 with written approval from a Soils Engineer and review and approval of the City Engineer. New slope design techniques may be used if approved by a geotechnical engineer where slopes are stabilized in a "step/terraced" fashion and landscaped. In such cases, a 1:1 slope may be used if proven safe (e.g., subject to a soils investigation report acceptable to the City Engineer [California Building Code, Section 3304.1.1]). These proposed regulations would conflict with the slope ratios set forth by Policy RM-3. However, as discussed in Section 4.6, Geology and Soils of this Draft SEIR, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure (including liquefaction), or landslides, and impacts would be less than significant. Furthermore, impacts

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
	related to substantial soil erosion or the loss of topsoil would be less than significant with mitigation incorporated.
Policy RM-4: Require the practice of proper soil management techniques to reduce erosion, sedimentation, and other soil-related problems. (MM)	**Would Not Conflict.** As discussed in Section 4.6, Geology and Soils, of this Draft SEIR, the Project would result in grading over six phases. The grading phasing would result in areas of graded land that would not necessarily be developed immediately but may be developed and occupied over the course of years. Although the Construction General Permit, County MS4 Permit, and CMC provisions set forth requirements for minimization of erosion and loss of topsoil, graded land that would remain undeveloped over the course of years could result in substantial erosion due to exposure to wind and rain events. As such, the Project requires implementation of mitigation, which mandates preparation of an Erosion Prevention Plan. The Erosion Prevention Plan requires the implementation of various Best Management Practices (BMPs) for erosion control, including monitoring and maintenance of installed BMPs, identification of areas with long-term soil exposure, and the use of drainage control structures. The Erosion Prevention Plan must also include provisions for temporary seeding, plantings, and landscaping, as well as worker training on erosion control measures. Additionally, the Erosion Prevention Plan must be reviewed and updated annually to address ongoing conditions at the Project site. With implementation of mitigation, potential impacts related to soil erosion or the loss of topsoil would be less than significant.
Policy RM-5: Require erosion control measures such as soil binders, revegetation, slope covers, and other practices that reduce soil erosion due to wind and water. (MM)	**Would Not Conflict.** See the response provided above for Policy RM-4. With implementation of mitigation, potential impacts related to soil erosion or the loss of topsoil would be less than significant.
Policy RM-6: Stepped or multilevel foundations are encouraged in hillside development.	**Would Not Conflict.** See the response provided above for Policy LU-40.
Policy RM-7: On a property or contiguous properties that are proposed for development having a slope of 25 percent or greater, minimum lot sizes may be reduced below those required by a Residential Plan Development or other method to: ▪ Preserve steep slope areas; ▪ Avoid known faults and landslides;	**Would Not Conflict.** Refer to the response provided above for Policy LU-42. The Specific Plan Amendment supports clustering of residential development and reduced lot sizes. The Project would be subject to the proposed Hillside Development Regulations and would preserve steep slopes, significant biological resources, and drainage areas through the preservation of open space lands, including 303.8 acres that would be fully avoided and left in its natural state except for the on-site riparian/riverine mitigation area and temporary impacts, which would be subjected to restoration activities (see Section 4.3 of this Draft SEIR for further details relating to open space conservation requirements).

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
▪ Preserve significant biological and drainage areas; ▪ Add open space to existing contiguous open space lands. (MM)	
Policy RM-8: Protect the city's scenic and visual resources by limiting ridgeline development and building heights. (MM)	**Would Not Conflict.** There are no significant ridgelines on the Project site. Building heights within the proposed development areas would be subject to height restrictions set forth in the Specific Plan Amendment. Maximum allowable building heights would range from 35 to 50 feet in the residential districts, three stories or 50 feet in the Mixed-Use and Commercial planning areas, and 60 feet in the Business Park planning areas.
Policy RM-9: Support water conservation efforts to ensure a reliable water supply through water efficiency, capture, and reuse. (MM)	**Would Not Conflict.** The YVWD would provide potable water and recycled water for the Project. The YVWD has been proactive in water conservation and resource sustainability efforts, with a focus on cost-effective BMPs for urban water conservation (Appendix K-1). The YVWD makes use of recycled water as part of its water conservation efforts. Recycled water that meets Title 22 requirements is available from the Wochholz Regional Water Recycling Facility and the Yucaipa Valley Regional Water Filtration Facility and would be extended into the Project site. Recycled water would be used for the non-potable water demands for the Project, including for irrigation of all greenbelt areas, landscape areas, and roadway medians. According to the WSA prepared by YVWD, there is a sufficient quantity of recycled water available to service the Project (Appendix K-1).
Policy RM-10: Local drainage courses should be retained in their natural condition to the extent feasible. (MM)	**Would Not Conflict.** As discussed in Section 4.9, Hydrology and Water Quality, the Project would require grading and engineered fill that would alter the drainage patterns at the site compared to existing conditions. These modifications would be constructed in compliance with the Riverside Couty Flood Control and Water Conservation District (RCFCWCD) requirements and standard drawings for drainage infrastructure and would not substantially alter the existing drainage pattern of these drainages. Engineered rip-rap would be placed to diffuse the flows prior to making contact with natural soils, thereby reducing the potential for erosion or scour in accordance with RCFCWCD requirements. Impacts to drainages and their associated mitigation requirements are also described in Section 4.3, Biological Resources of this Draft SEIR. The Project would incorporate measures to avoid the discharge of untreated surface runoff that could in any way make its way to any downstream waters in compliance with the National Pollutant Discharge Elimination System and Municipal Storm Drain requirements. The Project must be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials, and other elements that might degrade or harm biological resources or ecosystem processes downstream from the study area. In addition, post-construction best management practices are intended to help ensure that post-Project hydrologic conditions remain consistent with pre-Project conditions, thereby minimizing the potential for downstream erosion and/or sedimentation that could otherwise result from implementation of the Project.

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
Policy RM-11: The City will require the use of buffers, creative site planning, revegetation, and open space easements/dedications to conserve and protect important plant communities, including: • Wildlife habitats; • Riparian areas; • Wetlands; • Oak woodlands; • Other significant tree stands; • Rare or endangered plant/animal habitats. (MM)	**Would Not Conflict.** As discussed in Section 4.3, Biological Resources, of this Draft SEIR, implementation of MM BIO-6 (Open Space Conservation) would ensure that there is conserved open space that could support plant and wildlife species and rare or endangered plant/animal habitats. In addition, the Project includes non-conserved open space that includes land uses such as fuel modification and manufactured slopes. These land uses are expected to provide habitat for plant and wildlife species and can function to facilitate species dispersal and serve as a protective buffer between conserved land and more urbanized land uses. Furthermore, implementation of mitigation (Local Development Mitigation Fee) would require that the Project's Applicant/Developer pay an MSHCP Local Development Mitigation Fee to the City of Calimesa that would contribute to MSHCP land acquisition and conserved land management. The Project would result in the loss of 0.32-acre of non-wetland waters of the state under Regional Water Quality Control Board jurisdiction and 0.89-acre of streambed and riparian habitat under California Department of Fish and Wildlife jurisdiction. The final aquatic resource impacts would be determined by the resource agencies through the regulatory permitting process. Implementation of mitigation (Aquatic Resource Avoidance, Permitting, and Protection) would reduce potential direct impacts from the proposed Project to a less-than-significant level by providing compensatory mitigation and obtaining permits from each of the regulatory agencies prior to ground-disturbing activities. Regarding regulated tree species, implementation of mitigation (Tree Removal Mitigation) would require the Project Applicant/Developer to prepare and submit a tree preservation and replacement plan for each phase of construction in conjunction with an application for a tree preservation and replacement permit from the. Tree replacement must occur at a 1:1 mitigation ratio with container trees or 9:1 with acorns for oak trees. The tree preservation and replacement plan must detail long-term maintenance and monitoring for trees planted within and directly adjacent to the Project site. With implementation of mitigation, the proposed Project would not conflict with the City of Calimesa Development Code and impacts would be less than significant with mitigation incorporated.
Policy RM-12: Protect vegetation communities and sensitive species that contribute to the region's environmental resources in order to prevent future endangerment of plant and animal communities. (MM)	**Would Not Conflict.** As discussed above in response to General Plan Policy RM-11, the Project includes both conserved and non-conserved open space, which would help protect vegetation communities and sensitive species. As discussed in Section 4.3, Biological Resources of this Draft SEIR, impacts to species covered by the MSHCP are mitigated through payment of the Local Development Mitigation Fee per mitigation (Local Development Mitigation Fee; refer to Section 4.3.6.2) as well as through implementation of additional mitigation for species that are covered but not yet adequately conserved. Impacts to species not covered by the MSHCP (including Dulzura pocket mouse, southern grasshopper mouse, American badger, Southern California legless lizard, California glossy snake, coast patch-nosed snake, Crotch's bumble bee, and burrowing owl) are further discussed in Section 4.3 of this Draft SEIR. Impacts to these species were determined to be less than significant with mitigation incorporated (refer to Threshold 4.3a in Section 4.3 of this Draft SEIR). Regarding special status vegetation communities, implementation of mitigation (Construction-Related Indirect Impacts to Biological Resources) would minimize

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
	the effect of construction-related indirect impacts to sensitive vegetation communities to less than significant, while implementation of mitigation (Long-Term Indirect Impacts to Biological Resources) would minimize the effect of long-term indirect impacts to sensitive vegetation communities to less than significant.
Policy RM-13: Native oak trees should be preserved whenever feasible. If preservation is not possible, trees should be replaced with oak trees of the same species at a ratio of 1:1. (MM)	**Would Not Conflict.** As discussed in Section 4.3, Biological Resources, of this Draft SEIR, implementation of mitigation (Tree Removal Mitigation) would require the Project Applicant/Developer to prepare and submit a tree preservation and replacement plan for each phase of construction in conjunction with an application for a tree preservation and replacement permit from the. Tree replacement must occur at a 1:1 mitigation ratio with container trees or 9:1 with acorns for oak trees. The tree preservation and replacement plan must detail long-term maintenance and monitoring for trees planted within and directly adjacent to the Project site.
Policy RM-14: Encourage the planting of native tree species and drought-tolerant vegetation. Allow new development to remove only the minimum natural vegetation and require the revegetation of graded areas with native plant species. (MM)	**Would Not Conflict.** As discussed in Section 4.3, Biological Resources, the Project would require implementation of mitigation (Long-Term Impacts to Biological Resources), which includes requirements related to the planting of native species. When approving landscape plans for future development, emphasis would be placed on using native species that occur in the region. Invasive, non-native plant species listed in MSHCP Table 6-2, Plants that Should be Avoided Adjacent to the MSHCP Conservation Areas, or on the most recent California Invasive Plant Council inventory with a rating of moderate or high cannot be included in landscaping. The Project would also be required to adhere to Section 18.75, Water Conservation for Landscaping, of the CMC, which establishes a structure for planning, designing, installing, maintaining, and managing water-efficient landscapes in new construction.
Policy RM-15: Work with state, federal, and local agencies on the preservation of sensitive vegetation and wildlife in the city. (MM)	**Would Not Conflict.** The Project would adhere to all required agency coordination regarding the preservation of sensitive vegetation and wildlife. For example, in order to implement the goals and objectives of the Western Riverside County MSHCP and to mitigate the impacts caused by new development, a MSHCP Local Development Mitigation Fee is necessary to supplement the financing of the acquisition of lands supporting species covered by the MSHCP and to pay for new development's fair share of this cost. The MSHCP Local Development Mitigation Fee assists in the maintenance of biological diversity and protects vegetation communities that are known to support threatened, endangered, or sensitive populations of plant and wildlife species. The Project would include implementation of mitigation (Local Development Mitigation Fee), which would mitigate impacts to species covered by the MSHCP. As discussed above in response to Policy RM-12, the Project also includes implementation of additional mitigation for species that are covered but not yet adequately conserved. Impacts to species not covered by the MSHCP were determined to be less than significant with mitigation incorporated (refer to Threshold 4.3a in Section 4.3 of this Draft SEIR).
Policy RM-16: Identify, protect, and preserve the historical and cultural resources of the city. (MM)	**Would Not Conflict.** As discussed in Section 4.4, Cultural Resource, the Project would have no impact on historical resources as defined by CEQA. No known significant archaeological resources, as defined by CEQA Section 15064.5, exist within the Project site. However, based on the identification of archaeological

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
	resources located within and surrounding the Project and the presence of intact native soils on the Project site, there would be potential for proposed disturbances to impact unknown archaeological resources. As discussed under Threshold 4.4b in Section 4.4 of this Drat SEIR, with implementation of mitigation, potential impacts related to archaeological resources would be less than significant.
Policy RM-18: Ensure the compatibility of agricultural uses with adjacent urban areas by requiring development to set back adequate distances; provide buffers such as landscaping, earthen berms, or other physical barriers. (MM)	**Would Not Conflict.** The Project does not propose any agricultural uses.
Open Space and Parks	
Goal OSPR-1 Provide a network of open space areas that preserve natural resources and wildlife corridors to provide visual and physical relief from urban development.	**Would Not Conflict.** As discussed in Section 4.3, Biological Resources, of this Draft SEIR, implementation of MM BIO-6 (Open Space Conservation) would ensure that there is conserved open space that could support plant and wildlife species and rare or endangered plant/animal habitats. In addition, the Project includes non-conserved open space that includes land uses such as fuel modification and manufactured slopes. These land uses are expected to provide habitat for plant and wildlife species and can function to facilitate species dispersal and serve as a protective buffer between conserved land and more urbanized land uses.
Goal OSPR-2 Develop active and passive park sites and multi-use trails that will serve all segments of the community based on reasonable service needs	**Would Not Conflict.** Based on the City's standard of 5 acres of parkland for every 1,000 persons, the Project is required to provide approximately 50.2 acres of public parkland. As discussed in Section 4.14, Recreation, of this Draft SEIR, the Project designates approximately 50.3 acres of public parkland and recreational opportunities to be used by the existing residents of the City and the future residents of the Project site. As such, the Project would exceed all City standards for dedication of parkland.
Goal OSPR-3 Develop and maintain facilities for the use of all community members for recreation, relaxation, and social interaction based on reasonable service needs.	**Would Not Conflict.** The Project includes seven public park sites (Planning Areas 113, 48, 49, 50, 53, 54, and 55), totaling 50.3 acres, and three private park sites (Planning Areas 46, 47, and 76), totaling 16.1 acres. The public parks would be available to the public, whereas the private parks would be managed by the Homeowners Association and available to residents of the Project site community. All the proposed park sites are planned to be interconnected through a network of pedestrian infrastructure, including public sidewalks and/or trails along the development edge.
Goal OSPR-4 Provide opportunities for the joint use of public facilities for recreational purposes.	**Would Not Conflict.** The Mesa View Middle School is located next to the proposed public park site in Planning Area 113. This presents an opportunity for joint use of these facilities by the Yucaipa-Calimesa joint Unified School District and the City. Other opportunities may exist that the City and the school district can explore for joint use facilities.

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
Policy OSPR-1: The City shall seek the dedication, acquisition, creation, and maintenance of contiguous open space lands and trails within development projects connecting to those open space lands to provide a network of multi-use trails throughout the city. (MM)	**Would Not Conflict.** Refer to the responses provided above for Goal OSPR-1 and Goal OSPR-3.
Policy OSPR-2: Protect and preserve areas with endangered plant and animal species habitat and land containing unique geographic features as open space through acquisition, dedication, or other means of preservation. (MM)	**Would Not Conflict.** Refer to the response provided above for Policy RM-12.
Policy OSPR-4: The City will seek to provide 5 acres of developed parkland per 1,000 residents. (MM)	**Would Not Conflict.** Refer to the response provided above for Goal OSPR-2.
Policy OSPR-5: Encourage the development of a central community park site and other park sites easily accessible to neighborhoods. (MM)	**Would Not Conflict.** Refer to the response provided above for Goal OSPR-3.
Policy OSPR-6: Encourage the development of active and passive parks on open space lands not designated for habitat protection. (MM)	**Would Not Conflict.** Refer to the response provided above for Goal OSPR-3.
Policy OSPR-8: Implementation of a well-designed, interconnected system of equestrian riding, bicycle riding, and walking and hiking trails throughout the community continues to be a priority for the City. For that purpose, Figure OSPR-2, "Trails Master Plan," depicts the City's desired	**Would Not Conflict.** All the proposed park sites are planned to be interconnected through a network of public sidewalks and/or trails along the development edge. The Project does not propose any trail improvements within natural open space areas and would not promote or include access to existing off-site trails. As discussed in Section 4.3, Biological Resources of this Draft SEIR, future development shall incorporate barriers, where appropriate in individual Project designs, to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping in proposed open space and/or suitable habitat for special-status wildlife. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms. The Project would not include any trailhead connections to existing trails within

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
trails system. Trail alignments are not intended to be specific and deviations from the specific location shall be allowed provided that the deviation does not eliminate a trail connection between one neighborhood and another neighborhood or area of the city, and the opportunity for a deviation in a specific location is not used by a property owner or developer to eliminate an existing trail connection or avoid providing trail connections along or across his or her property if one does not currently exist.	the conservation open space area of within the Project area. The Project must implement appropriate signage to inform users of the onsite trails to the importance of preservation of native flora and fauna, and must install barriers, as appropriate, to keep people and domestic animals on the designated on-site trail system.
Policy OSPR-11: Encourage the development of private recreational facilities, when appropriate, to increase the recreational opportunities available to residents. (MM)	**Would Not Conflict.** The Project includes three private park sites (Planning Areas 46, 47, and 76), totaling 16.1 acres. The private parks would be managed by the Homeowners Association and available to residents of the Project site community.
Policy OSPR-12: Require the provision of recreational facilities concurrent with the development they serve. (MM)	**Would Not Conflict.** Refer to the response provided above for Goal OSPR-2 and Goal OSPR-3.
Policy OSPR-13: Encourage development of additional cultural facilities (community center, theater, library, etc.) to meet the needs of the community. (MM)	**Would Not Conflict.** Per the Specific Plan Amendment, the proposed Park Greenways could include additional infrastructure such as: fitness loops, sports courts, games tables & courts, playgrounds, splash pad/fountain, shade pavilion, dog run, food truck venue, barbecues, seating & dining areas, event plaza, outdoor kitchen, and performance venue. These types of facilities would contribute to the cultural fabric of the community. Furthermore, in accordance with Chapter 18.115, Development Impact Fees, of the CMC, the Project Applicant/Developer would be required to pay development impact fees to finance public facilities and service improvements (which could include cultural facilities such as libraries).
Safety Element	
Goal SAF-1 Minimize injury, loss of life, property damage, and other impacts	**Would Not Conflict.** Investigations and reports prepared for the Project include the 2004 Limited Geotechnical Investigation report by Hushmand and Associates and Petra Geotechnical (Appendix E-1), the 2004 Fault Investigation Report by Petra Geotechnical and Hushmand Associates (Appendix E-2), the

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
caused by safety hazards of all types.	2014 Preliminary Geotechnical Investigation (for the Phase I area of the Project site) (Appendix E-3); and the 2023 Re-evaluation of the Portion of the Cherry Valley Fault by Petra Geosciences (Appendix E-4). These reports have determined there are no hazards resulting from seismic shaking, fault rupture, ground failure, and landslides. To the extent possible, through the implementation of sound engineering practices and adequate mitigation, the future residents of the project would be protected from these elements. In order to protect hillsides, life, and property, the Specific Plan Amendment includes Section 6.2.2, Hillside Development Regulations. These provisions are designed to address impacts of development in existing hillside areas and to ensure that the Project site is developed in an environmentally sensitive manner that protects the public health, safety, and welfare. The Project would be designed to ensure the protection of the future residents and the surrounding neighborhoods from flooding and inundation hazards. The Project would meet all local, county, and state requirements in regards to flood and inundation hazards. Implementation of the Project would include installation of new water storage tanks and water lines as required by the YVWD and the City's Fire Department to ensure adequate fire flow to assist the fire department in providing adequate service to protect the public from wild land and urban fire hazards. In addition, impacts on fire services would be reduced by paying fair share contributions towards Fire Department needs through the development impacts fees. As discussed in Section 4.18, Wildfire, of this Draft SEIR, the Project would provide adequate fuel modification zones as required by the Fire Department throughout the development to prevent the spread of wildfires into the developed areas. The development within the Project site would ensure safety of the structures and facilities by designing them to the latest engineering and structural standards in the industry. The site includes two school sites in addition to the Mesa View Middle School that can be used during major disasters. The Project would provide adequate access for emergency purposes by allowing the police, fire, and other emergency personnel to access the site during an emergency. In addition, the future residents could participate in the City-wide emergency preparedness programs conducted by the City.
Goal SAF-2 Reduce the potential for health and safety exposure caused by hazardous waste contamination in the city.	**Would Not Conflict.** The Project would include ground disturbing activities during construction that could encounter soils that have been contaminated from historical activities at the site. Implementation of mitigation, as detailed in Section 4.8, Hazards and Hazardous Materials of this Draft SEIR, is required to ensure that all structures and debris (including contaminated soils) that would be removed from the Project site would be adequately abated. Furthermore, implementation of mitigation would ensure that the existing water wells on the Project site would be abandoned in coordination with and subject to the requirements of the Riverside County Department of Environmental Health procedures, as set forth in County Code Chapter 13.20 and Bulletins of the California Department of Water Resources.
Policy SAF-1: Discourage development near areas	**Would Not Conflict.** While no Holocene-active faults are present on the Project site according to the Alquist-Priolo Earthquake Fault Zoning Act, Riverside County

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
susceptible to potential seismic or geological hazards. (MM)	considers the Cherry Valley Fault, which does intersect the Project site, as a potentially active fault. A fault trenching investigation was initially conducted at the Project site in 2004 and the findings concluded that the fault trace within the Project site could be divided into Western and Eastern fault zones, with the western portion considered inactive (no displacement within the last 11,700 years) and the eastern portion potentially active because there was not enough evidence to rule out Holocene activity (Appendix E-2). However, a re-evaluation was conducted in 2023 that included a review of additional fault investigation reports that were not available at the time of the 2004 investigation (Appendix E-4). According to the re-evaluation, there was no observed displacement within Holocene aged soils and the additional reports supported a determination that the eastern fault zone was also inactive and unlikely to experience surface fault rupture (i.e., does not require structural setbacks for habitable structures) (Appendix E-4). As a result, the findings of the 2023 fault re-investigation report concluded that structural setbacks for habitable structures were not necessary. Therefore, based on the findings of the latest fault investigation report and absence of any known Holocene-active faults that intersect the Project site, the likelihood of fault rupture occurring within the Project site boundary and adjacent off-site improvement areas is unlikely. As discussed in Section 4.6, Geology and Soils, of this Draft SEIR, other geological hazards, including seismic ground shaking, seismic-related ground failure, landslides, lateral spreading, subsidence, liquefaction or collapse, would be less than significant. Impacts related to soil erosion/loss of topsoil would be less than significant with implementation of mitigation (Erosion Prevention Plan). Impacts related to expansive soils would be less than significant with implementation of mitigation (Corrosive Soils Investigation). Refer to Section 4.6 of this Draft SEIR for further discussion.
Policy SAF-2: The City supports and will require earthquake strengthening and provisions for alternative or backup essential services, such as water, sewer, electricity, and natural gas pipelines and connections, especially in areas of high seismic or geologic hazard.	**Would Not Conflict.** In accordance with building code requirements, the Project would be designed and constructed in accordance with the most current version of the California Building Code which includes seismic design requirements (e.g., site preparations of subsurface soils [i.e., compaction], foundation design, and structural materials), to minimize any substantive damage or catastrophic failure that might occur with strong seismic ground shaking. The California Building Code sets forth structural design parameters for buildings to withstand seismic shaking without substantial structural damage. Section 1803 of the California Building Code requires preparation of a site-specific geotechnical investigation to assess the degree of potential seismic hazards and recommend appropriate design/mitigation measures. The CMC implements the California Building Code and contains standards and regulations relating to seismic safety and construction standards for building foundations. Conformance with the California Building Code, as required by state law, and the CMC, would minimize the potential for damage of new structures and their foundations.
Policy SAF-4: Ensure that development does not divert stormwater runoff onto adjacent properties or cause alteration of natural drainage courses that	**Would Not Conflict.** For development of the water quality best management practices (BMPs), each Project planning area has been assigned its own drainage management area (DMA) with unique characteristics based on the surface type (e.g. natural/slope areas; mixed surfaces of landscaping, roof, and concrete, etc.). Runoff from each of the Project's DMAs would be addressed via traditional bioretention basins or proprietary biotreatment basins (basins

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
cannot be adequately handled by existing drainage facilities or the flood control improvements proposed with the development. (MM)	equipped with proprietary media) located within each DMA. Each basin within a DMA would be employed for water quality and flood control. The Project would require improvements to three existing culverts beneath Sandalwood Drive and beneath Musting Way. These modifications would be constructed in compliance with the Riverside Couty Flood Control and Water Conservation District (RCFCWCD) requirements and standard drawings for drainage infrastructure and would not substantially alter the existing drainage pattern of these drainages. Engineered rip-rap would be placed to diffuse the flows prior to making contact with natural soils, thereby reducing the potential for erosion or scour in accordance with RCFCWCD requirements. Impacts to drainages under the jurisdiction of the Santa Ana Regional Water Quality Control Board and/or California Department of Fish and Wildlife and their associated mitigation requirements are described in Section 4.3, Biological Resources of this Draft SEIR. In summary, the implementation of the basins, sized in accordance with RCFCWCD requirements, would reduce flow rates, volumes and pollutants from post-development Project and would be consistent with National Pollution Discharge Elimination System (NPDES) MS4 requirements. All storm drainage and flood control infrastructure must be constructed in accordance with RCFCWCD requirements and standard drawings. Long-term maintenance of all storm drainage and basin facilities would be required to ensure continued compliance with NPDES MS4 Permit requirements. The storm drain facilities and basins would be maintained by the Master Homeowner's Association, Maintenance District, RCFCWCD, and/or the Commercial Business Owner's Association.
Policy SAF-5: New development shall not be permitted to cause alteration of natural drainage courses that could result in adverse impacts to other properties. (MM)	**Would Not Conflict.** See response provided to Policy SAF-4 above.
Policy SAF-6: All development shall comply with the flood control requirements of the City, as well as of the county, state, and federal governments. (MM)	**Would Not Conflict.** See response provided to Policy SAF-4 above.
Policy SAF-7: Land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials shall be located a safe distance from land uses that may be	**Would Not Conflict.** Business Park uses proposed as part of the Project could involve the operation of business engaged in light manufacturing, storage, warehousing/distribution, wholesaling, small-scale warehouse retail, service commercial services, public uses, churches, and educational facilities. Hazardous materials (including hazardous wastes) could be used in manufacturing processes at the Project site. Hazardous chemicals common in retail and commercial uses include paints, lubricants, solvents, cleaning supplies and relatively small quantities of fuels, oils, and other petroleum-based

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
adversely impacted by such activities. (MM)	products. Industrial land uses can have a wider range of hazardous materials and wastes that could be used as part of operations. The industrial land uses would be required to prepare and submit a Hazardous Materials Management Plan (HMMP) and Hazardous Materials Business Plan (HMBP) to the Riverside County Department of Environmental Health (DEH), as well as comply with any applicable fire code requirements as enforced by the City's Fire Department. Facilities that generate waste would be regulated under the hazardous waste program and classified according to the volume of hazardous waste generated on site. A HMBP would include safety protocols for all hazardous materials that could be included in operations including storage requirements, employee safety training, and handling requirements. In addition, all hazardous materials handlers are subject to inspection every three years. The Riverside County DEH, as the Certified Unified Program Agency, requires all industrial users to follow applicable regulations and guidelines regarding storage and handling of hazardous waste as well as all other applicable requirements associated with the programs under their jurisdiction (i.e., Aboveground Petroleum Storage Act, California Accidental Release Prevention, Aboveground Petroleum Storage Act, Tiered Permitting, and HMMPs). All hazardous materials are required to be stored and handled according to manufacturer's directions and local, state and federal regulations including the Hazardous Waste Control Act (California Health and Safety Code Section 25100 et seq.), which is implemented by regulations described in California Code of Regulations Title 22. Any business that would store hazardous materials and/or waste at its site would also be required to submit business information and hazardous materials inventory forms contained in a HMMP and HMBP.
Noise Element	
Goal N-1: Ensure that all land uses are protected from excessive and unwanted noise.	**Would Not Conflict.** As discussed in Section 4.11, Noise, the Project's nearest sensitive receiver locations would not exceed CMC Section 8.15.080[B] 75 dBA L_{eq} significance threshold during Project construction activities provided these activities take place during weekday hours between 7:00 a.m. and 7:00 p.m. or on weekends and holidays between 10:00 a.m. and 5:00 p.m. Implementation of mitigation would further reduce the potential for construction noise annoyance for the closest noise sensitive receivers. Regarding operational noise, modeled sound levels for the Project's proposed land uses are below adjusted noise limits and would therefore not result in excessive or unwanted noise; however, mitigation measures would be implemented to reduce potential adverse effects of Project-related traffic and on-site interior and exterior noise levels. As illustrated in Figure 3-1, Proposed Land Use Plan in Chapter 3, Project Description of this Draft SEIR, land uses proposed adjacent to nearest sensitive receptors (e.g., Mesa View Middle School and Las Palomas Estates Mobile Home Park to the northeast of the Project site) would include residential and open space uses, which would not result in excessive or unwanted noise.
Goal N-2: Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and	**Would Not Conflict.** See the response provided above for Goal N-1.

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
noise-sensitive uses in Calimesa. Ensure that all land uses are protected from excessive and unwanted noise.	
Policy N-1: Future development that could increase ambient noise levels shall be required to mitigate the anticipated noise increase to the extent possible	**Would Not Conflict.** As discussed above in response to Goal N-1, the Project includes mitigation measures to reduce the anticipated noise increase to the extent possible.
Policy N-5: Ensure that noise-sensitive uses do not encroach into areas needed by noise generating uses. (MM)	**Would Not Conflict.** The Project's noise-sensitive uses such as schools, residential uses, and passive recreational uses, would be organized by planning area and would not encroach into areas needed by noise generating uses. As illustrated in Figure 3-1, Proposed Land Use Plan, noise generating uses such as the Business Park would be separated from sensitive uses by roadways, landscaping, and/or open space areas.
Policy N-7: Consider the following uses to be sensitive to noise and vibration, and discourage these uses in areas where existing or projected future noise levels would be in excess of 65 dBA CNEL and/or vibration would be more than 0.0787 peak particle velocity (inches per second): ▪ Schools ▪ Hospitals ▪ Rest homes ▪ Long-term care facilities ▪ Mental care facilities ▪ Residential uses ▪ Libraries ▪ Passive recreation uses ▪ Places of worship (MM)	**Would Not Conflict.** As set forth in Mesa Verde Specific Plan Noise and Vibration Analysis (Appendix H), the daytime hourly noise levels at the on-site sensitive receiver locations (ON1 to ON8) are expected to range from 37.4 to 44.7 dBA L_{eq}, while the nighttime hourly noise levels at the on-site receiver locations (ON1 to ON8) are expected to range from 36.9 to 44.5 dBA L_{eq}. Thus, it is anticipated that sensitive uses would not be located in areas where projected future noise levels would be in excess of 65 dBA. Regarding vibration, the ongoing operation of residential structures, retail space, educational, open space, industrial, and commercial uses proposed by the Project would not generally involve rotational equipment or impact equipment (e.g., pile driving) that typically could result in vibration. Truck deliveries could occur in relation to the Project's commercial and industrial uses. However, potentially significant vibration impacts from a loaded truck operation would be limited to within the road right-of-way for roads used by the trucks to access future commercial/industrial buildings of the site. Consequently, long-term operation of the Project would not be anticipated to generated perceptible vibration levels in vicinity structures.
Policy N-8: Exterior noise forecasts shall use the appropriate level of service for the adjacent roadways or a 20-year projection of traffic volumes (whichever	**Would Not Conflict.** As discussed in the Mesa Verde Specific Plan Noise and Vibration Analysis (Appendix H), the analysis of the Project's traffic-related noise relies on or a 20-year projection of traffic volumes.

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
is greater) for future noise forecasts. (MM)	
Policy N-10: When making decisions regarding changes to the General Plan or Zoning Maps, or regarding the suitability of a proposed use, the standards in Table N-C shall apply. (MM)	**Would Not Conflict.** As shown in Section 4.11, Noise, the noise analysis conducted therein considers the standards set forth in General Plan Table N-C.
Policy N-17: The City's preferences for providing noise mitigation are, in order of preference (#1 is most preferred and #5 is the least): 1. Reduce noise at the source. 2. If #1 is not practical, designate land uses that are compatible with projected noise levels 3. If #1 or #2 is not practical, use distance from the source to reduce noise to acceptable levels. 4. If #1, #2, or #3 is not practical, use buildings, berms, or landscaping or a combination of these to reduce exterior noise to acceptable levels. Use construction techniques (sound-reducing windows, insulation, etc.) to reduce interior noise to acceptable levels. 5. The last measure that should be considered is the use of a sound wall to reduce noise to acceptable levels. (MM)	**Would Not Conflict.** The noise mitigation measures set forth in Section 4.11, Noise, of this Draft EIR were crafted to reflect the City's preferred preference for noise mitigation, including reduction of noise at the source. Refer to Section 4.11.7, Mitigation Measures for further details.

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
Policy N-18: The City encourages good acoustical design in new construction.	**Would Not Conflict.** The Project's proposed uses would be organized by planning area. Each planning area would only permit appropriately compatible uses. For example, sensitive receptors, such as schools and residences, would not be intermixed with industrial uses, which may generate increased levels of noise. Furthermore, the implementation of mitigation would require the use of sufficient building insulation or other methods to residential homes to reduce interior noise levels.
Policy N-19: Natural buffers, setbacks, or other noise attenuation shall be established between freeways and urban arterial roadways and adjoining noise-sensitive areas.	**Would Not Conflict.** The Project site is set back from and does not adjoin I-10; however, the on-site portion of Sandalwood Drive would be classified as a "Major Road" and therefore may be considered an urban arterial roadway. Although there are no residential or school planning areas adjoining Sandalwood Drive, residential uses would be permitted in the mixed use planning area (i.e., Planning Area 1), which borders Sandalwood Drive to the north. In accordance with Chapter 2 of the Specific Plan Amendment, residential uses within the mixed-use planning area would be subject to minimum 5-foot front and rear setbacks.
Policy N-21: An acoustical study shall be required for new residential development in areas within a designated CNEL contour of 60 dB or greater to determine what level of sound insulation, landscape buffer, or sound attenuation wall, if any, is required to meet the CNEL acceptable interior noise level of 45 dBA.	**Would Not Conflict.** The Project site is currently undeveloped and is not within a designated CNEL contour of 60 dB or greater. However, a noise analysis has been prepared for the Project and is included as Appendix H of this Draft SEIR.
Policy N-23: Residential development in areas adjacent to the freeway, arterial streets, the railroad, and other noise sources shall be designed to reduce the potential for noise impacts.	**Would Not Conflict.** See the response provided above for Policy N-19. In addition, the Project site is not adjacent to a railroad.
Policy N-25: Noise sources should be located away from existing noise-sensitive land uses unless appropriate noise control measures are provided. (MM)	**Would Not Conflict.** Existing noise-sensitive land uses include residences and Mesa View Middle School to the north of the Project site. As shown in Figure 3-1, Proposed Land Use Plan, in Chapter 3, Project Description of this Draft SEIR, proposed land uses with the potential to generate higher noise levels, such as commercial and industrial uses, would be buffered by open space and would not be located adjacent to existing noise sensitive uses.
Policy N-26: Include noise mitigation measures in the	**Would Not Conflict.** Although the Project would require improvements to Sandalwood Drive, no new arterial roadways are proposed.

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
design of new arterial roadway projects.	
Policy N-27: Ensure compatibility between industrial and commercial development and adjacent land uses. To achieve compatibility, industrial and commercial development projects may be required to include noise mitigation measures to avoid or minimize project impacts on adjacent uses. (MM)	**Would Not Conflict.** See response provided above to Policy N-25. The proposed industrial and commercial uses would not be located adjacent to noise-sensitive land uses.
Policy N-28: Require that loading docks/delivery areas of commercial or industrial land uses and similar noise sources be designed to minimize potential noise impacts on adjacent noise-sensitive land uses. (MM)	**Would Not Conflict.** See response provided above to Policy N-25. The proposed industrial and commercial uses would not be located adjacent to noise-sensitive land uses.
Policy N-29: If noise levels in Table N-D are exceeded or are projected to be exceeded as a result of the proposed commercial or industrial loading dock or delivery area, require delivery hours to be limited when adjacent to noise-sensitive land uses. (MM)	**Would Not Conflict.** As discussed above, the proposed industrial and commercial land uses would not be located adjacent to noise-sensitive land uses.
Policy N-30: Encourage the development and use of alternative transportation modes, including bicycle paths and pedestrian walkways, to minimize vehicular noise in residential and other noise-sensitive areas. (MM)	**Would Not Conflict.** The Project promotes walking and bicycling by providing a network of trails, walkways, and bikeways that connect residential areas to schools, the commercial center, parks and recreational areas.
Policy N-31: Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the	**Would Not Conflict.** The Project would comply with established hours for constriction activities. Calimesa Municipal Code 8.15.080[A] states that it is unlawful for any person, including the city, to operate any single or a

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
generation of excessive or adverse noise impacts on surrounding areas. (MM)	combination of powered construction equipment at any construction site before 7:00 a.m. or after 7:00 p.m.
Policy N-32: Require that all construction equipment be kept properly tuned and use noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. (MM)	**Would Not Conflict.** As discussed in Section 4.11, Noise, of this Draft SEIR, the Project would implement noise mitigation measures requiring that construction equipment be equipped with mufflers consistent with manufacturers' standards.
Policy N-33: Development should use natural barriers such as berms, setbacks, and/or dense vegetation to assist in noise reduction. (MM)	**Would Not Conflict.** The Project's proposed land uses would be subject to setback requirements set forth in the Specific Plan Amendment. Furthermore, as shown in Figure 3-1, Proposed Land Use Plan, in Chapter 3, Project Description of this Draft SEIR, proposed land uses with the potential to generate higher noise levels, such as commercial and industrial uses, would be buffered by open space and would not be located adjacent to existing noise sensitive uses.
Policy N-34: Noise reduction measures shall be included in the design of new development through measures which may include: • Separation of noise-sensitive buildings from noise-generating sources; • Use of natural topography and intervening structures to shield noise-sensitive land uses; and • Adequate soundproofing of noise sources or receptor structures to maintain desired interior noise levels. (MM)	**Would Not Conflict.** Proposed land uses with the potential to generate higher noise levels, such as commercial and industrial uses, would not be located adjacent to noise-sensitive uses. Through the use of open-space buffers surrounding the Business Park planning areas, Project would utilize natural topography to shield noise sensitive land uses. The Project would also implement mitigation that requires the uses of sufficient building insulation or other methods to reduce interior noise levels.
Policy N-35: Require that commercial and residential mixed-use structures minimize the transfer or transmission of noise and vibration from the commercial land use to the residential land use	**Would Not Conflict.** The Project would comply with all applicable building code requirements, including California Green Building Standards Code (CalGreen) mandatory measures related to environmental comfort/acoustical control (CalGreen Code Section 5.507). The Project would also implement that requires the uses of sufficient building insulation or other methods to reduce interior noise levels.

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
through appropriate building technologies. (MM)	
Air Quality Element	
Goal AQ-1: Improve air quality in Calimesa.	**Would Not Conflict.** The Project promotes walking and bicycling by providing a network of trails, walkways, and bikeways that connect residential areas to schools, commercial uses, industrial uses, parks, and recreational areas. The Project would also include urban-tree and native plantings throughout the Project site, which can act as passive control systems for air pollution (Barwise and Kumar 2020). Further, as described in Section 4.3, Biological Resources of the SEIR, with implementation of mitigation, the Project would include 303.8 acres of open space that would be fully avoided and left in its natural state except for the on-site riparian/riverine mitigation area and temporary impacts, which would be subjected to restoration activities. As discussed in Section 4.2, Air Quality, of this Draft SEIR, construction and operation of the Project would generate volatile organic compound (VOC) and oxides of nitrogen (NO_x) emissions and emissions of coarse particulate matter (PM_{10}) and fine particulate matter (PM2.5). During construction, mitigation would be implemented that would require the use of California Air Resources Board (CARB)-certified Tier 4 Final engines, super-compliant low-VOC paints, reducing idling of vehicles, engine maintenance, and use of alternative fuels. These construction measures are more stringent than the requirements of 2017 Specific Plan. Because the Project generated operational emissions of VOC, NOx, carbon monoxide, PM_{10}, and $PM_{2.5}$ would exceed the South Coast Air Quality Management District (SCAQMD) thresholds, the Project would potentially result in a cumulatively considerable increase in emissions of nonattainment pollutants. Several mitigation measures have been identified that would reduce the Project's operational criteria air pollutant emissions to the extent feasible (see Section 4.2 of this Draft SEIR), including use of electric vehicle charging infrastructure, Transportation Demand Management (TDM) program, provision for information regarding cleaner engines, Low-VOC cleaning products and paint educational program, Low-VOC cleaning supplies and paint for applicant and homeowners' association operated spaces, use of zero-emission landscape equipment for applicant-operated and homeowners' association land, landscape maintenance equipment emission reduction, provision of information regarding energy efficiency measures, non-diesel cargo-handling equipment, conduit installation for future potential EV truck charging and transport refrigeration unit, transport refrigeration unit plug-ins, circulation signage system and signage for truck routes, designated hotline for complaints, electrical supply lines and panels, and provision of information regarding resource conservation, health, and safety. These operational measures are more stringent than the requirements of the 2017 Specific Plan. In summary, the Project would implement feasible mitigation measures for both construction and operational air quality emissions, thereby reducing pollutants through use of stringent measures that exceed the requirements of the previously approved 2017 Specific Plan.

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
Goal AQ-2: Reduce vehicle trips and resulting emissions.	**Would Not Conflict.** See response provided above for Policy TM-11.
Goal AQ-3: Conserve energy, fuel, and water throughout the community.	**Would Not Conflict.** The Project would provide a variety of programs to reduce emissions associated with energy consumption such as energy conservation measures in the construction of the Project consistent with Title 24 of the California Code of Regulations, utilization of passive solar design in new construction where possible, participation in the City's recycling program, and using drought tolerant landscaping materials as well as utilizing recycled water for applicable areas.
Goal AQ-4: Minimize exposure of sensitive uses to air pollution.	**Would Not Conflict.** The Project would utilize all feasible techniques to control fugitive dust during the construction stage of the site. The Project would be required to comply with SCAQMD Rule 403 to control dust emissions during any dust-generating activities. SCAQMD Rule 403 requires implementation of various best available fugitive dust control measures for different sources for all construction activity sources within its jurisdictional boundaries. Dust control measures include, but are not limited to, maintaining stability of soil through pre-watering of site prior to clearing, grubbing, cut and fill, and earth-moving activities; stabilizing soil during and immediately after clearing, grubbing, cut and fill, and other earth-moving activities; stabilizing backfill during handling and at completion of activity; and pre-watering material prior to truck loading and ensuring that freeboard exceeds 6 inches. The eventual landscaping of the disturbed areas by the developer and the future residents would also reduce the long term impacts of fugitive dust. The Project would use the latest in conventional construction design techniques and materials that may promote reducing pollution emissions. More sensitive uses such as single-family residential areas have been strategically placed with a setback from the freeway and other land uses that may emit air pollutants and have been connected to the destinations within the project such as schools, parks, and recreation areas, to reduce air pollution emissions. The school sites have also been setback from I-10 freeway to reduce the exposure of school children to carbon monoxide hotspots.
Goal AQ-5: Reduce greenhouse gas emissions and adapt to the anticipated effects of climate.	**Would Not Conflict.** The Project has been designed to reduce greenhouse gas emission impacts by providing alternative transportation modes in form of a network of pedestrian and bicycle trails that provide a connection between the residential areas and the parks, schools, business park, and shopping opportunities within the project. The Project would utilize the latest technologies in energy savings in the homes by complying with current standards set forth in Title 24 of the California Code of Regulations. The Project's development of increased residential uses within a mixed-use land use context and nearby jobs help to increase the supply of homes and promote affordability. The mixed-used development proximate to job centers also maintains the City's balanced jobs-to-housing mix, reduce commutes, lower GHG emissions, and reduce VMT. As discussed in Section 4.7, Greenhouse Gas Emissions, of this Draft SEIR, the Project incorporates the majority of the CARB-recommended attributes that reduce GHG emissions identified in the 2022 CARB Scoping Plan Update, Appendix D, for residential/mixed-use projects. The Project would not impede the

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
	State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. In addition to the mitigation requirements that address air quality emissions, as summarized above under Goal AQ-1, the Project would implement additional measure that are specifically intended to further reduce greenhouse gas emissions, including use of energy efficiency strategies, water use efficiency and water conservation, and solid waste reduction. In summary, the Project would implement feasible mitigation measures for both construction and operational greenhouse gas emissions, thereby reducing pollutants through use of stringent measures that exceed the requirements of the previously approved project. .
Policy AQ-1: Seek to attain or exceed the more stringent of federal or state ambient air quality standards for each regulated air pollutant	**Would Not Conflict.** As discussed above in response to Goal AQ-1, the Project would be required to implement numerous mitigation measures for both construction and operational air quality emissions, thereby reducing pollutants through use of stringent measures that exceed the requirements of the previously approved 2017 Specific Plan. The Project would implement measures to achieve a sustainable and efficient community that maximizes opportunities for reductions in emissions, including but not limited to the provision of a community with balanced residential and employment-based land uses that would result in efficiencies for VMT, provision of recycled water, energy conservation in compliance with Title 24, water conservation through water efficient fixtures and drought tolerant landscaping, and use of solar energy (photovoltaic [PV] panels). Therefore, the Project seeks to achieve the feasible reduction of air quality emissions in accordance with relevant air quality standards.
Policy AQ-2: Require appropriate and feasible transit amenities in high-density and mixed-use developments. (MM)	**Would Not Conflict.** Although no transit amenities would be directly accessible from the Project site, the Project promotes walking and bicycling by providing a network of trails, walkways, and bikeways that connect residential areas to schools, the commercial/mixed use planning areas, parks, and recreational areas. The Project would not inhibit the development of future public transit amenities into the Project area if it was determined by the transit agencies to extend service to this area. Furthermore, as discussed above in response to Goal AQ-2, the Project would have a less than significant VMT impact under baseline or cumulative conditions under any development phase.
Policy AQ-3: Promote pedestrian and bicycle circulation in both existing and planned commercial and residential areas. (MM)	**Would Not Conflict.** The Project promotes walking and bicycling by providing a network of trails, walkways, and bikeways that connect residential areas to schools, the commercial/mixed use planning areas, parks, and recreational areas.
Policy AQ-4: Adopt and implement a multi-use trail system that connects commercial, residential, and open space areas. (MM)	**Would Not Conflict.** See response provided above to Policy OSPR-8.

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
Policy AQ-5: Promote and support mixed-use land patterns that integrate retail, office, institutional, and residential uses. (MM)	**Would Not Conflict.** The Project includes a mixed use planning area (Planning Area 1) that would allow for a mix of commercial, retail, office, and residential uses.
Policy AQ-6: Develop neighborhood parks in high-density residential districts to encourage pedestrian travel to recreation facilities. (MM)	**Would Not Conflict.** See response provided above for Goal OSPR-3.
Policy AQ-9: Encourage energy conservation and solar design features to be incorporated in all new development projects. (MM)	**Would Not Conflict.** The Project would be required to include solar photovoltaic energy systems onsite in accordance with Title 24 standards.
Policy AQ-12: Encourage use of drought-resistant vegetation in new development projects. (MM)	**Would Not Conflict.** The Project would be required to comply with to Section 18.75, Water Conservation for Landscaping, of the CMC, which establishes a structure for planning, designing, installing, maintaining, and managing water-efficient landscapes in new construction.
Policy AQ-13: Reduce the effects of air pollution and the urban heat island effect with increased tree planting in public and private spaces. (MM)	**Would Not Conflict.** The Specific Amendment includes a number of standards and guidelines to encourage tree plantings, including standards related to street trees and shade trees, as well as design guidelines promoting a plant palate with a mix of deciduous and evergreen trees.
Policy AQ-14: Encourage use of energy-efficient street cleaning equipment and landscaping practices. (MM)	**Would Not Conflict.** See the response provided above for Policy AQ-12.
Policy AQ-15: Separate sensitive uses such as residences, schools, parks, and day-care facilities from sources of air pollution and toxic chemicals. (MM)	**Would Not Conflict.** Industrial uses in the Project site would be located in the Business Park planning areas, which would be buffered by open space and would not be located adjacent to sensitive uses.
Policy AQ-16: Reduce fugitive dust emissions from construction activities. (MM)	**Would Not Conflict.** See the response provided above for Goal AQ-4.
Sustainability Element	

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
Goal SUS-5: Reduce automobile use and fuel consumption.	**Would Not Conflict.** The Project has been designed to reduce automobile use and fuel consumption by situating the more intensive industrial, commercial, and mixed-use areas closer to the I-10 freeway. The Project promotes walking and bicycling by providing a network of trails, walkways, and bikeways that connect residential areas to schools, the industrial and commercial centers, parks and recreational areas.
Goal SUS-6: Conserve and manage water resources.	**Would Not Conflict.** Water conservation methods for the Project include dual plumbing systems with recycled water to be provided for irrigation of community landscaped areas that would also install drought tolerant landscaping materials. The Project would utilize the latest technologies in water conservation in homes by installing water saving plumbing, fixtures that comply with current standards set forth in Title 24 of the California Code of Regulations.
Goal SUS-7: Reduce energy use and improve energy efficiency.	**Would Not Conflict.** The Project has been designed to reduce greenhouse gas emission by providing alternative transportation modes in the form of a network of pedestrian and bicycle trails that provide a connection between the residential areas and the parks, schools, industrial, and commercial areas within the Project site. The Project would utilize the latest energy efficiency technologies in homes and businesses by complying with current standards set forth in Title 24 of the California Code of Regulations. Compliance with Title 24 is mandatory for all new construction in California. Title 24 covers a range of aspects of building design and construction, such as lighting, Heating, Ventilation, and Air Conditioning systems, insulation, and ventilation. Compliance with Title 24 standards would lead to a reduction of energy consumption, while also promoting sustainability and diminishing greenhouse gas emissions.
Policy SUS-3: The City will promote increased physical activity, reduced driving, and increased walking, cycling, and public transit by: • Encouraging the development of compact development patterns that are pedestrian- and bicycle-friendly. • Increasing opportunities for active transportation (walking and biking) and transit use. (MM)	**Would Not Conflict.** Compared to the previously approved project, the current Project would increase the allowable density within the residential planning areas, resulting in more compact development patterns. Although no transit amenities would be directly accessible from the Project site, the Project promotes walking and bicycling by providing a network of trails, walkways, and bikeways that connect residential areas to schools, the commercial/mixed use planning areas, parks, and recreational areas. The Project would not inhibit the development of future public transit amenities into the Project area if it was determined by the transit agencies to extend service to this area. Furthermore, as discussed above in response to Goal AQ-2, the Project would have a less than significant VMT impact under baseline or cumulative conditions under any development phase.
Policy SUS-6: The City encourages the development of recreational centers to serve all segments of Calimesa's population	**Would Not Conflict.** See the response provided above for Goal OSPR-3.

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
(children, families, and senior citizens).	
Policy SUS-7: The City encourages the location of schools, recreational centers, and daycare centers in places that are easily accessible by public transportation. (MM)	**Would Not Conflict.** See response provided above for Policy AQ-2.
Policy SUS-10: Encourage increased residential densities that can support expanded public transit ridership at all income levels. (MM)	**Would Not Conflict.** Compared to the previously approved project, the current Project would increase the allowable density within the residential planning areas, resulting in more compact development patterns.
Policy SUS-12: Locate high-density residential developments in areas served by existing and/or planned transit routes, infrastructure, and commercial development. (MM)	**Would Not Conflict.** The proposed High Residential (24 dwelling units per acre) planning areas would be located adjacent to the existing Mesa View Middle School. Existing commercial development and other infrastructure is also present to the east along the I-10 corridor.
Policy SUS-13: Provide for the development of retail, commercial, and light industrial and service uses in close proximity to transit, schools, and housing.	**Would Not Conflict.** The Project would allow for development of retail, commercial, light industrial, and service uses within the Business Park, Commercial, Mixed-Use and Calimesa Public Works planning areas. Also separated from the proposed residential and school planning areas, these uses would be interconnected by roadways, sidewalks, and trail networks.
Policy SUS-14: Encourage the development of appropriate recreational and/or park land that is easily accessible to neighborhoods.	**Would Not Conflict.** See the response provided above for Goal OSPR-3.
Policy SUS-16: Reduce vehicle miles traveled by creating expanded bicycle and multi-use trails. (MM)	**Would Not Conflict.** See response provided above for Policy AQ-2.
Policy SUS-17: The City will promote and encourage community-wide use of alternative transportation methods. (MM)	**Would Not Conflict.** See response provided above for Policy AQ-2.

Table 4.10-1. Potential to Conflict with General Plan Goals and Policies

General Plan Goals and Policies	Potential to Conflict
Policy SUS-18: Encourage convenient bicycle, pedestrian, and transit access to new commercial and industrial development. (MM)	**Would Not Conflict.** The Business Park, Commercial, and Mixed-Use planning areas would include sidewalks and bike lanes to encourage walking and biking.
Policy SUS-20: Promote and support green building techniques and practices to reduce energy use. (MM)	**Would Not Conflict.** See the response provided above for Goal SUS-7.

Source: City of Calimesa 2014, 2023

As shown in Table 4.13-1, with the implementation of required mitigation measures discussed throughout this Draft SEIR, the Project would be consistent with most goals and policies within the City's General Plan. The Project's potential to conflict with Policy H-4.2 (related to manufactured dwellings) and Policy RM-3 (related to graded slope ratios) would not result in any adverse environmental impacts.

Under State Planning and Zoning law (Government Code Section 65000, et seq.) strict conformity with all aspects of a general plan is not required. A proposed project should be considered consistent with a general plan or elements of a general plan if it furthers one or more policies and does not obstruct other policies. Generally, given that land use plans reflect a range of competing interests, a project should be compatible with a plan's overall goals and objectives but need not be in perfect conformity with every plan policy. Therefore, the Project would not result in a new significant environmental impact due to a conflict with the City's General Plan goals and policies. Impacts would be less than significant with the mitigation included throughout this Draft SEIR, which is an increased impact when compared to the findings of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Western Riverside County Multiple Species Habitat Conservation Plan

As discussed in Section 4.3, Biological Resources, with the implementation of required mitigation measures, the Project would be consistent with the MSHCP and there would be no conflicts preventing the implementation of the MSHCP. The Project applicant is required to pay a MSHCP Local Development Mitigation Fee to contribute to the funding required to implement the MSHCP, including acquisition of conservation areas that provide habitat for MSHCP-covered species. The mitigation fee must be paid to the City prior to the issuance of a building permit, and the City transfers MSHCP fees to the Regional Conservation Authority (RCA) (MM-BIO-3 [Local Development Mitigation Fee]).

The study area contains 18.40 acres of MSHCP riparian/riverine features, and the Project has been designed to avoid MSHCP Riparian/Riverine resources to the greatest extent practicable. A total of 17.50 acres (95%) of MSHCP Riverine resources would be included in the open space preserve and placed under long-term protection (i.e., with a conservation easement or other protective mechanism). Direct impacts to MSHCP riparian/riverine resources total 0.89-acre. Pursuant to the MSHCP, a Determination of Biologically Equivalent or Superior Preservation Report has been prepared for the Project and the Project must mitigate to ensure no-net-loss of MSHCP Riparian/Riverine resources at a minimum of 1:1 with establishment or re-establishment credits for impacts on aquatic resources

(MM-BIO-13 [MSHCP Consistency]). Other Project mitigation measures required to facilitate MSHCP consistency include MM-BIO-1, Construction-Related Indirect Impacts to Biological Resources, MM-BIO-2, Long-Term Indirect Impacts to Biological Resources, MM-BIO-4, Pre-Construction Burrowing Owl Survey, MM-BIO-6, Open Space Conservation and Avoidance, and MM-BIO-10, Pre-Construction Nesting Bird Survey. These measures are discussed in Section 4.3, Biological Resources, of this Draft SEIR.

The Project does not conflict with MSHCP Section 6.1.2. Further, the Project does not conflict with MSHCP Section 6.1.3, Section 6.1.4, or Section 6.3.2 (see Section 4.3, Biological Resources for further discussion). Therefore, the Project does not conflict with the MSHCP.

Connect SoCal 2024 RTP/SCS

The SCAG Regional Council formally adopted the Connect SoCal 2024 RTP/SCS in April 2024. As discussed in Section 4.15, Transportation, the Project would be consistent with the policy framework and goals of Connect SoCal 2024 (refer to Table 4.15-5, RTP/SCS Consistency, in Section 4.15 of this Draft SEIR). Thus, Project impacts related to consistency with SCAG's Connect SoCal 2024 would be less than significant.

Conclusion Summary

With the implementation of required Project mitigation measures, the Project would not conflict with the Western Riverside County MSHCP[1] or Connect SoCal 2024 RTP/SCS. Although the Project would have the potential to conflict with two policies set forth in the General Plan, these conflicts would not result in any significant impacts related to land use and planning. Therefore, with the implementation of required Project mitigation measures related to air quality, biological resources, cultural resources, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, noise, and wildfire (referenced above in Table 4.13-1 and discussed within Section 4.2, Air Quality, Section 4.3, Biological Resources, Section 4.4, Cultural Resources, Section 4.6, Geology and Soils, Section 4.7, Greenhouse Gas Emissions, Section 4.8, Hazards and Hazardous Materials, Section 4.9, Hydrology and Water Quality, Section 4.11, Noise, and Section 4.18, Wildfire of this Draft SEIR), the Project would not 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. Impacts would be less than significant with mitigation incorporated, which represents an increased impact determination when compared to the findings of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

4.10.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of past, present, and reasonably foreseeable future projects are significant, the lead agency must then determine whether the project has any contribution to the cumulative impact, and if so, whether the project's incremental effect is "cumulatively considerable." The cumulative geographic study area used to assess potential cumulative land use and planning impacts is the County of Riverside. The full list of related projects applicable to this Project's cumulative analyses is provided in Section 2.6, Cumulative Projects and illustrated on Figure 2-4, Cumulative Projects, in Chapter 2, Environmental Setting of this Draft SEIR.

[1] Project mitigation measures required to facilitate MSHCP consistency include the following: MM-BIO-1, MM-BIO-2, MM-BIO-3, MM-BIO-4, MM-BIO-6, MM-BIO-10, and MM-BIO-13, discussed in Section 4.3, Biological Resources, of this Draft SEIR.

Threshold 4.10a - Cumulative

Not Cumulatively Considerable. Cumulative impacts related to the potential to physically divide an established community would occur if cumulative projects in the City or adjacent jurisdictions would include features that would divide, interrupt, or prevent access to an existing neighborhood or community. There are no other cumulative projects in the vicinity of the existing neighborhoods between the Project site and I-10. As discussed above under Threshold 4.10a in Section 4.10.4.2, Project Impact Analysis, the Project would not physically divide an established community as a result of increased roadway traffic along County Line Road. Therefore, the Project would not significantly contribute to a cumulative impact.

Threshold 4.10b - Cumulative

Not Cumulatively Considerable. The potential to 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 is project specific. As such, the Project would not contribute to a cumulatively considerable impact.

4.10.6 Mitigation Measures

4.10.6.1 Previously Adopted Mitigation Measures

Measures No Longer Applicable: Deleted or Revised/Replaced

No mitigation measures related to land use and planning were identified in the previously adopted environmental documents.

Measures Applicable Carried Forward

No mitigation measures related to land use and planning were identified in the previously adopted environmental documents.

4.10.6.2 Project Mitigation Measures

Mitigation measures from Section 4.2, Air Quality, Section 4.3, Biological Resources, Section 4.4, Cultural Resources, Section 4.6, Geology and Soils, Section 4.7, Greenhouse Gas Emissions, Section 4.8, Hazards and Hazardous Materials, Section 4.9, Hydrology and Water Quality, Section 4.11, Noise, 4.15, Transportation, and Section 4.18, Wildfire of this Draft SEIR are applicable to this analysis.

4.10.7 Level of Significance Conclusion

Threshold 4.10a With implementation of MM-HAZ-6, construction impacts related to the physical division of an established community would be less than significant with mitigation incorporated. Operational impacts would be less than significant.

Threshold 4.10b The Project would not 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 and impacts would be less than significant with mitigation.

4.10.8 References

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4.11 Noise

This section describes the existing noise conditions of the Mesa Verde Specific Plan Area 2 Amendment 2 Project (Project or Specific Plan Amendment) site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed Project compared to the previously approved Mesa Verde Estates Specific Plan, as amended by the 2017 Mesa Verde Specific Plan Area 2 Amendment 1 (2017 Specific Plan or previously approved project).

The following analysis of the Project's potential impacts related to noise and vibration is based predominantly on the Noise Technical Report prepared by Urban Crossroads, Inc. (Appendix H of this Draft Subsequent Environmental Impact Report [SEIR]). Other resources that were used are provided in Section 4.11.8, References.

4.11.1 Existing Conditions

4.11.1.1 Fundamentals of Environmental Noise

Sound may be described in terms of level or amplitude (measured in decibels [dB]), frequency or pitch (measured in hertz or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the amplitude of sound is the decibel. Because the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale is used to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against low and very high frequencies in a manner approximating the sensitivity of the human ear at moderate sound levels.

Noise is defined as unwanted sound and is known to have several adverse effects on people, including hearing loss, speech interference, sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal government, the State of California, and local agencies have established criteria to protect public health and safety, to prevent disruption of certain human activities, and to minimize annoyance.

Several descriptors of noise (noise metrics) exist to help predict average community reactions to the adverse effects of environmental noise, including traffic-generated noise. These descriptors include the equivalent noise level over a given period (L_{eq}), the day–night average noise level, and the community noise equivalent level (CNEL). Each of these descriptors uses units of dBA.

L_{eq} is a sound energy level averaged over a specified time period (usually 1 hour). L_{eq} is a single numerical value that represents the amount of variable sound energy received by a receptor during a time interval. For example, a 1-hour L_{eq} measurement would represent the average amount of energy contained in all the noise that occurred in that 1 hour. L_{eq} is an effective noise descriptor because of its ability to assess the total time-varying effects of noise on sensitive receptors. L_{max} is the greatest sound level measured during a designated time interval or event.

For general comparative purposes, Table 4.11-1 represents some typical noise levels generated by common noise-generating activities.

Table 4.11-1. Typical Sound Levels in the Environment and Industry

Common Outdoor Activities	Noise Level (dB)	Common Indoor Activities
—	110	Rock band
Jet flyover at 300 meters (1,000 feet)	100	—
Gas lawn mower at 1 meter (3 feet)	90	—
Diesel truck at 15 meters (50 feet), at 80 kph (50 mph)	80	Food blender at 1 meter (3 feet) Garbage disposal at 1 meter (3 feet)
Noisy urban area, daytime gas lawn mower at 30 meters (100 feet)	70	Vacuum cleaner at 3 meters (10 feet)
Commercial area Heavy traffic at 90 meters (300 feet)	60	Normal speech at 1 meter (3 feet)
Quiet urban daytime	50	Large business office Dishwasher, next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime	30	Library
Quiet rural nighttime	20	Bedroom at night, concert hall (background)
—	10	Broadcast/recording studio
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: Caltrans 2013.
Notes: kph = kilometers per hour; mph = miles per hour

4.11.1.2 Noise Conditions

Ambient Noise Measurements

The City of Calimesa (City) is subject to typical urban, suburban, and rural sounds, such as those generated by traffic, heavy machinery, biogenic, and day-to-day outdoor activities.

Sound measurements were conducted on and near the Project site by Urban Crossroads, Inc. on Thursday, February 2, 2023, to determine the existing noise levels. Table 4.11-2, Ambient Noise Level Measurements, provides the hourly daytime L_{eq} (7:00 a.m. to 10:00 p.m.), hourly nighttime L_{eq} (10:00 p.m. to 7:00 a.m.), and CNEL measured at each studied location. Measurement locations are shown in Figure 4.11-1, Noise Measurement Locations. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013.

Based on recommendations of the California Department of Transportation and the Federal Transit Administration (FTA), it is not necessary to collect measurements at each individual building or residence, because each receiver measurement represents a group of buildings that share acoustical equivalence. Noise level measurements are generally limited to existing noise sensitive receiver locations potentially impacted by operational and construction noise levels. Off-site receivers potentially impacted by Project traffic noise levels are evaluated based on a comparison of the existing without and with Project traffic noise model forecasts.

Five noise measurement locations were selected to represent nearby potential sensitive receptors or sensitive land uses; these locations are depicted as L1 through L5 on Figure 4.11-1. Table 4.11-2 provides the equivalent noise levels used to describe the daytime and nighttime ambient conditions for each of the five measurements. A sixth "onsite" measurement (L6) is included represents the lowest observed ambient noise conditions measured within

the Project study area. L6 is used to estimate the incremental Project related noise level increase for the planned future on-site noise sensitive residential land uses.

Table 4.11-2. Ambient Noise Level Measurements

Location[1]	Description	Energy Average Sound Level, dBA L_{eq}		CNEL (dBA)
		Daytime	Nighttime	
L1	Located north of the Project site near the single-family residence at 31900 Live Oak Canyon Road.	50.7	47.1	54.5
L2	Located north of the Project site near the single-family residence at 910 W Avenue L.	51.7	45.0	53.7
L3	Located north of the Project site near the Mesa View Middle School.	54.5	47.5	56.3
L4	Located east of the Project site near the residence at 1134 D Street.	56.2	47.9	57.3
L5	Located east of the Project site near single-family residence at 8640 Calimesa Boulevard.	69.0	68.6	75.2
L6	Represents the lowest observed ambient noise levels within the Project study area.	50.7	45.0	53.7

Notes: L_{eq} = equivalent continuous sound level (time-averaged sound level); CNEL = community noise equivalent level.

Off-Site Receiver Locations

The following receiver locations, as shown on Figure 4.11-2, Receiver Locations, were identified as representative locations for analysis. The selection of receiver locations is based on Federal Highway Administration guidelines and is consistent with additional guidance provided by Caltrans and the FTA. Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise-sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

The list of receiver locations includes the future on-site Project receivers representing the proposed residential uses. To describe the potential off-site Project noise levels, 17 receiver locations were identified. This includes 8 on-site receivers representing planned future noise sensitive residential land uses within the Project site. Distance is measured in a straight line from the Project boundary to each receiver location.

R1: Location R1 represents the existing noise sensitive residence at 31900 Live Oak Canyon Road, approximately 89 feet north of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R1 is placed at the building façade. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.

R2: Location R2 represents the existing noise sensitive residence at 910 W Avenue L, approximately 51 feet north of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site,

receiver R2 is placed at the building façade. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.

R3: Location R3 represents the existing noise sensitive residence at 888 W Avenue L, approximately 43 feet north of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R3 is placed at the building façade. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.

R4: Location R4 represents the Mesa View Middle School at 800 Mustang Way, approximately 200 feet north of the Project site. R4 is placed at the nearest building façade facing the Project site. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.

R5: Location R5 represents the existing noise sensitive residence within the South Mesa Mobile Home Park at 763 W Avenue L, approximately 45 feet northeast of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R5 is placed at the building façade. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.

R6: Location R6 represents the existing noise sensitive residence within the Las Palomas Estates at 1134 D Street, approximately 139 feet east of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R6 is placed at the building façade. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

R7: Location R7 represents the existing noise sensitive residence within the Las Palomas Estates at e25 E Street, approximately 71 feet north of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R7 is placed at the building façade. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

R8: Location R8 represents the existing noise sensitive residence within the Las Palomas Estates at a11 A Street, approximately 122 feet northwest of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R8 is placed at the building façade. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

R9: Location R9 represents the existing noise sensitive residence at 8640 Calimesa Boulevard, approximately 604 feet east of the Project site across the I-10 Freeway. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R9 is placed at the building façade. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.

ON1: Location ON1 represents the future noise sensitive residential land use located within Planning Area 21 located northwest of the Business Park.

ON2: Location ON2 represents the future noise sensitive residential land use located within Planning Area 19 located north of the Business Park.

ON3: Location ON3 represents the future noise sensitive residential land use located within Planning Area 15 located north of the Business Park.

ON4: Location ON4 represents the future noise sensitive residential land use located within Planning Area 12 located north of the Business Park.

ON5: Location ON5 represents the future noise sensitive residential land use located within Planning Area 11 located north of the Business Park.

ON6: Location ON6 represents the future noise sensitive residential land use located within Planning Area 10 located north of the Business Park.

ON7: Location ON7 represents the future noise sensitive residential land use located within Planning Area 9 located northwest of the Business Park.

ON8: Location ON8 represents the future noise sensitive residential land use located within Planning Area 1 located east of the Business Park.

4.11.2 Regulatory Requirements

4.11.2.1 Federal

Federal Transit Administration

In its Transit Noise and Vibration Impact Assessment guidance manual, the FTA recommends a daytime construction noise level threshold of 80 dBA L_{eq} over an 8-hour period when detailed construction noise assessments are performed to evaluate potential impacts to community residences surrounding a project (FTA 2018). Although this FTA guidance is not a regulation, it can serve as a quantified standard in the absence of such limits at the state and local jurisdictional levels. The FTA identifies a construction-related vibration damage threshold of 0.3 inches per second (ips) peak particle velocity (PPV) for typical residential structures (0.12 ips PPV for fragile historic structures).

Federal Interagency Committee on Noise

For the assessment of transportation noise impacts, significance thresholds developed by the Federal Interagency Committee On Noise (FICON) are typically employed. FICON specifies a maximum allowable increase in noise level (using CNEL) that is dependent upon the starting ambient noise level. Under FICON recommended criteria (FICON 1992), as existing ambient noise increases, the threshold for increase in noise exposure due to a project is reduced. Table 4.11-3, Significance of Changes in Roadway Noise Exposure, illustrates the FICON criteria considered when evaluating traffic noise generated by a project. If sensitive receptors (i.e., residences) would be exposed to long-term traffic noise increases exceeding these criteria, impacts may be considered significant.

Table 4.11-3. Significance of Changes in Roadway Noise Exposure

Existing Noise Exposure (dBA CNEL)	Allowable Noise Exposure Increase/ Significance Threshold (dBA CNEL)
Less than 60	5
60–65	3
Greater than 65	1.5

Source: FICON 1992.
Notes: dBA = A-weighted decibel; CNEL = community noise equivalent level.

4.11.2.2 State

California Department of Transportation Vibration Standards

Caltrans conducted extensive research on human annoyance and damage to structures caused by vibration from short-term construction activities and from long-term highway operations. These criteria established by Caltrans are commonly used to assess vibration impacts from all types of projects and activities. Caltrans uses a threshold of 0.2 ips PPV for annoyance to persons, where a continuous operational vibration source is involved; for transient sources (represented by construction activities), Caltrans uses a threshold of 0.24 PPV ips (which equates to a distinctly perceptible level). For commercial buildings constructed of concrete and steel, Caltrans identifies a damage threshold of 0.5 ips PPV. For residential structures employing concrete foundation and wood frame construction, Caltrans identifies a conservative damage threshold vibration level standard of 0.3 ips PPV (Caltrans 2020).

California Code of Regulations – Title 24

Title 24 of the California Code of Regulations sets standards that new development in California must meet. According to Title 24, interior noise levels are not to exceed 45 dBA CNEL in any habitable room of a residential structure.

California Department of Health Services

California Department of Health Services has developed guidelines of community noise acceptability for use by local agencies, which have been published by the Governor's Office of Planning and Research (OPR 2017) as the Land Use Compatibility for Community Noise Environments Matrix. Selected relevant levels are listed here:

- Below 60 dBA CNEL: normally acceptable for low-density residential use
- 50 to 70 dBA: conditionally acceptable for low-density residential use
- Below 65 dBA CNEL: normally acceptable for high-density residential use and transient lodging
- 60 to 70 dBA CNEL: conditionally acceptable for high-density residential, transient lodging, churches, educational, and medical facilities

4.11.2.3 Local

City of Calimesa 2014 General Plan

The City has adopted a Noise Element of the General Plan to control and abate environmental noise, and to protect the citizens of the City from excessive exposure to noise. The Noise Element specifies the maximum allowable exterior noise levels for new developments impacted by transportation noise sources such as arterial roads, freeways, airports, and railroads. In addition, the Noise Element identifies several polices to minimize the impacts of excessive noise levels throughout the community and establishes noise level requirements for all land uses. To protect residents from excessive noise, the Noise Element contains the following goals and policies related to the Project:

Goal N-1	Ensure that all land uses are protected from excessive and unwanted noise.
Goal N-2	Prevent and mitigate that adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses in Calimesa.

Policy N-1	Future development that could increase ambient noise levels shall be required to mitigate the anticipated noise increase to the extent possible.
Policy N-2	Noise-sensitive uses (such as schools, libraries, homes, hospitals, and medical facilities) shall be discouraged in areas where noise levels exceed acceptable limits.
Policy N-3	Noise-tolerant land uses should be located in areas that are expected to be subject to noise for the foreseeable future, such as transportation corridors.
Policy N-4	Encourage noise-tolerant land uses such as commercial or industrial development to locate in areas already committed to land uses that are noise producing.
Policy N-5	Ensure that noise-sensitive uses do not encroach into areas needed by noise-generating uses.
Policy N-6	The City will continue to work to reduce noise impacts from vehicular traffic and trains.
Policy N-7	Consider the following uses to be sensitive to noise and vibration and discourage these uses in areas where existing or projected future noise levels would be in excess of 65 dBA CNEL and/or vibration would be more than 0.0787 peak particle velocity (inches per second): • Schools • Hospitals • Rest homes • Long-term care facilities • Mental care facilities • Residential uses • Libraries • Passive recreation uses.
Policy N-8	Exterior noise forecasts shall use the appropriate level of service for the adjacent roadways or a 20-year projection of traffic volumes (whichever is greater) for future noise forecasts.
Policy N-9	The City will work to create and preserve a quiet living environment for all residential neighborhoods.
Policy N-10	When making decisions regarding changes to the General Plan or Zoning Maps, or regarding the suitability of a proposed use, the noise compatibility by land use standards Table N-C shall apply.[1]
Policy N-11	Table N-D provides the City's standards for maximum exterior non-transportation noise levels to which land designated for residential land use may be exposed for

[1] Note: General Plan Table N-C is included in this SEIR as Table 4.11-4.

any 30-minute period on any day. Where existing ambient noise levels exceed these standards, the ambient noise level shall be highest allowable noise level as measured in dBA Leq.[2]

Policy N-12 The noise levels specified in Policy N-11 shall be lowered by 5 dBA for simple tonal noises (such as humming sounds), noises consisting primarily of speech or music, or recurring impulsive noises (such as pile drivers, punch presses, and similar machinery). Example: The single-family/duplex standard from 10 P.M. to 7 A.M. for these types of noises is 45 dBA.

Policy N-13 The City may impose exterior noise standards which are less restrictive than those specified in Table N-D, provided that all of the following are true:

1. The noise impact on the residential or other noise-sensitive use is addressed in an environmental analysis and at least one outdoor area meets the standard.
2. A finding is made by the approving body specifying why the exception would not be detrimental to the public health, safety, and general welfare.
3. The exception would not adversely affect the character of the surrounding development.
4. The exception would not be injurious to adjacent uses, property, and improvements.
5. Alternatives have been considered but none are technologically feasible for the proposal.
6. Interior noise levels resulting from an external source will be no more than 45 dBA CNEL from 7 A.M. to 10 P.M.
7. Residents of noise-sensitive uses are informed of the proposal during the review stage and prior to approval.

Policy N-14 The City's standards for acceptable indoor noise levels for various types of land uses are provided in Table N-E. These standards should receive special attention when projects are considered in Tentatively Compatible or Normally Incompatible areas.

- Noise created inside a use listed below shall not count toward the acceptable noise levels to be maintained in accordance with this policy.

Policy N-15 Because public schools are governed by the State of California, this standard applies only to private schools.

Policy N-16 Developers of new residential or other noise-sensitive uses which are placed in environments subject to existing or projected noise exceeding the Completely Compatible guidelines on Table 4.11-4 shall be responsible for ensuring that acceptable exterior and interior noise levels will be achieved.

[2] Note: General Plan Table N-D is included in this SEIR as Table 4.11-5.

Policy N-17 The City's preferences for providing noise mitigation are, in order of preference (#1 is most preferred and #5 is the least):

1. Reduce noise at the source.
2. If #1 is not practical, designate land uses that are compatible with projected noise levels.
3. If #1 or #2 is not practical, use distance from the source to reduce noise to acceptable levels.
4. If #1, #2, or #3 is not practical, use buildings, berms, or landscaping or a combination of these to reduce exterior noise to acceptable levels. Use construction techniques (sound-reducing windows, insulation, etc.) to reduce interior noise to acceptable levels.
5. The last measure that should be considered is the use of a sound wall to reduce noise to acceptable levels.

Policy N-18 The City encourages good acoustical design in new construction.

Policy N-19 Natural buffers, setbacks, or other noise attenuation shall be established between freeways and urban arterial roadways and adjoining noise-sensitive areas.

Policy N-20 The City shall adopt and apply measures to limit construction noise in residential areas.

Policy N-21 An acoustical study shall be required for new residential development in areas within a designated CNEL contour of 60 dB or greater to determine what level of sound insulation, landscape buffer, or sound attenuation wall, if any, is required to meet the CNEL acceptable interior noise level of 45 dBA.

Policy N-22 Noise mitigation measures will be included in the design and approval of any development on property located adjacent to active railroad lines.

Policy N-23 Residential development in areas adjacent to the freeway, arterial streets, the railroad, and other noise sources shall be designed to reduce the potential for noise impacts.

Policy N-24 The City will regulate the use of residential streets by trucks, trailers, and construction vehicles to reduce noise to the extent possible.

Policy N-25 Noise sources should be located away from existing noise-sensitive land uses unless appropriate noise control measures are provided.

Policy N-26 Include noise mitigation measures in the design of new arterial roadway projects.

Policy N-27 Ensure compatibility between industrial and commercial development and adjacent land uses. To achieve compatibility, industrial and commercial

development projects may be required to include noise mitigation measures to avoid or minimize project impacts on adjacent uses.

Policy N-28 Require that loading docks/delivery areas of commercial or industrial land uses and similar noise sources be designed to minimize potential noise impacts on adjacent noise-sensitive land uses.

Policy N-29 If noise levels in Table N-D are exceeded or are projected to be exceeded as a result of the proposed commercial or industrial loading dock or delivery area, require delivery hours to be limited when adjacent to noise-sensitive land uses.

Policy N-30 Encourage the development and use of alternative transportation modes, including bicycle paths and pedestrian walkways, to minimize vehicular noise in residential and other noise-sensitive areas.

Policy N-31 Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas.

Policy N-32 Require that all construction equipment be kept properly tuned and use noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

Policy N-33 Development should use natural barriers such as berms, setbacks, and/or dense vegetation to assist in noise reduction.

Policy N-34 Noise reduction measures shall be included in the design of new development through measures which may include:

- Separation of noise-sensitive buildings from noise-generating sources;
- Use of natural topography and intervening structures to shield noise-sensitive land uses; and
- Adequate soundproofing of noise sources or receptor structures to maintain desired interior noise levels.

Policy N-35 Require that commercial and residential mixed-use structures minimize the transfer or transmission of noise and vibration from the commercial land use to the residential land use through appropriate building technologies.

The noise criteria identified in General Plan Policies N-10 and N-16 are guidelines to evaluate the land use compatibility of transportation related noise. The compatibility criteria, shown in Table 4.11-4, provides the City with a planning tool to gauge the compatibility of land uses relative to existing and future exterior noise levels.

Table 4.11-4. Noise Compatibility by Land Use Type

Land Use Designations	Completely Compatible	Tentatively Compatible	Normally Incompatible	Completely Incompatible
All residential (Single- and Multi-family)	Less than 60 dBA	60-70 dBA	70-75 dBA	Greater than 75 dBA
All Nonresidential (Commercial, Industrial, & Institutional)	Less than 70 dBA	70-75 dBA	Greater than 75 dBA	To be determined as part of project review process
Public Parks (Lands on which public parks are located or planned)	Less than 65 dBA	65-70 dBA	70-75 dBA	Greater than 75 dBA

Source: City of Calimesa General Plan Table N-C

According to compatibility criteria presented in Table 4.11-4, the noise-sensitive residential land uses are considered *completely compatible* with exterior noise levels below 60 dBA CNEL, *tentatively compatible* with unmitigated exterior noise levels ranging from 60-70 dBA CNEL, *normally incompatible* with unmitigated exterior noise levels ranging from 70-75 dBA CNEL and *completely incompatible* with unmitigated exterior noise levels of greater than 75 dBA CNEL. The non-residential Project land uses are considered *completely compatible* with unmitigated exterior noise levels of less than 70 dBA CNEL and *tentatively compatible* with unmitigated exterior noise levels ranging from 70-75 dBA CNEL, and *normally incompatible* with unmitigated exterior noise levels greater than 75 dBA CNEL.

Non-Transportation Related (Operational) Noise Standards

The noise criteria identified in Noise Element Policies N-11, N-12 and N-13 are designed to control the off-site Project related non-transportation noise source activities. The non-transportation-related (operational) standards are presented in Table 4.11-5. As shown in Table 4.11-5, the General Plan identifies a daytime exterior noise level standard of 60 dBA L_{eq} for the Project related off-site noise source activities at the nearest noise-sensitive single family residential land uses. During the nighttime hours, the exterior noise level limit is reduced to 50 dBA L_{eq}.

Table 4.11-5. Exterior Noise Level Standards for Non-Transportation Noise

Land Use Type	Time Period	Maximum Noise Level (dBA)
Single Family Homes and Duplexes	10 p.m. to 7 a.m.	50
	7 a.m. to 10 p.m.	60
Multi-Family Residential – 3 or More Units Per Building (Triplex +)	10 p.m. to 7 a.m.	55
	7 a.m. to 10 p.m.	60

Source: City of Calimesa General Plan Table N-D

Construction Vibration Standards

Construction activity can result in varying degrees of ground-borne vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Construction vibration is generally associated with pile driving and rock blasting. Other construction equipment, such as air compressors, light trucks, hydraulic loaders, etc., generates little or no ground vibration. Occasionally large bulldozers and loaded trucks can cause perceptible vibration levels at close proximity. The Calimesa General Plan Policy N-7 identifies a readily perceptible PPV threshold of 0.0787 ips to assess the potential vibration impacts from operational sources at sensitive receiver

locations but does not set a limit for construction vibration. Accordingly, the Caltrans' vibration annoyance threshold of 0.24 ips PPV is used to assess the potential impacts due to Project construction at nearby sensitive receptor locations.

City of Calimesa Municipal Code

Operational Noise Standards

To analyze noise impacts originating from a designated fixed location or private property, stationary-source (operational) noise is typically evaluated against standards established under a jurisdiction's municipal code. The City of Calimesa Municipal Code, Chapter 8.15 Noise Abatement and Control outlines the performance standards to control the non-transportation noise impacts.

Section 8.15.040 presents the maximum one-hour average sound level (dBA L_{eq}) exterior noise limits by land use. For low density residential land use, Section 8.15.040[B] identifies a daytime exterior noise level limit of 50 dBA L_{eq} and nighttime exterior noise level limit of 40 dBA L_{eq}. This is 10 dB lower than the exterior noise standards presented in the General Plan Noise Element (Table 4.11-4). However, consistent with General Plan Policy N-11, where the existing ambient noise levels exceed these standards, the ambient noise level shall be the highest allowable noise level as measured in dBA L_{eq}. This follows General Plan Policy N-13 suggesting that the City may impose exterior noise standards which are less restrictive than those specified in Table 4.11-5.

Construction Noise Standards

To control noise impacts associated with the construction of the Project, the City has established limits to the hours of construction activities. Calimesa Municipal Code 8.15.080[A] states that it is unlawful for any person, including the city, to operate any single or a combination of powered construction equipment at any construction site before 7:00 a.m. or after 7:00 p.m. These limits are extended to before 10:00 a.m. or after 5:00 p.m. on weekends and holidays. To evaluate the Project construction noise activities, Section 8.15.080[B] requires that construction equipment shall not cause noise at a level in excess of 75 dBA for more than eight hours during any 24-hour period when measured at or within the property lines of any property which is developed and used either in part or in whole for residential uses. While Section 8.15.080 permits higher noise level limits for shorter durations, all the Project-related construction activities shall be required to satisfy the construction-related noise level threshold of 75 dBA L_{eq}. The FTA considers a nighttime exterior construction noise level of 70 dBA L_{eq} as a reasonable threshold for noise-sensitive residential land use. However, consistent with the Calimesa Municipal Code, Section 8.15.040[B], a more conservative construction noise level threshold of 40 dBA L_{eq} is used in this analysis to assess the potential Project-related nighttime construction impacts. In accordance with General Plan Policy N-11, where the existing ambient noise levels exceed these standards, the ambient noise level shall be the highest allowable noise level as measured in dBA L_{eq}.

4.11.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to noise are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to noise and vibration would occur if the Project would:

a) Result in generation of 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.

b) Result in generation of excessive ground-borne vibration or ground-borne noise levels.

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

For purposes of CEQA, for residential projects, the effects of noise generated by Project occupants and their guests on human beings is not a significant effect on the environment (California Public Resources Code, Section 21085).

To control the noise-generating construction activities, the temporary noise level increases over the existing ambient conditions must be considered. A substantial noise increase occurs when the project's predicted noise level exceeds the existing ambient noise level by 12 dBA or more. The use of 12 dB is based on the concept that a 10 dB increase generally is perceived as a doubling of loudness. Therefore, if the Project-related construction noise levels generate a temporary noise level increase above the existing ambient noise levels of up to 12 dBA L_{eq}, then the construction noise level increases would be considered a potentially significant impact. Table 4.11-6 shows the significance criteria summary matrix that includes the criteria used to identify potentially significant incremental noise level increases, based on quantifiable measures from applicable agencies.

Table 4.11-6. Significance Criteria Summary

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site Traffic	Noise-Sensitive[1]	If ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
		If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
	Non-Noise-Sensitive[2]	If ambient is > 70 dBA CNEL	≥ 3 dBA CNEL Project increase	
On-Site Traffic	Noise-Sensitive	Exterior Noise Compatibility[2]	See Table 4.11-4	
		Interior Noise Level Standard[3]	45 dBA CNEL	
Operational	Noise-Sensitive	Exterior Noise Level Standards[4]	50 dBA L_{eq}	40 dBA L_{eq}
		If ambient is < 60 dBA L_{eq}[1]	≥ 5 dBA L_{eq} Project increase	
		If ambient is 60 - 65 dBA L_{eq}[1]	≥ 3 dBA L_{eq} Project increase	
		If ambient is > 65 dBA L_{eq}[1]	≥ 1.5 dBA L_{eq} Project increase	
Construction	Noise-Sensitive	Permitted between the weekday hours 7:00 a.m. and 7:00 p.m.[5]		
		Noise Level Threshold[6]	75 dBA L_{eq}	n/a
		Exterior Noise Level Increase	12 dBA L_{eq}[7]	
		Vibration Level Threshold[8]	0.3 PPV (in/sec)	n/a

Source:
[1] FICON, 1992.
[2] City of Calimesa General Plan, Table N-C (See Table 4.11-4).
[3] City of Calimesa General Plan Policy N-21.
[4] City of Calimesa Municipal Code Section 8.15.040. Exterior noise level standards may be adjusted to reflect the ambient conditions consistent with General Plan Policy N-11.
[5] City of Calimesa Municipal Code Section 8.15.080[A].
[6] City of Calimesa Municipal Code Section 8.15.080[B].
[7] Caltrans Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects, April 2020

[8] Caltrans Transportation and Construction Vibration Manual, April 2020 Table 19.
Note: "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

4.11.4 Impacts Analysis

4.11.4.1 Summary of Previous Impact Analysis

Mesa Verde Estates Specific Plan EIR (2007)

The 2007 Final Environmental Impact Report (EIR) determined that for the future year 2030 and the General Plan Buildout year 2050 conditions, the project could result in unmitigated exterior noise levels at existing residential areas located along project roadways that would exceed the City's 65 dBA CNEL exterior noise standard. The project's contribution to existing traffic noise levels was calculated to be an increase of less than 3 dB; however, the project contribution at General Plan Buildout year 2050 was calculated to be an increase by as much as 7 dB along some roadways, which would be considered significant. Roadways where significant increases (increases of 3 dB or greater) would occur near sensitive residential areas under General Plan Buildout conditions were Sandalwood Drive west of Roberts Road and South Loop west of Roberts Road. Construction noise was found to be a significant short-term impact.

The 2007 Final EIR also identified noise impacts of the environment on proposed uses including unmitigated outdoor areas of proposed residences located near the Interstate (I) 10 Freeway, Sandalwood Drive, County Line Road, and Roberts Road potentially exceeding the City's 65 dBA CNEL exterior noise standard. These impacts of the environment on the project are no longer considered under CEQA.

The 2007 Final EIR proposed a number of measures to reduce short-term construction noise impacts, including locating noisy equipment away from sensitive areas, using modern mufflers and other sound-reducing elements, limiting construction routes, and restricting construction hours to be within the City's allowable hours. Noise barriers up to 10 feet in height are proposed for proposed and existing residences located along new access roads and for proposed residences near I-10 Freeway. A site-specific noise study would be conducted to determine the final mitigation needed to comply with the City's 65 dBA CNEL noise limit. Other potential mitigation measures include the use of sufficient building insulation or methods to ensure interior sound levels meet the City's 45 dBA CNEL limits, siting requirements for orienting homes away from busy roadways, and limiting school and park activities near residential areas to the hours between 7:00 am and 10:00 pm.

The 2007 Final EIR concluded that the implementation of these mitigation measures would reduce short-term construction noise impacts and long-term operational noise impacts to a less than significant level.

Addendum to the Mesa Verde Specific Plan EIR (2017)

The 2017 Addendum determined that the 2017 Specific Plan would not result in new significant long-term or short-term noise or vibration impacts from those identified in the 2007 Final EIR. The 2017 Addendum extended the construction noise mitigation measures included in the 2007 Final EIR to also apply to construction adjacent to schools. Grading activities adjacent to Mesa View Middle School (constructed in 2009) are limited to outside of school hours.

4.11.4.2 Proposed Project Impact Analysis

Threshold 4.11a ***Would the project result in generation of 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?***

On-site noise-generating activities with the proposed Project would include short-term construction as well as long-term operational noise associated with Project land uses; and other on-site noise sources (e.g., heating, ventilation, and air conditioning [HVAC] equipment). The proposed Project would also generate off-site traffic noise along various roads in the area. The following impact discussion includes construction-related noise, operational noise from on-site sources, and traffic noise, consistent with the findings of the Noise Technical Report (Appendix H).

Construction Noise

Construction Traffic Noise

As required by the original mitigation measure N-5 (replaced as MM-NOI-1), the construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment, and to the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. Therefore, it is understood that construction traffic would predominately use Sandalwood Drive and would avoid County Line Road. Off-site Project-related construction trips would occur throughout the construction period and would be associated with the delivery of building materials, construction workers, supplies, and concrete to the Project site. The construction trips would increase the off-site traffic noise levels on roadways serving the Project site, such as Sandalwood Drive (study area roadway Segments #5, 9, 10, 11 and 12). It is expected that approximately 982 worker trips and 150 vendor trips per day would take place during building construction activities. Based on the existing 1,464 average daily traffic volumes on Sandalwood Drive, the Project-related off-site traffic noise levels increase due to the 1,132 worker and vendor Project trips is estimated at 2.5 dBA CNEL. Since the existing ambient noise levels serving the Project site near Sandalwood Drive were calculated at 57.3 dBA CNEL (Measurement Location L4 as shown on Table 4.11-2), the estimated off-site Project construction noise increase of 2.5 dBA will not exceed the readily perceptible 5 dBA or greater project-related noise level increase when the without project noise levels are below 60 dBA Therefore, based on the significance criteria for off-site traffic noise presented in Table 4.11-6, the Project related off-site construction traffic noise increases would be less than significant with MM-NOI-1.

Construction Equipment Noise

Construction noise modeling was performed using reference construction equipment noise levels from the Federal Highway Administration, which published the Roadway Construction Noise Model to predict construction noise levels at noise-sensitive land uses in the Project vicinity (Appendix H). Figure 4.11-3, Construction Noise Source Locations, illustrates the location of the closest receivers to Project construction activities. These receivers represent the worst-case noise exposure positions for Project construction. Table 4.11-7 presents the combined noise levels for the loudest construction activities expected for each stage, assuming all equipment operates at the same time, at a distance of 50 feet.

Table 4.11-7. Construction Reference Noise Levels

Construction Stage	Construction Equipment	Reference Sound Level @ 50 ft	Composite Reference Sound Level	Reference Power Level
		dBA L_{eq}	dBA L_{eq}[1]	(dBA L_w)[2]
Site Preparation	Tractor	80	84.0	115.6
	Backhoe	74		
	Grader	81		
Grading	Scraper	80	83.3	114.9
	Excavator	77		
	Dozer	78		
Building Construction	Crane	73	80.6	112.2
	Generator	78		
	Front End Loader	75		
Paving	Paver	74	77.8	109.5
	Dump Truck	72		
	Roller	73		
Architectural Coating	Man Lift	68	76.2	107.8
	Compressor (air)	74		
	Generator (<25kVA)	70		

Source: Appendix H.
Note: dBA = A-weighted decibels; L_{eq} = equivalent continuous sound level (time-averaged sound level)
[1] Represents the combined noise level for all equipment assuming they operate at the same time consistent with FTA Transit Noise and Vibration Impact Assessment guidance.
[2] Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings.

Construction activities are best evaluated as mobile sources since these activities tend to vary considerably, not only as the speed and power of the equipment varies, but also as the equipment constantly changes in terms of its distance from the receivers and its relative location. Construction projects involve various stages, and activities frequently shift from one location to another. For example, during the initial stages, noise-generating activities might concentrate in one area, and then move to another section as construction progresses.

Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project construction noise level impacts by phase at the nearby sensitive receiver locations were completed (Appendix H). To account for the dynamic nature of construction activities, the CadnaA construction noise analysis evaluates the noise source activities as multiple moving point sources or work crews within the limits of construction for each phase of construction activity. Construction impacts are based on the highest noise level calculated at each receiver location. In addition, due to the phased nature of the Project development, future phases have the potential to generate construction noise level impacts on previous phases of development.[3] The construction noise for each anticipated phase of construction is included in Appendix H. It is expected that receivers within the Project would experience similar construction noise levels from future construction phases as the nearby noise sensitive

[3] Since CEQA excludes environmental impacts on a project unless the project itself "exacerbates" those impacts, this analysis assesses construction impacts on earlier phases for informational purposes only (Caltrans 2017). CEQA primarily focuses on evaluating how a project affects the existing environment, not how future environmental conditions might affect the project or its future occupants. Therefore, any impact on receivers within the Project is not considered a CEQA impact.

receiver locations outlined below. As shown on Appendix H, the construction noise levels by phase are expected to range from 57.6 to 72.2 dBA Leq at the nearby receiver locations.

Table 4.11-8. On-Site Construction Noise Level Compliance

Receiver Location	Construction Noise Level (dBA L_{eq})		Threshold Exceeded?
	Highest Construction Noise Levels[1]	Threshold[2]	
R1	57.6	75	No
R2	63.1	75	No
R3	60.6	75	No
R4	64.4	75	No
R5	63.0	75	No
R6	60.5	75	No
R7	62.1	75	No
R8	63.9	75	No
R9	57.9	75	No
Phase 1	72.2	75	No
Phase 2	65.8	75	No
Phase 3	68.6	75	No
Phase 4	63.6	75	No

Source: Appendix H.
Note: dBA = A-weighted decibels; L_{eq} = equivalent continuous sound level (time-averaged sound level)
[1] Highest construction noise level calculations across the five construction phases (see Appendix H, Tables 11-2 through Table 11-6).
[2] City of Calimesa Municipal Code Section 8.15.080[B].

Table 4.11-8 provides a summary of the construction noise levels calculated at the nearest receivers (see Figure 4.11-3) and compares these levels to the City of Calimesa's daytime construction noise limit of 75 dBA Leq. As shown in Table 4.11-8, the nearest receiver locations would not exceed the City of Calimesa Municipal Code Section 8.15.080[B] 75 dBA Leq significance threshold during Project construction activities provided these activities take place during weekday hours between 7:00 a.m. and 7:00 p.m. or on weekends and holidays between 10:00 a.m. and 5:00 p.m. Therefore, the noise impact due to on-site Project construction activities is considered less than significant at all receiver locations.

Daytime On-Site Construction Noise Level Increases

To describe the temporary Project construction noise level contributions to the existing ambient noise environment, the Project construction noise levels were combined with the existing ambient noise levels measurements at the nearest off-site receiver locations. The difference between the combined Project-construction and ambient noise levels is used to describe the construction noise level contributions. Temporary noise level increases that would be experienced at the existing sensitive receiver locations when Project construction-source noise is added to the ambient daytime conditions are presented on Table 4.11-9. A temporary noise level increase of 12 dBA is considered a potentially significant impact based on the Caltrans substantial noise level increase criteria.

Table 4.11-9. Daytime Construction Noise Level Increases

Receiver Location	Total Project Construction Noise Level[1]	Measurement Location	Reference Ambient Noise Levels[2]	Combined Project and Ambient[3]	Project Increase[4]	Increase Criteria[5]	Increase Criteria Exceeded?
R1	57.6	L1	50.7	58.4	7.7	12	No
R2	63.1	L2	51.7	63.4	11.7	12	No
R3	60.6	L2	51.7	61.2	9.5	12	No
R4	64.4	L3	54.5	64.9	10.4	12	No
R5	63.0	L3	54.5	63.6	9.1	12	No
R6	60.5	L4	56.2	61.9	5.7	12	No
R7	62.1	L4	56.2	63.1	6.9	12	No
R8	63.9	L4	56.2	64.6	8.4	12	No
R9	57.9	L5	69.0	69.3	0.3	12	No

Notes:
[1] Total Project daytime construction noise levels.
[2] Observed daytime ambient noise levels.
[3] Represents the combined ambient conditions plus the Project construction activities.
[4] The noise level increase expected with the addition of the proposed Project construction activities.
[5] Caltrans Traffic Noise Analysis Protocol

As indicated in Table 4.11-9, the Project would contribute construction noise increases ranging from 0.3 to 11.7 dBA L_{eq} during the daytime hours at the nearest receiver locations. The unmitigated construction noise analysis shows that the nearest receiver locations would not exceed the Caltrans 12 dBA L_{eq} noise level increase significance threshold during Project construction activities. The temporary construction noise level increase analysis shows that the noise impacts due to Project construction noise would be less than significant.

Daytime Off-Site Roadway and Utility Improvements Construction Noise

Construction activities for the Project would include grading, trenching, and paving for off-site improvements associated with roadway construction and utility installation to support the Project development and would occur over different phases. Off-site areas of construction are described in Section 3.5, Off-Site Improvements, of this Draft SEIR. Construction of the off-site roadway utility improvements would be primarily within the existing public right-of-way and be of brief duration. The physical right-of-way constraints would limit the amount of construction equipment that could be used at any one location, and any off-site and roadway and utility infrastructure construction would not take place at any one location for more than four days due to the nature of the linear construction activity (Appendix H). Construction noise from this off-site work would, therefore, be relatively short-term and the noise levels would be reduced as construction work moves linearly along the selected alignment and farther from sensitive uses.

The loudest phase of construction associated with off-site improvements would likely be site preparation/grading activities, which would generate similar noise levels compared to the Project construction noise source activities given in Table 4.11-7 and Table 4.11-8. Using the loudest phase of site preparation/grading construction activity, Table 4.11-10 presents the estimated Project related off-site construction noise levels at distances ranging from 10 to 100 feet. At distances ranging from 10 to 100 feet, the off-site construction noise levels are estimated to range from 68.6 to 75.9 dBA L_{eq}.

Table 4.11-10. Off-Site Construction Noise Level Compliance

Distance From Construction (Feet)	Off-Site Construction Noise Levels (dBA L_{eq})		Threshold Exceeded?
	Construction Noise Levels[1]	Threshold[2]	
10	75.9	75	**Yes**
20	74.3	75	No
50	71.4	75	No
100	68.6	75	No

Source: Appendix H.
Note: dBA = A-weighted decibels; L_{eq} = equivalent continuous sound level (time-averaged sound level)
[1] Based on the highest combined reference construction noise levels as shown on Table 4.11-7. Off-Site construction noise calculations are included in Appendix H.
[2] City of Calimesa Municipal Code Section 8.15.080[B] for a duration of up to 8 hours a day.

Since the off-site construction activities would not exceed the 75 dBA Leq construction noise level standard for a duration of up to 8 hours a day at distances of greater than 20 feet, the noise impacts beyond 20 feet from the off-site construction is considered less than significant. However, for off-site receivers located within 20 feet of the off-site roadway and utility improvements are considered potentially significant. Therefore, off-site receivers located adjacent to County Line Road and Avenue L located within 20 feet of the off-site roadway and utility improvement construction would require noise mitigation.

To reduce potential noise impacts for off-site receivers located within 20 feet of the off-site roadway and utility Improvements, the Project would incorporate mitigation measure MM-NOI-2, Off-Site Project Construction. With the implementation of MM-NOI-2, the potential impacts from the off-site roadway and utility improvements would be reduced to a less than significant level.

Nighttime Concrete Pour Noise

Nighttime concrete pouring activities may occur as part of Project building construction activities. Nighttime concrete pouring activities are often used to support reduced concrete mixer truck transit times and are generally limited to the actual building pad and loading dock areas. Since the nighttime concrete pours would take place outside the permitted Municipal Code, Section 8.15.080[A] hours of 7:00 a.m. to 7:00 p.m., the Project Applicant would be required to obtain authorization for nighttime work from the City.

To estimate the sound levels occurring during nighttime concrete pouring activities, short-term sound measurements were conducted during a nighttime concrete pouring activity at a construction site between the noise-sensitive nighttime hours of 1:00 a.m. to 2:00 a.m. Construction equipment operating during this period included concrete mixer truck movements and pouring activities, concrete paving equipment, rear-mounted concrete mixer truck backup alarms, engine idling, air brakes, generators, and workers communicating/whistling. The sound level monitored during this period was 67.7 dBA Leq at a distance of 50 feet from construction activity. Table 4.11-11 provides a summary of the nighttime concrete pour construction noise levels calculated at the nearest receivers (see Figure 4.11-4) and compares these levels to exterior noise levels (see Table 4.11-2).

Table 4.11-11. Nighttime Concrete Pour Construction Noise Levels at Nearby Noise-Sensitive Receivers

Receiver Location[1]	Exterior Noise Levels[2]	Threshold[3]	Threshold Exceeded?
R1	17.7	47.1	No
R2	31.9	45.0	No
R3	33.6	45.0	No
R4	37.6	47.5	No
R5	38.5	47.5	No
R6	41.8	47.9	No
R7	44.1	47.9	No
R8	39.5	47.9	No
R9	35.0	68.6	No
ON1	30.8	45.0	No
ON2	33.5	45.0	No
ON3	32.6	45.0	No
ON4	37.2	45.0	No
ON5	37.1	45.0	No
ON6	37.4	45.0	No
ON7	38.0	45.0	No
ON8	44.3	45.0	No

Source: Appendix H.
Notes: dBA = A-weighted decibels; L_{eq} = equivalent continuous sound level (time-averaged sound level)
1. Nighttime Concrete Pour noise source and receiver locations are shown on Figure 4.11-4.
2. Nighttime Concrete Pour noise model inputs are included in Appendix 11.3, Nighttime Concrete Pour Noise Model Inputs of Appendix H.
3. Exterior noise level standards adjusted to reflect the ambient conditions consistent with General Plan Policy N-11.

As shown in Table 4.11-11, the noise levels associated with the nighttime concrete pour activities are estimated to range from 17.7 to 44.3 dBA L_{eq} at the existing off-site receiver locations and would not exceed the City of Calimesa nighttime exterior noise level standards adjusted to reflect the ambient conditions. The nearest existing noise receiver locations would experience less than significant impacts due to the Project related nighttime concrete pour activities.

Operational Noise

The SEIR analyzes the potential stationary-source operational noise impacts at the nearest receiver locations resulting from the operation of the Project. It is expected that the primary source of operational noise activity would be related to the proposed non-residential land uses within the business park planning areas. As such, operational noise is primarily related to the non-residential land uses proposed within the Business Park Planning Areas 2 to 8. The residential planning areas within the Project site are considered a sound-sensitive receiving land use and are not expected to generate meaningful operational noise source levels. In addition, the City of Calimesa Municipal exempts sound source activities associated with the proposed schools and fire station emergency vehicles (Sections 8.15.150[B] and 8.15.150[A]). Therefore, the potential operational sound source activities attributed to the planned residential, schools and fire station land use are not evaluated further.

For the planned Business Park land uses, the Project business operations would primarily be conducted within the enclosed buildings and would not be anticipated to generate sound levels that are audible above background levels

at off-site locations. On-site Project-related sound sources that could potentially be audible to off-site locations include mechanical equipment, such as air conditioning units, Project generated traffic movements, parking, and loading and unloading of trucks at designated loading bays. At the time this noise analysis was prepared, the future tenants and building locations of the proposed non-residential land uses were unknown, and therefore, this noise analysis includes a conservative analysis of the potential worst-case noise environment.

Operational noise sources were modeled in the CadnaA model space using measured sound levels from similar activities (Appendix H). Operational noise source and receiver locations are given in Figure 4.11-5. Table 4.11-12 and Table 4.11-13 summarize the modeled sound levels during daytime and nighttime operation of all Project operational sound sources, respectively, and compare the sound levels to noise limits. Given that background sound levels (see Table 4.11-2) exceed the City's noise limits of 40 dBA L_{eq} for nighttime and 50 dBA L_{eq} for daytime, the noise level standards were adjusted to reflect the ambient conditions consistent with General Plan Policy N-11.

Table 4.11-12. Daytime Project Operational Noise Levels at Off-Site Receivers Compared to Municipal Code Limits

Activity	Operational Sound Level by Receiver Location (dBA L_{eq})																
	R1	R2	R3	R4	R5	R6	R7	R8	R9	ON1	ON2	ON3	ON4	ON5	ON6	ON7	ON8
Loading Dock Activity	21.4	35.0	35.2	36.7	33.6	31.6	30.3	30.9	28.4	33.2	36.4	35.3	39.4	38.1	38.7	39.1	32.9
Tractor Trailer Storage Activity	24.9	37.0	36.4	36.9	33.7	30.5	28.8	30.1	29.9	33.5	37.7	37.8	41.8	39.1	38.9	34.4	32.1
Roof-Top Air Conditioning Units	13.1	30.7	31.0	33.5	33.8	36.2	37.9	33.0	28.8	27.2	29.0	29.2	34.1	33.7	34.3	34.9	36.5
Trash Enclosure Activity	8.6	24.6	24.1	28.3	24.4	23.8	24.4	25.8	24.1	22.0	24.8	24.0	29.4	28.5	28.4	30.3	31.6
Parking Lot Vehicle Activity	6.9	24.0	24.8	30.6	31.5	35.0	36.0	28.7	22.9	18.0	19.6	22.7	29.2	30.2	30.2	30.2	32.7
Truck Movements	12.2	26.0	25.7	28.5	26.1	21.4	19.9	21.0	18.4	22.9	26.5	26.3	31.4	30.4	30.6	30.6	22.6
Park Activity	17.2	20.7	21.8	29.5	29.1	29.9	31.4	33.1	22.9	23.6	20.7	19.7	16.7	18.4	22.7	26.6	30.7
Total (All Sources)	**27.4**	**40.2**	**40.0**	**41.8**	**40.0**	**40.5**	**41.4**	**38.8**	**35.0**	**37.4**	**40.8**	**40.5**	**44.7**	**43.0**	**43.2**	**42.5**	**41.0**
Operational Noise Limit	50.7	51.7	51.7	54.5	54.5	56.2	56.2	56.2	69.0	50.7	50.7	50.7	50.7	50.7	50.7	50.7	50.7
Exceeds Limits?	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No

Source: Appendix H.
Notes: dBA = A-weighted decibels; L_{eq} = equivalent continuous sound level (time-averaged sound level)

Table 4.11-13. Nighttime Project Operational Noise Levels at Off-Site Receivers Compared to Municipal Code Limits

Activity	Operational Sound Level by Receiver Location (dBA L_{eq})																
	R1	R2	R3	R4	R5	R6	R7	R8	R9	ON1	ON2	ON3	ON4	ON5	ON6	ON7	ON8
Loading Dock Activity	21.4	35.0	35.2	36.7	33.6	31.6	30.3	30.9	28.4	33.2	36.4	35.3	39.4	38.1	38.7	39.1	32.9
Tractor Trailer Storage Activity	24.9	37.0	36.4	36.9	33.7	30.5	28.8	30.1	29.9	33.5	37.7	37.8	41.8	39.1	38.9	34.4	32.1
Roof-Top Air Conditioning Units	10.7	28.3	28.5	31.1	31.4	33.8	35.5	30.6	26.4	24.8	26.6	26.8	31.7	31.3	31.9	32.5	34.1
Trash Enclosure Activity	4.6	20.6	20.1	24.3	20.4	19.8	20.4	21.8	20.2	18.0	20.8	20.0	25.5	24.5	24.5	26.3	27.7
Parking Lot Vehicle Activity	6.9	24.0	24.8	30.6	31.5	35.0	36.0	28.7	22.9	18.0	19.6	22.7	29.2	30.2	30.2	30.2	32.7
Truck Movements	12.2	26.0	25.7	28.5	26.1	21.4	19.9	21.0	18.4	22.9	26.5	26.3	31.4	30.4	30.6	30.6	22.6
Park Activity	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total (All Sources) (dBA Leq)	**26.9**	**39.8**	**39.6**	**41.1**	**39.0**	**39.2**	**39.8**	**36.5**	**33.9**	**36.9**	**40.6**	**40.3**	**44.5**	**42.6**	**42.8**	**41.8**	**39.4**
Operational Noise Limit (dBA Leq)	47.1	45.0	45.0	47.5	47.5	47.9	47.9	47.9	68.6	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0
Exceeds Limits?	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No

Source: Appendix H.
Notes: dBA = A-weighted decibels; L_{eq} = equivalent continuous sound level (time-averaged sound level)

Table 4.11-14 and Table 4.11-15 summarize the modeled sound level increases contributable to Project operational sound sources during daytime and nighttime operation, respectively, and compare the sound levels to noise limits.

Table 4.11-14. Daytime Project Operational Noise Level Increases

Receiver Location	Total Project Operational Noise Level (dBA L_{eq})	Measurement Location	Reference Ambient Noise Levels (dBA L_{eq})	Combined Project and Ambient (dBA L_{eq})	Project Increase (dBA L_{eq})	Increase Criteria	Increase Criteria Exceeded?
R1	27.4	L1	50.7	50.7	0.0	5.0	No
R2	40.2	L2	51.7	52.0	0.3	5.0	No
R3	40.0	L2	51.7	52.0	0.3	5.0	No
R4	41.8	L3	54.5	54.7	0.2	5.0	No
R5	40.0	L3	54.5	54.7	0.2	5.0	No
R6	40.5	L4	56.2	56.3	0.1	5.0	No
R7	41.4	L4	56.2	56.3	0.1	5.0	No
R8	38.8	L4	56.2	56.3	0.1	5.0	No
R9	35.0	L5	69.0	69.0	0.0	1.5	No

Source: Appendix H.
Notes: dBA = A-weighted decibels; L_{eq} = equivalent continuous sound level (time-averaged sound level)

Table 4.11-15. Nighttime Project Operational Noise Level Increases

Receiver Location	Total Project Operational Noise Level (dBA L_{eq})	Measurement Location	Reference Ambient Noise Levels (dBA L_{eq})	Combined Project and Ambient (dBA L_{eq})	Project Increase (dBA L_{eq})	Increase Criteria	Increase Criteria Exceeded?
R1	27.4	L1	47.1	47.1	0.0	5.0	No
R2	40.2	L2	45.0	46.2	1.2	5.0	No
R3	40.0	L2	45.0	46.2	1.2	5.0	No
R4	41.8	L3	47.5	48.5	1.0	5.0	No
R5	40.0	L3	47.5	48.2	0.7	5.0	No
R6	40.5	L4	47.9	48.6	0.7	5.0	No
R7	41.4	L4	47.9	48.8	0.9	5.0	No
R8	38.8	L4	47.9	48.4	0.5	5.0	No
R9	35.0	L5	68.6	68.6	0.0	1.5	No

Source: Appendix H.
Notes: dBA = A-weighted decibels; L_{eq} = equivalent continuous sound level (time-averaged sound level)

As indicated in Table 4.11-12 through Table 4.11-15, modeled noise levels would be below the adjusted noise limits, and impacts would be less than significant. The proposed Project would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established related to operational noise, which is consistent with the conclusions of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Traffic Noise

Figure 4.11-6, Off-Site Study Area Roadway Segments, identifies the 12 off-site study area roadway segments with the potential to be affected by the Project. It is expected that the Project related off-site traffic noise level contributions on other roadway segments outside the Project study area would dissipate as traffic disperses on the roadway network. The analysis below provides off-site roadway segment analysis for the following traffic scenarios.

- Existing Conditions
- Existing With Project Buildout Conditions
- Opening Year Cumulative (2030) Without Project Conditions
- Opening Year Cumulative (2030) With Project Conditions
- Opening Year Cumulative (2035) Without Project Phase 1 Conditions
- Opening Year Cumulative (2035) With Project Phase 2 Conditions
- Opening Year Cumulative (2038) Without Project Conditions
- Opening Year Cumulative (2038) With Project Phase 3 Conditions
- Opening Year Cumulative (2040) Without Project Conditions
- Opening Year Cumulative (2040) With Project Phase 4 Conditions
- Horizon Year (2045) Without Project
- Horizon Year (2045) With Project Buildout Conditions

To describe the Project off-site traffic impacts, the receiving land use adjacent to each roadway segment is identified as a sensitive or non-sensitive land use. Sensitive land uses are limited to the existing noise sensitive residential uses based on a review of aerial imagery. It is expected that only the existing receivers would experience a change in the ambient noise levels over time.

Off-Site Traffic Noise

The off-site traffic noise impacts are evaluated based on noise level increases resulting from the Project. Under CEQA, consideration must be given to the magnitude of the increase, the existing ambient noise levels, and the location of noise-sensitive receivers to determine if a noise increase represents a significant adverse environmental impact. To assess the off-site transportation CNEL noise level impacts associated with development of the Project, noise contours were developed for each of the Project scenarios outlined in the Mesa Verde Specific Plan Area 2 Amendment 2 Traffic Analysis (provided as Appendix J-2 of this Draft SEIR).

Existing Project Traffic Noise Level Increases

Noise contours were used to assess the Project's incremental 24-hour dBA CNEL traffic-related noise levels at land uses adjacent to roadways conveying Project traffic. Table 4.11-16 and Table 4.11-17 present a summary of the exterior traffic noise levels for each of the traffic conditions. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA CNEL noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the Project study area.

An analysis of existing traffic noise levels plus traffic noise generated by the Project Buildout conditions are demonstrated below. This condition is provided solely for informational purposes and would not occur since the Project would not be fully developed and occupied under existing conditions. However, since the Existing with Project conditions generally represent the conservative worst-case traffic noise level increases, this traffic scenario is commonly used to describe the Project related impacts. Table 4.11-16 shows the Existing without Project conditions CNEL noise levels. The Existing without Project exterior noise levels are expected to range from 56.2 to 71.4 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography and the Existing with Project Buildout would range from 65.9 to 76.4 dBA CNEL.

Table 4.11-16 shows that Project Buildout would increase the off-site traffic noise levels by 0.1 to 14.5 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4.11-6, six of the study area roadway segments are shown to experience potentially significant off-site traffic noise increases due to the Existing with Project Buildout conditions, including:

- County Line Road w/o County Line Lane (Segment #1)
- County Line Road w/o 7th Pl. (Segment #2)
- County Line Road e/o 7th Pl. (Segment #3)
- Street “B” w/o Sandalwood Drive (Segment #9)
- Sandalwood Drive s/o Street “B” (Segment #10)
- Sandalwood Drive n/o Street “J” (Segment #11)

Table 4.11-16. Existing with Project Buildout Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]		Project Related Noise Increase	Incremental Noise Level Increase Threshold[2]	
				Existing No Project	Existing w/Project Buildout		Limit	Exceeded?
1	County Line Road	w/o County Line Lane	Sensitive	56.2	65.9	9.7	5.0	**Yes**
2	County Line Road	w/o 7th Pl.	Sensitive	61.2	66.8	5.6	3.0	**Yes**
3	County Line Road	e/o 7th Pl.	Sensitive	64.7	68.5	3.8	3.0	**Yes**
4	County Line Road	e/o I-10 WB Ramps	Non-Sensitive	71.4	71.7	0.3	3.0	No
5	Sandalwood Drive	w/o I-10 EB Ramps	Non-Sensitive	64.7	76.4	11.7	n/a	No
6	Sandalwood Drive	e/o Calimesa Boulevard	Sensitive	66.9	67.2	0.3	1.5	No
7	Calimesa Blvd.	n/o Sandalwood Drive	Non-Sensitive	70.3	71.3	1.0	3.0	No
8	Calimesa Blvd.	s/o Sandalwood Drive	Sensitive	70.0	70.1	0.1	1.5	No
9	Street "B"	w/o Sandalwood Drive	Sensitive	n/a	70.7	n/a	1.5	**Yes**
10	Sandalwood Drive	s/o Street "B"	Sensitive	59.8	67.6	7.8	5.0	**Yes**
11	Sandalwood Drive	n/o Street "J"	Sensitive	59.8	70.4	10.6	5.0	**Yes**
12	Sandalwood Drive	w/o Roberts Road	Non-Sensitive	59.8	74.3	14.5	n/a	No

Source: Appendix H.
Notes:
[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] Does the Project create an incremental noise level increase exceeding the significance criteria?
"n/a" Per the City of Calimesa General Plan Noise Element Table N-C, a barely perceptible 3 dBA or greater noise level increase is considered a significant impact when the ambient non-noise sensitive noise level is greater than the completely compatible 70 dBA CNEL land use compatibility criteria.

Opening Cumulative Year (2030) Traffic Noise Level Increases

Table 4.11-17 shows the Opening Year Cumulative (2030) CNEL noise levels. The Opening Cumulative Year (2030) without Project exterior noise levels are expected to range from 60.4 to 72.8 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. The Opening Cumulative Year (2030) with Project Phase 1 exterior noise levels are expected to range from 64.2 to 72.9 dBA CNEL, representing a Project Phase 1 related noise level increase of 0.0 to 10.3 dBA CNEL. Based on the significance criteria for off-site traffic noise

presented in Table 4.11-6, two study area roadway segments are shown to experience potentially significant off-site traffic noise increases due to Opening Year Cumulative (2030) Phase 1 conditions, including:

- Street “B” w/o Sandalwood Drive (Segment #9)
- Sandalwood Dr. s/o Street “B” (Segment #10)
- Sandalwood Drive n/o Street “J” (Segment #11)

Table 4.11-17. Opening Cumulative Year (2030) With Project Phase 1 Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]		Project Related Noise Increase	Incremental Noise Level Increase Threshold[2]	
				2030 No Project	2030 w/Project Phase 1		Limit	Exceeded?
1	County Line Road	w/o County Line Lane	Sensitive	66.7	67.6	0.9	1.5	No
2	County Line Road	w/o 7th Pl.	Sensitive	69.1	69.6	0.5	1.5	No
3	County Line Road	e/o 7th Pl.	Sensitive	70.5	71.0	0.5	1.5	No
4	County Line Road	e/o I-10 WB Ramps	Non-Sensitive	72.8	72.9	0.1	3.0	No
5	Sandalwood Drive	w/o I-10 EB Ramps	Non-Sensitive	65.2	72.7	7.5	n/a	No
6	Sandalwood Drive	e/o Calimesa Boulevard	Sensitive	67.4	67.5	0.1	1.5	No
7	Calimesa Blvd.	n/o Sandalwood Drive	Non-Sensitive	70.8	71.0	0.2	3.0	No
8	Calimesa Blvd.	s/o Sandalwood Drive	Sensitive	70.6	70.6	0.0	1.5	No
9	Street "B"	w/o Sandalwood Drive	Sensitive	n/a	65.7	n/a	1.5	**Yes**
10	Sandalwood Drive	s/o Street "B"	Sensitive	60.4	64.2	3.8	3.0	**Yes**
11	Sandalwood Drive	n/o Street "J"	Sensitive	60.4	68.5	8.1	3.0	**Yes**
12	Sandalwood Drive	w/o Roberts Road	Non-Sensitive	60.4	70.7	10.3	n/a	No

Source: Appendix H.
Notes:
[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] Does the Project create an incremental noise level increase exceeding the significance criteria?
"n/a" Per the City of Calimesa General Plan Noise Element Table N-C, a barely perceptible 3 dBA or greater noise level increase is considered a significant impact when the ambient non-noise sensitive noise level is greater than the completely compatible 70 dBA CNEL land use compatibility criteria.

Opening Cumulative Year (2035) Traffic Noise Level Increases

Table 4.11-18 shows the Opening Year Cumulative (2035) CNEL noise levels. The Opening Year Cumulative (2035) without Project exterior noise levels are expected to range from 63.1 to 73.2 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. The Opening Year Cumulative (2035) with Project Phase 2 exterior noise levels are expected to range from 66.4 to 74.5 dBA CNEL, representing a Project Phase 2 related noise level increase of 0.1 to 10.3 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4.11-6, four study area roadway segments are shown to experience potentially significant off-site traffic noise increases due to Opening Year Cumulative (2035) Phase 2 conditions, including:

- Street "B" w/o Sandalwood Drive (Segment #9)
- Sandalwood Drive s/o Street "B" (Segment #10)
- Sandalwood Drive n/o Street "J" (Segment #11)

Table 4.11-18. Opening Cumulative Year (2035) With Project Phase 2 Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]		Project Related Noise Increase	Incremental Noise Level Increase Threshold[2]	
				2035 No Project	2035 w/Project Phase 2		Limit	Exceeded?
1	County Line Road	w/o County Line Lane	Sensitive	64.2	66.4	2.2	3.0	No
2	County Line Road	w/o 7th Pl.	Sensitive	69.4	70.2	0.8	1.5	No
3	County Line Road	e/o 7th Pl.	Sensitive	70.6	71.3	0.7	1.5	No
4	County Line Road	e/o I-10 WB Ramps	Non-Sensitive	73.2	73.3	0.1	3.0	No
5	Sandalwood Drive	w/o I-10 EB Ramps	Non-Sensitive	64.2	74.5	10.3	n/a	No
6	Sandalwood Drive	e/o Calimesa Boulevard	Sensitive	68.3	68.4	0.1	1.5	No
7	Calimesa Blvd.	n/o Sandalwood Drive	Non-Sensitive	70.9	71.3	0.4	3.0	No
8	Calimesa Blvd.	s/o Sandalwood Drive	Sensitive	70.0	70.1	0.1	1.5	No
9	Street "B"	w/o Sandalwood Drive	Sensitive	n/a	67.7	n/a	1.5	**Yes**
10	Sandalwood Drive	s/o Street "B"	Sensitive	63.1	66.5	3.4	3.0	**Yes**
11	Sandalwood Drive	n/o Street "J"	Sensitive	63.1	69.9	6.8	3.0	**Yes**

Table 4.11-18. Opening Cumulative Year (2035) With Project Phase 2 Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]		Project Related Noise Increase	Incremental Noise Level Increase Threshold[2]	
				2035 No Project	2035 w/Project Phase 2		Limit	Exceeded?
12	Sandalwood Drive	w/o Roberts Road	Non-Sensitive	63.1	72.8	9.7	n/a	No

Source: Appendix H.
Notes:
[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] Does the Project create an incremental noise level increase exceeding the significance criteria?
"n/a" Per the City of Calimesa General Plan Noise Element Table N-C, a barely perceptible 3 dBA or greater noise level increase is considered a significant impact when the ambient non-noise sensitive noise level is greater than the completely compatible 70 dBA CNEL land use compatibility criteria.

Opening Cumulative Year (2038) Traffic Noise Level Increases

Table 4.11-19 shows the Opening Year Cumulative (2038) CNEL noise levels. The Opening Year Cumulative (2038) without Project exterior noise levels are expected to range from 62.7 to 73.5 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. The Opening Year Cumulative (2038) with Project Phase 3 exterior noise levels are expected to range from 66.1 to 76.1 dBA CNEL, representing a Project Phase 3 related noise level increase of 0.1 to 12.4 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4.11-6, four study area roadway segments are shown to experience potentially significant off-site traffic noise increases due to Opening Year Cumulative (2038) Phase 3 conditions, including:

- County Line Road w/o County Line Lane (Segment #1)
- Street “B” w/o Sandalwood Drive (Segment #9)
- Sandalwood Drive s/o Street “B” (Segment #10)
- Sandalwood Drive n/o Street “J” (Segment #11)

Table 4.11-19. Opening Cumulative Year (2038) With Project Phase 3 Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]		Project Related Noise Increase	Incremental Noise Level Increase Threshold[2]	
				2038 No Project	2038 w/Project Phase 3		Limit	Exceeded?
1	County Line Road	w/o County Line Lane	Sensitive	62.7	66.1	3.4	3.0	**Yes**
2	County Line Road	w/o 7th Pl.	Sensitive	69.6	70.6	1.0	1.5	No
3	County Line Road	e/o 7th Pl.	Sensitive	70.6	71.5	0.9	1.5	No
4	County Line Road	e/o I-10 WB Ramps	Non-Sensitive	73.5	73.6	0.1	3.0	No
5	Sandalwood Drive	w/o I-10 EB Ramps	Non-Sensitive	63.7	76.1	12.4	n/a	No
6	Sandalwood Drive	e/o Calimesa Boulevard	Sensitive	68.8	69.0	0.2	1.5	No
7	Calimesa Blvd.	n/o Sandalwood Drive	Non-Sensitive	71.0	71.8	0.8	3.0	No
8	Calimesa Blvd.	s/o Sandalwood Drive	Sensitive	69.7	69.8	0.1	1.5	No
9	Street "B"	w/o Sandalwood Drive	Sensitive	n/a	68.9	n/a	1.5	**Yes**
10	Sandalwood Drive	s/o Street "B"	Sensitive	64.7	67.9	3.2	3.0	**Yes**
11	Sandalwood Drive	n/o Street "J"	Sensitive	64.7	69.8	5.1	3.0	**Yes**
12	Sandalwood Drive	w/o Roberts Road	Non-Sensitive	64.7	72.0	7.3	n/a	No

Source: Appendix H.
Notes:
[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] Does the Project create an incremental noise level increase exceeding the significance criteria?
"n/a" Per the City of Calimesa General Plan Noise Element Table N-C, a barely perceptible 3 dBA or greater noise level increase is considered a significant impact when the ambient non-noise sensitive noise level is greater than the completely compatible 70 dBA CNEL land use compatibility criteria.

Opening Cumulative Year (2040) Traffic Noise Level Increases

Table 4.11-20 shows the Opening Year Cumulative (2040) CNEL noise levels. The Opening Year Cumulative (2040) without Project exterior noise levels are expected to range from 61.7 to 73.7 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. The Opening Year Cumulative (2040) with Project Phase 4 exterior noise levels are expected to range from 66.4 to 76.2 dBA CNEL, representing a Project Phase 4 related noise level increase of 0.1 to 12.9 dBA CNEL. Based on the significance criteria for off-site traffic noise

presented in Table 4.11-6, four study area roadway segments are shown to experience potentially significant off-site traffic noise increases due to Opening Year Cumulative (2040) Phase 4 conditions, including:

- County Line Road w/o County Line Lane (Segment #1)
- Street "B" w/o Sandalwood Drive (Segment #9)
- Sandalwood Drive s/o Street "B" (Segment #10)
- Sandalwood Drive n/o Street "J" (Segment #11)

Table 4.11-20. Opening Cumulative Year (2040) With Project Phase 4 Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]		Project Related Noise Increase	Incremental Noise Level Increase Threshold[2]	
				2040 No Project	2040 w/Project Phase 4		Limit	Exceeded?
1	County Line Road	w/o County Line Lane	Sensitive	61.7	66.4	4.7	3.0	**Yes**
2	County Line Road	w/o 7th Pl.	Sensitive	69.7	70.9	1.2	1.5	No
3	County Line Road	e/o 7th Pl.	Sensitive	70.7	71.8	1.1	1.5	No
4	County Line Road	e/o I-10 WB Ramps	Non-Sensitive	73.7	73.8	0.1	3.0	No
5	Sandalwood Drive	w/o I-10 EB Ramps	Non-Sensitive	63.3	76.2	12.9	n/a	No
6	Sandalwood Drive	e/o Calimesa Boulevard	Sensitive	69.1	69.3	0.2	1.5	No
7	Calimesa Blvd.	n/o Sandalwood Drive	Non-Sensitive	71.0	71.8	0.8	3.0	No
8	Calimesa Blvd.	s/o Sandalwood Drive	Sensitive	69.5	69.6	0.1	1.5	No
9	Street "B"	w/o Sandalwood Drive	Sensitive	n/a	69.8	n/a	1.5	**Yes**
10	Sandalwood Drive	s/o Street "B"	Sensitive	65.8	68.9	3.1	1.5	**Yes**
11	Sandalwood Drive	n/o Street "J"	Sensitive	65.8	71.1	5.3	1.5	**Yes**
12	Sandalwood Drive	w/o Roberts Road	Non-Sensitive	65.8	73.4	7.6	n/a	No

Source: Appendix H.
Notes:
[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] Does the Project create an incremental noise level increase exceeding the significance criteria?

"n/a" Per the City of Calimesa General Plan Noise Element Table N-C, a barely perceptible 3 dBA or greater noise level increase is considered a significant impact when the ambient non-noise sensitive noise level is greater than the completely compatible 70 dBA CNEL land use compatibility criteria.

Horizon Year (2045) Traffic Noise Level Increases

Table 4.11-21 shows the Horizon Year (2045) CNEL noise levels. The Horizon Year (2045) without Project exterior noise levels are expected to range from 68.3 to 74.8 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. The Horizon Year (2045) with Project Phase 4 exterior noise levels are expected to range from 69.5 to 77.5 dBA CNEL, representing a Project Phase 4 related noise level increase of 0.1 to 5.5 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4.11-6, five study area roadway segments are shown to experience potentially significant off-site traffic noise increases due to Opening Cumulative Year (2040) Phase 4 conditions, including:

- Sandalwood Drive w/o I-10 Eastbound Ramps (Segment #5)
- Street “B” w/o Sandalwood Drive (Segment #9)
- Sandalwood Drive s/o Street “B” (Segment #101)
- Sandalwood Drive n/o Street “J” (Segment #112)
- Sandalwood Dr. w/o Roberts Rd. (Segment #12)

Table 4.11-21. Opening Cumulative Year (2040) With Project Phase 4 Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]		Project Related Noise Increase	Incremental Noise Level Increase Threshold[2]	
				Horizon Year 2045 No Project	Horizon Year 2045 w/Project Buildout		Limit	Exceeded?
1	County Line Road	w/o County Line Lane	Sensitive	68.3	69.5	1.2	1.5	No
2	County Line Road	w/o 7th Pl.	Sensitive	72.0	72.9	0.9	1.5	No
3	County Line Road	e/o 7th Pl.	Sensitive	72.7	73.6	0.9	1.5	No
4	County Line Road	e/o I-10 WB Ramps	Non-Sensitive	74.8	74.9	0.1	3.0	No
5	Sandalwood Drive	w/o I-10 EB Ramps	Non-Sensitive	72.0	77.5	5.5	3.0	**Yes**
6	Sandalwood Drive	e/o Calimesa Boulevard	Sensitive	70.6	70.8	0.2	1.5	No
7	Calimesa Blvd.	n/o Sandalwood Drive	Non-Sensitive	71.6	72.4	0.8	3.0	No
8	Calimesa Blvd.	s/o Sandalwood Drive	Sensitive	70.3	70.4	0.1	1.5	No
9	Street "B"	w/o Sandalwood Drive	Sensitive	n/a	74.9	n/a	1.5	**Yes**
10	Sandalwood Drive	s/o Street "B"	Sensitive	68.5	70.8	2.3	1.5	**Yes**
11	Sandalwood Drive	n/o Street "J"	Sensitive	68.5	72.3	3.8	1.5	**Yes**
12	Sandalwood Drive	w/o Roberts Road	Non-Sensitive	72.3	75.6	3.3	3.0	**Yes**

Source: Appendix H.
Notes:
[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] Does the Project create an incremental noise level increase exceeding the significance criteria?
"n/a" Per the City of Calimesa General Plan Noise Element Table N-C, a barely perceptible 3 dBA or greater noise level increase is considered a significant impact when the ambient non-noise sensitive noise level is greater than the completely compatible 70 dBA CNEL land use compatibility criteria.

The study area roadway segments that would exceed the established thresholds of significance criteria outlined on Table 4.11-6 are limited to County Line Road west of County Line Lane (Segment #1), County Line Road west of 7th Place (Segment #2), and County Line Road east of 7th Place (Segment #3). In addition, the on-site roadway segments of Street "B" w/o Sandalwood Drive (Segment #9), Sandalwood Drive s/o Street "B" (Segment #10), Sandalwood Drive n/o Street "J" (Segment #11), and Sandalwood Drive w/o Roberts Road (Segment #12) would generate off-site

traffic noise impacts within the nearby noise sensitive areas. All other roadway segments would experience off-site traffic noise level impacts that are considered less than significant as the Project develops overtime. Potential mitigation measures discussed below include rubberized asphalt hot mix pavement and off-site noise barriers for the existing noise sensitive residential land uses adjacent to impacted roadway segments. However, as further described in Appendix H, off-site noise barriers would not be feasible and would not lower the off-site traffic noise levels below a level of significance, and therefore, are not proposed as mitigation for the Project.

As such, to reduce the off-site traffic noise impacts at adjacent existing noise-sensitive land uses, rubberized asphalt mitigation (MM-NOI-3) is required for County Line Road west of County Line Lane (Segment #1), which would experience an increase of 9.7 dBA CNEL in the Existing Plus Project conditions. Traffic noise is generated primarily by the interaction of the tires and pavement, the engine, and exhaust systems. For automobiles noise, as much as 75 to 90-percent of traffic noise is generated by the interaction of the tires and pavement, especially when traveling at higher and constant speeds. As stated in Appendix H, according to research conducted by Caltrans and the Canadian Ministry of Transportation and Highways a 4 dBA reduction in tire/pavement noise is attainable using rubberized asphalt under typical operating conditions. Therefore, the use of rubberized asphalt would serve to reduce the auto-related noise level increases at noise-sensitive land uses along County Line Road. However, while the off-site Project-related vehicular traffic noise level increases would theoretically be reduced with the 4 dBA reduction provided by rubberized asphalt, the reduction would not be sufficient to reduce the noise impacts to a level less than significant. Therefore, noise impacts for operational traffic noise along County Line Road would remain significant and unavoidable after implementation of MM-NOI-3.

Rubberized asphalt would not provide reliable benefits for the noise levels generated by the Business Park-related heavy truck traffic on Sandalwood Drive east of the I-10 Eastbound Ramps (Segment #5), Street "B" w/o Sandalwood Drive (Segment #9), Sandalwood Drive s/o Street "B" (Segment #10), Sandalwood Drive n/o Street "J" (Segment #11), and Sandalwood Drive w/o Roberts Road (Segment #12).

The effectiveness of reducing traffic noise levels with rubberized asphalt is higher on roadways with low percentages of heavy trucks, since the heavy truck engine and exhaust noise is not affected by rubberized pavement due to the truck engine and exhaust stack height above the pavement itself. Per Caltrans guidance, a truck stack height is modeled using a height of 11.5 feet above the road. With the primary off-site traffic noise source consisting of heavy trucks with a stack height of 11.5 feet off the ground at the Sandalwood segments listed above, the tire/pavement noise reduction benefits associated rubberized asphalt would be primarily limited to autos and would only be effective for tire-on-pavement noise at higher speeds, which would not reduce truck-related off-site traffic noise levels associated with truck engine and exhaust stacks to less than significant impacts. Since the use of rubberized asphalt would not lower the off-site traffic noise levels below a level of significance, rubberized asphalt is not proposed as mitigation for the Business Park-related heavy truck traffic on Sandalwood Drive east of the I-10 Eastbound Ramps (Segment #5), Street "B" w/o Sandalwood Drive (Segment #9), Sandalwood Drive s/o Street "B" (Segment #10), Sandalwood Drive n/o Street "J" (Segment #11), and Sandalwood Drive w/o Roberts Road (Segment #12), and the off-site Project-related traffic noise level increases at the adjacent land uses would remain significant and unavoidable.

On-Site Traffic Noise

An on-site exterior noise impact analysis has been completed to determine the noise exposure levels that would result from transportation noise sources within the Project study area, and to identify potential noise abatement measures that would achieve acceptable Project exterior and interior noise levels. The primary source of on-site transportation noise affecting the Project site is anticipated to be from the internal on-site Project roadways. Consistent with General Plan Policy N-16, developers of new residential or other noise-sensitive uses which are placed in environments subject

to existing or projected noise exceeding the Completely Compatible guidelines shall be responsible for ensuring that acceptable exterior and interior noise levels would be achieved.

Exterior Noise

Using the Federal Highway Administration traffic noise prediction model, the expected future exterior noise levels for the on-site Project land uses were estimated. Table 4.11-22 presents a summary of future unmitigated exterior noise levels for land uses adjacent to each of the on-site Project roadways.

Table 4.11-22. Unmitigated Future Exterior Noise Levels

ID	Project Roadway Classification[1]	On-Site Project Roadways	Noise Sensitive Land Use?	Unmitigated Exterior Noise Level (dBA CNEL)[2]
1	Major	Sandalwood Drive	No	74
2	Secondary	Street B	Yes	71
3	Modified Secondary	Roberts Road	Yes	72
4	Divided Collector	Streets A, B, D, L	Yes	70
5	Collector	Streets A, B, C, E, F, G, H, I	Yes	68
6	Modified Collector	Streets K, J	Yes	68

Source: Appendix H.
Note: [1] Road classifications based upon the City of Calimesa General Plan Circulation Element.

Noise Sensitive Residential Land Use (ES, L, LM, M, MH, H, MU)

The on-site exterior traffic noise analysis indicates that the noise sensitive private outdoor living areas (backyards) for residential (Estate, Low Density, Low Medium Density, Medium, Medium-High, High, High) land uses adjacent to the internal on-site Project roadways would experience future General Plan Buildout unmitigated exterior noise levels of ranging from 68 to 72 dBA CNEL. According to the Noise Compatibility by Land Use Type, the Project residential land use is considered tentatively compatible or normally incompatible without mitigation.

Therefore, to satisfy the City's 65 dBA CNEL exterior noise level standards (General Plan Policy N-7) for the noise sensitive residential land use, the construction of 6-foot-high noise barriers is required for the private outdoor living areas (backyards) of noise sensitive residential uses located adjacent to on-site Project roadways. The Mixed Use land uses within Planning Area 1 may include a combination of non-residential and/or high-density residential use. However, since the planned mixed use is not expected to include any private residential outdoor living areas (backyards), noise mitigation would be limited to the interior areas.

With the recommended noise barriers, Table 4.11-23 shows that the mitigated future exterior noise levels at the outdoor living areas (backyards) of the residential land use would range from 58 to 62 dBA CNEL. Alternative noise mitigation measures such as increasing the setback distance from the adjacent roads or using berms in combination with noise barriers may also be used to satisfy the 65 dBA CNEL exterior noise level standards. This noise analysis shows that with the planned noise barriers, the mitigated exterior noise level would not exceed the 65 dBA CNEL standards for noise sensitive residential land use.

Table 4.11-23. Mitigated Future Exterior Noise Levels

ID	Project Roadway Classification[1]	On-Site Project Roadways	Noise Sensitive Land Use?	Unmitigated Exterior Noise Level (dBA CNEL)[2]	Barrier Height (Feet)[3]
1	Major	Sandalwood Drive	No	74	0
2	Secondary	Street B	Yes	61	6
3	Modified Secondary	Roberts Road	Yes	62	6
4	Divided Collector	Streets A, B, D, L	Yes	60	6
5	Collector	Streets A, B, C, E, F, G, H, I	Yes	58	6
6	Modified Collector	Streets K, J	Yes	58	6

Source: Appendix H.
Note: [1] Road classifications based upon the City of Calimesa General Plan Circulation Element.

Non-Residential (BP, PF, C, MU)

The on-site exterior traffic noise analysis indicates that the non-residential (Business Park, Public Facilities, Commercial and Mixed Use) land uses adjacent to the internal on-site Project roadways would experience future General Plan Buildout unmitigated exterior noise levels of up to 74 dBA CNEL. According to the Noise Compatibility by Land Use Type, the planned Project non-residential land use is considered normally incompatible without mitigation. However, a review of the Project site plan shows that these noise-tolerant non-residential land uses are located in areas that are expected to be subject to noise for the foreseeable future consistent with General Plan Policy N-3. In addition, the exterior noise analysis calculates the future unmitigated exterior noise levels at the right-of-way boundary. In practice, the non-residential land use would likely be set back from the right-of-way boundary and would experience reduced exterior noise levels as the traffic noise levels diminish with distance. As such, MM-NOI-4 is incorporated to ensure exterior noise reduction (as shown in Figure 4.11-7, On-Site Noise Mitigation Measures). Exterior noise mitigation is generally limited to the noise sensitive private outdoor living areas (backyards) for single-family residential land use. All future residential uses would require detailed analysis as a component of noise studies that evaluate the implementing projects within each planning area. These final noise studies, per requirements of MM-NOI-4, would utilize any recommendations identified in this study in combination with precise grading plans and actual building design specifications to identify any additional noise abatement measures, such as exterior noise barriers and/or building materials (e.g., sound transmission class ratings for windows and doors), if necessary, based on the site-specific noise impacts within each planning area. With MM-NOI-4, impacts related to on-site exterior noise would be less than significant.

Interior Noise

To ensure future noise-sensitive residential land uses are protected, General Plan Policy N-21 identifies an interior noise level limit of 45 dBA CNEL. To assess the future conservative worst-case conditions, the future interior noise levels are calculated at the second-floor building facade locations. To provide the necessary interior noise level reduction, MM-NOI-6 is incorporated to satisfy the City of Calimesa 45 dBA CNEL interior noise level criteria. As shown in Table 4.11-24, the noise sensitive residential land uses adjacent to Project roadways would require a windows-closed condition and a means of mechanical ventilation (e.g. air conditioning). Table 4.11-24 also shows that the future noise levels at the building façade are expected to range from 66 to 70 dBA CNEL. The interior noise level analysis shows that the City of Calimesa 45 dBA CNEL interior noise level standards for the planned residential uses can generally be satisfied using standard windows with a minimum Sound Transmission Class (STC) rating of 27. The

interior noise level analysis shows that the City of Calimesa 45 dBA CNEL interior noise level standards for residential uses can generally be satisfied using standard windows with a minimum STC rating of 27. With MM-NOI-5, impacts related to on-site interior noise would be less than significant.

Table 4.11-24. Interior Noise Impacts (CNEL)

ID	Project Roadway Classification[1]	On-Site Project Roadways	Noise Sensitive Land Use?	Mitigated Exterior Noise Level (dBA CNEL)[2]	Required Interior Noise Reduction[3]	Estimated Interior Noise Reduction[4]	Upgraded Windows[5]	Interior Noise Level[6]
2	Secondary	Street B	Yes	69	24	25	No	44
3	Modified Secondary	Roberts Road	Yes	70	25	25	No	45
4	Divided Collector	Streets A, B, D, L	Yes	68	23	25	No	43
5	Collector	Streets A, B, C, E, F, G, H, I	Yes	66	21	25	No	41
6	Modified Collector	Streets K, L	Yes	66	21	25	No	41

Source: Appendix H.

Notes:
[1] Road classifications based upon the City of Calimesa General Plan Circulation Element.
[2] Exterior noise level at the facade with a windows closed condition requiring a means of mechanical ventilation (e.g. air conditioning).
[3] Noise reduction required to satisfy the 45 dBA CNEL interior noise limits.
[4] A minimum of 25 dBA noise reduction is assumed with standard building construction.
[5] Does the required interior noise reduction trigger upgraded windows with a minimum STC rating of greater than 27?
[6] Estimated interior noise level with required STC rating for all windows.

Conclusion

The 2017 Addendum to the Mesa Verde Specific Plan EIR included mitigation N-1 through N-22 (identified below in Section 4.11.7.1) that, upon their implementation, would reduce potential impacts related to the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the previously approved project in excess of applicable noise standards to a less than significant level. Mitigation measure N-5 was carried forward as MM-NOI-1. The previous mitigation measures N-2, N-3, N-7, N-8 and N-10, and N-12 are replaced with MM-NOI-2, as set forth in Section 4.11.7.2 below. Mitigation measure N-9 is replaced with MM-AQ-2 and MM-AQ-4. Mitigation measure N-16 is replaced with MM-NOI-4. Mitigation measure N-18 is replaced with MM-NOI-4. Mitigation measure N-19 is replaced with MM-NOI-5. N-1, N-4, N-6, N-11, N-13 through N-15, N-17, and N-20 through N-22 are deleted due to consistency with regulatory compliance with the City's Noise Ordinance or the measure is no longer applicable.

With the implementation of MM-NOI-1 through MM-NOI-6, impacts associated with the potential generation of a substantial temporary or permanent noise increases related the proposed Project would be less than significant with mitigation for on-site traffic and construction noise and off-site construction noise, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan. However, implementation of MM-NOI-3 would not reduce the Project-related off-site long-term operational traffic noise level increases at adjacent noise-sensitive land uses. As such, impacts related to off-site long-term operational traffic noise would remain significant and unavoidable.

Threshold 4.11b Would the project result in result in generation of excessive ground-borne vibration or ground-borne noise levels?

Caltrans has been assembling data for vibration levels generated by heavy construction equipment operation during the building of transportation projects for many years. The vibration levels from use of such equipment are representative for other types of construction efforts, not just transportation projects, and are therefore widely employed to assess vibration levels from heavy equipment use for any effort. The most important equipment relative to generation of vibration according to Caltrans (2020), as well as the vibration levels produced by such equipment, is illustrated in Table 4.11-25.

Table 4.11-25. Vibration Velocities for Typical Construction Equipment

Equipment	PPV at 25 Feet (Inches Per Second)	Approximate VdB at 25 feet
Vibratory Roller	0.210	94
Large Bulldozer	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: Caltrans 2020.
Note: PPV = peak particle velocity; VdB = vibration decibels.

The City of Calimesa General Plan Policy N-7 utilizes a threshold for operational vibration sources but does not provide a vibration limit for construction. Accordingly, for the purposes of this analysis, Caltrans' vibration threshold of 0.3 ips PPV for damage to older residential structures has been used to assess the potential impacts due to Project construction at nearby sensitive receptor locations. Using the vibration level value for each of the equipment listed in Table 4.11-25, the vibration levels at the nearest sensitive structures were determined, using the following formula:

$$\text{Peak particle velocity at distance (d)} = \text{peak particle velocity (at } d_{ref}) * (d_{ref}/d)^{1.5}$$

In the above equation, "d" is the distance between the receptor and a vibration source and "d_{ref}" is the reference distance that applies for the indicated vibration magnitude.

Construction Vibration

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Construction vibration is generally associated with pile driving and rock blasting. However, no pile driving, or rock blasting activities are planned for the Project. Unlike noise, which is measured from the center of activity and experienced over time, vibration refers to a single, instantaneous event affecting a building structure, typically caused by a specific piece of equipment. Ground-borne vibration is almost never a problem outdoors.

Table 4.11-26 presents the results of applying the above equation to the equipment in Table 4.11-25. At distances ranging from 43 to 604 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.002 to 0.093 PPV (in/sec). It is expected that future vibration levels would impact earlier phases at distances of greater than 20 feet resulting in vibration levels of 0.293 PPV (in/sec). Based on maximum

acceptable continuous vibration threshold of 0.3 PPV (in/sec), the typical Project construction vibration levels would fall below the building damage thresholds at all the noise sensitive receiver locations. Therefore, recognizing that ground-borne vibration is almost never a problem outdoors (FTA 2018), the Project-related vibration impacts would be less than significant during typical construction activities at the Project site. Moreover, the vibration levels reported at the sensitive receiver locations are unlikely to be sustained during the entire construction period but would occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter.

Table 4.11-26. Project Construction Vibration Levels at Nearby Sensitive Locations

Location[1]	Distance to Construction Activity (Feet)[2]	Typical Construction Vibration Levels PPV (in/sec)[3]					Thresholds PPV (in/sec)[4]	Thresholds Exceeded?[5]
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Highest Vibration Level		
R1	89	0.000	0.005	0.011	0.013	0.013	0.3	No
R2	51	0.001	0.012	0.026	0.031	0.031	0.3	No
R3	43	0.001	0.016	0.034	0.039	0.039	0.3	No
R4	200	0.000	0.002	0.003	0.004	0.004	0.3	No
R5	45	0.001	0.014	0.031	0.037	0.037	0.3	No
R6	139	0.000	0.003	0.006	0.007	0.007	0.3	No
R7	71	0.001	0.007	0.016	0.019	0.019	0.3	No
R8	122	0.000	0.003	0.007	0.008	0.008	0.3	No
R9	604	0.000	0.000	0.001	0.001	0.001	0.3	No

Source: Urban Crossroads, 2024.
[1] Construction noise source and receiver locations.
[2] Distance from receiver building facade to Project construction boundary (Project site boundary).
[3] Based on the Vibration Source Levels of Construction Equipment.
[4] Caltrans 2020
[5] Does the peak vibration exceed the acceptable vibration thresholds?
"PPV" = Peak Particle Velocity

Off-Site Roadway and Utility Improvements Vibration

Table 4.11-27 presents the estimated Project related vibration levels at distances ranging from 10 to 100 feet. As shown, at distances ranging from 20 to 100 feet, the construction vibration velocity levels are estimated to range from 0.0293 to 0.830 in/sec PPV. Based on maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec), the off-site Project construction vibration levels may exceed the building damage thresholds.

Mitigation measure MM-NOI-6, as detailed in Section 4.11.7, is required to ensure construction vibration does not exceed building damage thresholds. MM-NOI-6 would require a 20-foot buffer setback from occupied sensitive receiver locations and restrict the use of large, loaded trucks, heavy mobile equipment greater than 80,000 pounds, jack hammers and vibratory roller. Instead, small rubber-tired or alternative equipment, as well as soil compaction equipment shall be used during Project construction to reduce vibration effects on nearby structures and their occupants. Implementation of MM-NOI-6 would ensure building damage does not occur due to the construction equipment used within 20 feet of sensitive uses. Therefore, impacts would be less than significant with mitigation, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan.

Table 4.11-27. Off-Site Project Construction Vibration Levels

Distance to Construction Activity (Feet)	Typical Construction Vibration Levels PPV (in/sec)[1]						Thresholds PPV (in/sec)[2]	Thresholds Exceeded?[3]
	Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
10	0.012	0.138	0.300	0.352	0.830	0.830	0.3	**Yes**
20	0.004	0.049	0.106	0.124	0.293	0.293	0.3	No
50	0.001	0.012	0.027	0.031	0.074	0.074	0.3	No
100	0.000	0.004	0.010	0.011	0.026	0.026	0.3	No

Source: Urban Crossroads, 2024.
[1] Based on the Vibration Source Levels of Construction Equipment.
[2] Caltrans 2020
[3] Does the peak vibration exceed the acceptable vibration thresholds?
"PPV" = Peak Particle Velocity

Operational Vibration

The ongoing operation of residential structures, retail space, educational, open space, and commercial uses proposed by the Project would not generally involve rotational equipment or impact equipment that typically could result in intrusive vibration. Truck deliveries could occur in relation to the Project's commercial and industrial uses. As discussed under construction vibration, potentially significant vibration impacts from a loaded truck operation would be limited to within the road right-of-way for roads used by the trucks to access future commercial and industrial buildings. Consequently, long-term operation of the Project would not generate perceptible vibration levels in the vicinity of structures. Operational vibration levels of the proposed Project would therefore be less than significant and would not result in new significant impacts with respect to operational vibration. Therefore, impacts resulting from implementation of the Project related to operational vibration would be less than significant, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan.

Threshold 4.11c ***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

Not Cumulatively Considerable. This threshold of significance applies when there are nearby public and private airports and/or airstrips and focuses on land use compatibility of the Project to nearby airports and airstrips. The Project site is not located within two miles of an airport or airstrip. The closest airport to the Project site is the San Bernardino International Airport, located roughly nine miles northwest of the Project site. Given that the Project is not located within an airport land use plan or within two miles of a public airport or public use airport, the Project site would not be exposed to excessive noise levels from airport operations. No impact would occur.

4.11.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of past, present, and reasonably foreseeable future projects are significant, the lead agency must then determine whether the project has any contribution to the cumulative impact, and if so, whether the project's incremental effect is "cumulatively considerable." The cumulative geographic study area used to assess potential cumulative noise impacts is the immediate and local

vicinity of the Project site. The full list of related projects applicable to this Project's cumulative analyses is provided in Section 2.6, Cumulative Projects and illustrated on Figure 2-4, Cumulative Projects, in Chapter 2, Environmental Setting of this Draft SEIR.

Threshold 4.11a – Cumulative

Cumulative Construction Noise

Not Cumulatively Considerable. Overlap of construction activities between construction of the Project and other construction projects may occur but would not be anticipated to worsen these construction noise estimates in light of the physical distance between such activities and different receivers that are closest to the different phase area boundaries. Mitigation measure MM-NOI-1 through MM-NOI-4 would reduce the potential for construction noise annoyance for the closest noise-sensitive receivers.

Cumulative Operational Traffic Noise

Cumulatively Considerable. Appendix H includes the Project-related average daily traffic on the roadway network surrounding and serving the Project site with respect to Opening Year Cumulative traffic for each project Phase. Traffic noise modeling was performed using the average daily traffic values for Opening Year Cumulative conditions – without and with Project. Table 4.11-17 through Table 4.11-21 present the results of the traffic noise modeling. As detailed above, even with the incorporation of MM-NOI-3 on County Line Road, the use of rubberized asphalt would not lower the off-site traffic noise levels below a level of significance. Because rubberized asphalt would not be effective at reducing Business Park-related heavy truck traffic on Sandalwood Drive east of the I-10 Eastbound Ramps (Segment #5), Street "B" w/o Sandalwood Drive (Segment #9), Sandalwood Drive s/o Street "B" (Segment #10), Sandalwood Drive n/o Street "J" (Segment #11) and Sandalwood Drive w/o Roberts Road (Segment #12), it is not proposed as mitigation for these five segments. Off-site Project-related traffic noise level increases at the adjacent land uses would remain significant and unavoidable even with implementation of MM-NOI-3. Therefore, impacts would be cumulatively considerable and significant and unavoidable.

Cumulative Operational Noise

Not Cumulatively Considerable. Noise from operation of stationary mechanical equipment added to the outdoor ambient sound environment as a result of Project implementation would include permanent on-site noise sources (e.g., rooftop HVAC equipment and operations activities) as addressed under Section 4.11.4.2, Impact Analysis, under Threshold 4.11a. A cumulative impact could occur if noise produced from such sources due to implementation of the Project were to combine with noise produced from the operation of other cumulative projects in the vicinity to create a cumulatively significant permanent increase in ambient noise levels. However, noise emission from HVAC equipment attenuates with distance and can be occluded by structures and terrain. Additionally, the operation of the Project, along with the operation of other cumulative projects, would be subject to applicable requirements from the City's noise ordinance, which limits the exterior noise levels at residences. Hence, for these two reasons, cumulative impacts to outdoor ambient noise levels resulting from Project stationary sources would be less than significant and not cumulatively considerable.

Threshold 4.11b – Cumulative

As presented above, Project-related vibration impacts are considered less than significant during typical construction activities at the Project site. However, Project-related off-site roadway and utility improvements would

require the incorporation of MM-NOI-6, which would require a 20-foot buffer setback from occupied sensitive receiver locations and restrict the use of certain equipment. Implementation of MM-NOI-6 would ensure building damage does not occur due to the construction equipment used within 20 feet of sensitive uses. Therefore, impacts would be less than significant with mitigation, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan. Similarly, Operational vibration levels of the proposed Project would therefore be less than significant given the proposed land uses within the Project site. Therefore, the Project would have a less than cumulatively considerable impact. Overall, Project impacts to vibration and groundborne noise would not be cumulatively considerable.

Threshold 4.11c – Cumulative

Not Cumulatively Considerable. As discussed above, the Project site is not located within two miles of an airport or airstrip. The closest airport to the Project site is the San Bernardino International Airport, located roughly nine miles northwest of the Project site. Therefore, the Project would not contribute to any impacts associated with airport noise. No cumulative impact would occur.

4.11.7 Mitigation Measures

4.11.7.1 Previously Adopted Mitigation Measures

Measures No Longer Applicable: Deleted or Revised/Replaced

The following previously approved mitigation measures are no longer applicable and have been deleted or revised/replaced by proposed mitigation (see Section 4.11.7.2, Proposed Project Mitigation Measures, below). Revised/replaced mitigation measures are denoted by "Replaced," below.

Deleted: N-1. Deleted. Issue addressed in N-14.

Replaced: (See MM-NOI-2)

N-2. During all project site excavation and grading on-site, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

Replaced: (See MM-NOI-2).

N-3. The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.

Deleted: N-4. The construction contractor shall limit all construction-related activities that would result in high noise levels consistent with the construction hours adopted by the City's Noise Ordinance.

Deleted: N-6. Construction activities shall be limited to the hours permitted by the City's Noise Ordinance.

Replaced: (See MM-NOI-2).

N-7. Construction equipment shall be equipped with manufacturer recommended mufflers or equivalent.

Replaced: (See MM-NOI-2).

N-8. Equipment engine covers shall be maintained on the apparatus as designed by the manufacturer.

Replaced: (See MM-AQ-2 and MM-AQ-4)

N-9. Construction equipment shall be turned off when not in use.

Revised: (See MM-NOI-2).

N-10. Equipment used for project construction shall be hydraulically or electrically powered whenever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used.

Deleted: N-11. External jackets should be used on the tools where feasible. Quieter procedures shall be used such as drilling rather than impact equipment whenever possible.

Revised: (See MM-NOI-2).

N-12. Stationary noise sources shall be located as far from existing sensitive receptors as possible. If stationary sources must be located near existing sensitive receptors, they shall be adequately muffled and enclosed within temporary sheds or portable sound blankets shall be used.

Deleted: N-13. Deleted as duplicate to N-3.

Deleted: N-14. County Line Road west of Extension of Roberts Road shall not be used for construction traffic unless other alternative routes are not available. Construction truck traffic shall be limited to construction hours permitted by the City's Noise Ordinance.

Deleted: N-15. Off-site and on-site speed controls shall be implemented and enforced.

Replaced: (See MM-NOI-3 and MM-NOI-4).

N-16. Rubberized asphalt concrete (RAC) shall be used along noise sensitive receptors whenever practical.

Deleted: N-17. Heavy equipment activities adjacent to residences or schools shall be limited to the minimal periods required to complete the task. Grading activities adjacent to the Mesa View Middle School shall be avoided when school is in session.

Replaced: (See MM-NOI-4).

N-18. Transportation-related Noise Either of the following mitigation measures shall be implemented prior to the commencement of the use of proposed access roads and/or on-site Project roads:

1) The exterior noise sensitive areas may require the construction of noise barriers ranging in height up to 10-feet for proposed residential lots adjacent to the project roadways as well as in existing residential neighborhoods near proposed new access roads (Roberts Road Extension and related roads). Any residential lots adjacent to the I-10 Freeway may also require 10-foot or higher noise barriers in order to meet the City of Calimesa 65 dBA CNEL standard. The noise barriers are recommended based the Noise Analysis using the worse-case conditions of a flat grading plan and minimum building setbacks. The actual noise height and location of noise barriers would be dependent upon final grading and building plans. Or;

2) A site-specific noise study for the Roberts Road Extension and related access roads and each of the proposed phases shall be conducted to determine the final noise barrier recommendations needed to comply with the City of Calimesa 65 dBA CNEL standard for exterior areas. Additionally, a final noise study will also need to be prepared prior to the issuance of the first building permit of each affected phase within the proposed project. This final report would identify the interior noise analysis based upon final grading plans and building plans.

Replaced: (See MM-NOI-5).

N-19. Sufficient building insulation or other methods shall be provided, as required by a Noise Study, to residential homes near I-10 to reduce interior noise levels to the City's 45 dBA CNEL interior noise level standards.

Deleted: N-20. Residential dwellings shall be oriented to minimize noise impacts to the living exterior areas (e.g., living areas at rear of the house and front yards facing noise sources or noise sensitive locations within the building [e.g., bedrooms] farthest from the noise source).

Deleted: N-21. Parking areas shall be placed between noise sources (e.g., roadways and 1-10) whenever practical.

Deleted: N-22. School and park activities adjacent or near residential areas shall be limited whenever practical to the hours of 7:00a.m. to 10:00 p.m.

Measures Applicable Carried Forward

N-5 (See MM-NOI-1). The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.

4.11.7.2 Project Mitigation Measures

MM-NOI-1 N-5, Construction Truck Haul Routes. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.

MM-NOI-2 Off-Site Construction Noise. Prior to issuance of off-site construction permits, the Applicant/Developer shall incorporate the following measures to reduce short-term construction noise effects for off-site receivers located within 20 feet of the off-site roadway and utility improvements:

1. Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.
2. All stationary construction equipment shall be placed in such a manner so that the emitted noise is directed away from any sensitive receivers.
3. Construction equipment staging areas shall be located the greatest distance between the staging area and the nearest sensitive receivers.
4. The construction contractor shall limit equipment and material deliveries to the construction hours specified in City of Calimesa Municipal Code Section 8.15.080[A].
5. Electrically powered air compressors and similar power tools shall be used, when feasible, in place of diesel equipment.
6. No music or electronically reinforced speech from construction workers shall be allowed.
7. Tools used for off-site roadway and utility construction shall be hydraulically or electrically powered whenever possible to avoid noise associated with compressed air exhaust. Where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used.

MM-NOI-3 Off-Site Construction Traffic Noise. During construction of the off-site transportation improvements to County Line Road west of the I-10 interchange (Segment #1), rubberized asphalt shall be used along the length of County Line Road that is adjacent to residential uses (specifically, along the length of County Line Road between County Line Lane to the east and 7th Place to the west) in order to reduce the traffic-related noise level increases at neighboring noise-sensitive land uses under near-term and long-term conditions.

MM-NOI-4 On-Site Exterior Operational Noise. Prior to the issuance of a building permit for any planning area that includes residential land uses, the Project Applicant/Developer shall prepare a noise study that evaluates the proposed residential designs to ensure they will meet the City's noise standards for exterior noise levels. If impacts are identified, the noise studies shall specify site

design features, building modifications, exterior noise barriers, rubberized asphalt, and/or other equally effective noise abatement measures as a means of attaining exterior noise limits.

If exterior noise control barriers are implemented, they must be constructed such that the top of each wall extends to the recommended height above the pad elevation of the lot it is shielding. When the adjacent road is elevated above the pad elevation, the noise control barrier shall extend to the recommended height above the highest point between the residential home and the road. The noise control barrier shall provide a weight of at least 4 pounds per square foot of face area with no decorative cutouts or line-of-sight openings between shielded areas and the roadways, or a minimum transmission loss of 20 dBA. The noise control barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts shall not be made. All gaps (except for weep holes) should be filled with grout or caulking. The noise control barrier shall be constructed using one of the following materials:

- Masonry block;
- Stucco veneer over wood framing (or foam core), or one-inch thick tongue and groove wood of sufficient weight per square foot;
- Glass (1/4-inch-thick), or other transparent material with sufficient weight per square foot capable of providing a minimum transmission loss of 20 dBA;
- Earthen berm; or
- Any combination of these construction materials.

MM-NOI-5 On-Site Interior Operational Noise. Prior to the issuance of a building permit, the Applicant/Developer shall require all units with a windows-closed condition and require a means of mechanical ventilation (e.g., air conditioning). Typical building construction will provide a Noise Reduction (NR) of approximately 12 dBA with "windows open" and a minimum 25 dBA noise reduction with "windows closed." In order to satisfy the 45 dBA CNEL interior noise standards for residential land use, the Applicant/Developer shall provide the following or equivalent noise abatement measures:

- Windows & Glass Doors: All windows shall require upgraded windows with a minimum Sound Transmission Class (STC) rating of 27.
- Doors (Non-Glass): All exterior doors shall be well weather-stripped and have minimum STC ratings of 27. Well-sealed perimeter gaps around the doors are essential to achieve the optimal STC rating.
- Walls: At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal.
- Roof: Roof sheathing of wood construction shall be installed per manufacturer's specification or with caulked plywood of at least one-half inch thick. Ceilings shall be installed per manufacturer's specification or with well-sealed gypsum board of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic space.
- Ventilation: Arrangements for any habitable room shall be such that any exterior door or window can be kept closed when the room is in use and still maintain circulated air. A forced air

circulation system (e.g. air conditioning) or active ventilation system (e.g. fresh air supply) shall be provided which satisfies the requirements of the Uniform Building Code.

MM-NOI-6 Off-Site Construction Vibration Setback. For construction activities within 20 feet of an occupied sensitive receiver location, a 20-foot buffer setback shall be incorporated to restrict the use of large, loaded trucks, heavy mobile equipment greater than 80,000 pounds, jack hammers, and vibratory rollers. Construction equipment within 20-feet of an occupied sensitive receiver shall be limited to small rubber-tired or alternative equipment, as well as soil compaction equipment.

4.11.8 Level of Significance Conclusion

Threshold 4.11a With the implementation of MM-NOI-1 through MM-NOI-5, impacts associated with the potential generation of a substantial temporary or permanent noise increases related the proposed Project would be less than significant with mitigation for on-site traffic noise and on-site and off-site construction noise, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR. However, implementation of MM-NOI-3 would not reduce the Project-related off-site traffic noise level increases at adjacent noise-sensitive land uses. As such, impacts related to off-site operational traffic noise would remain significant and unavoidable.

Threshold 4.11b With the implementation of MM-NOI-6, impacts associated with off-site roadway and utility improvements vibration would be less than significant with mitigation. Impacts would be less than significant related to Project construction and operational vibration, and no mitigation would be required.

Threshold 4.11c There would be no impact; therefore, no mitigation would be required.

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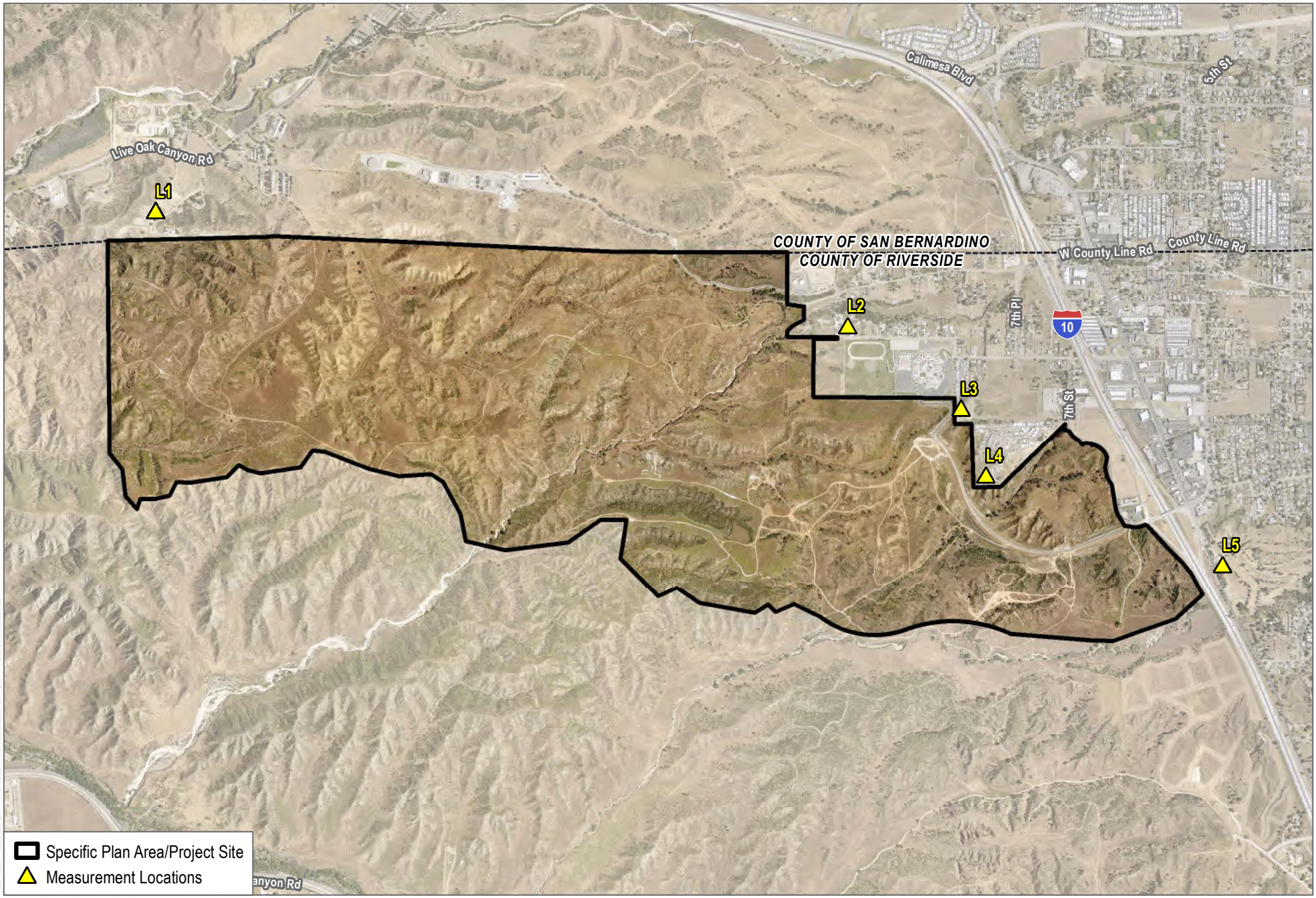

SOURCE: Urban Crossroads, 2024; Riverside County; Open Street Map;

DUDEK

0 1,000 2,000 Feet

FIGURE 4.11-1

Noise Measurement Locations

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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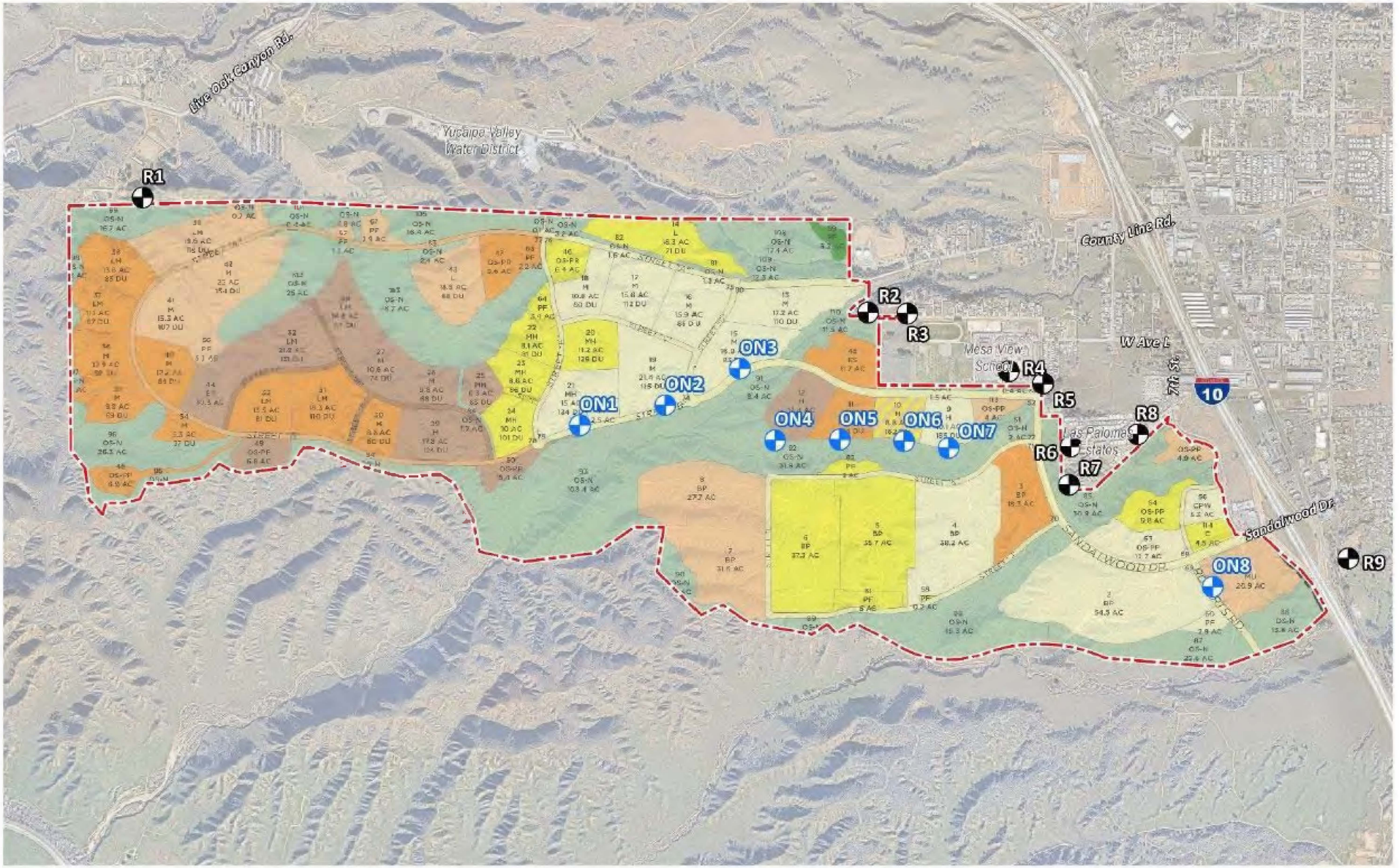

SOURCE: Urban Crossroads 2024

FIGURE 4.11-2

Receiver Locations

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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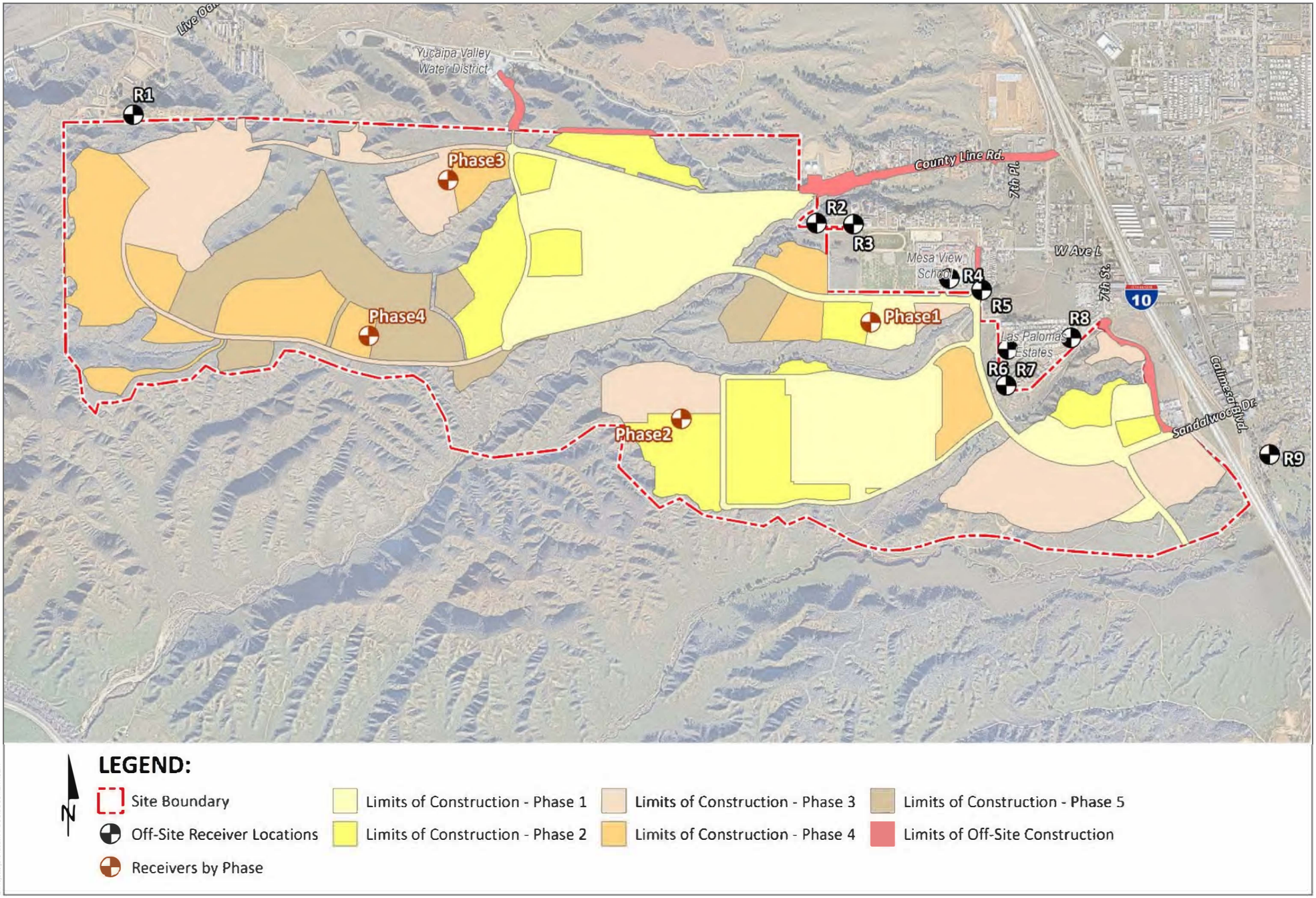

SOURCE: Urban Crossroads 2024

FIGURE 4.11-3

Construction Noise Source Locations

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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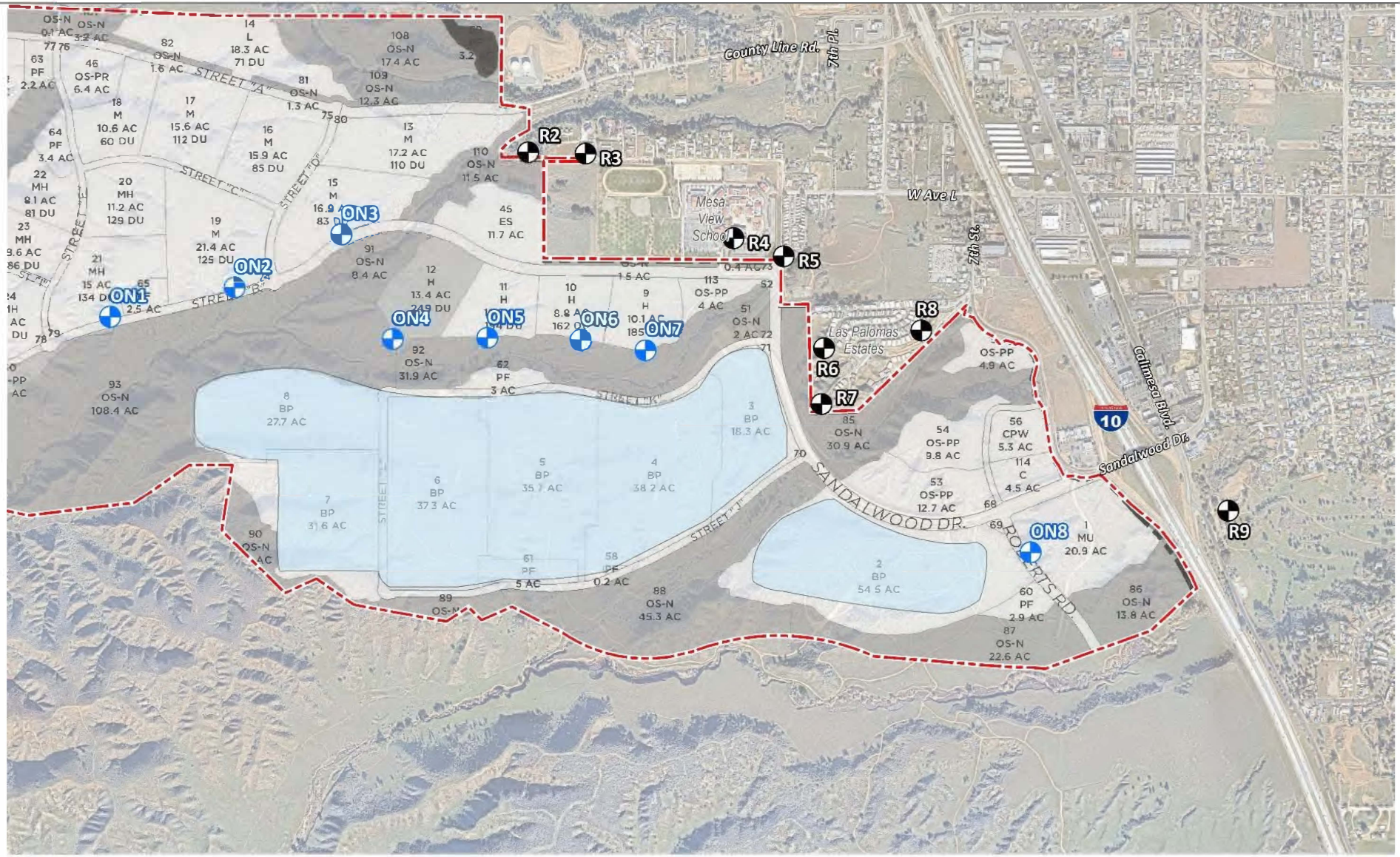

SOURCE: Urban Crossroads 2024

FIGURE 4.11-4

Nighttime Concrete Pour Noise Source and Receiver Locations

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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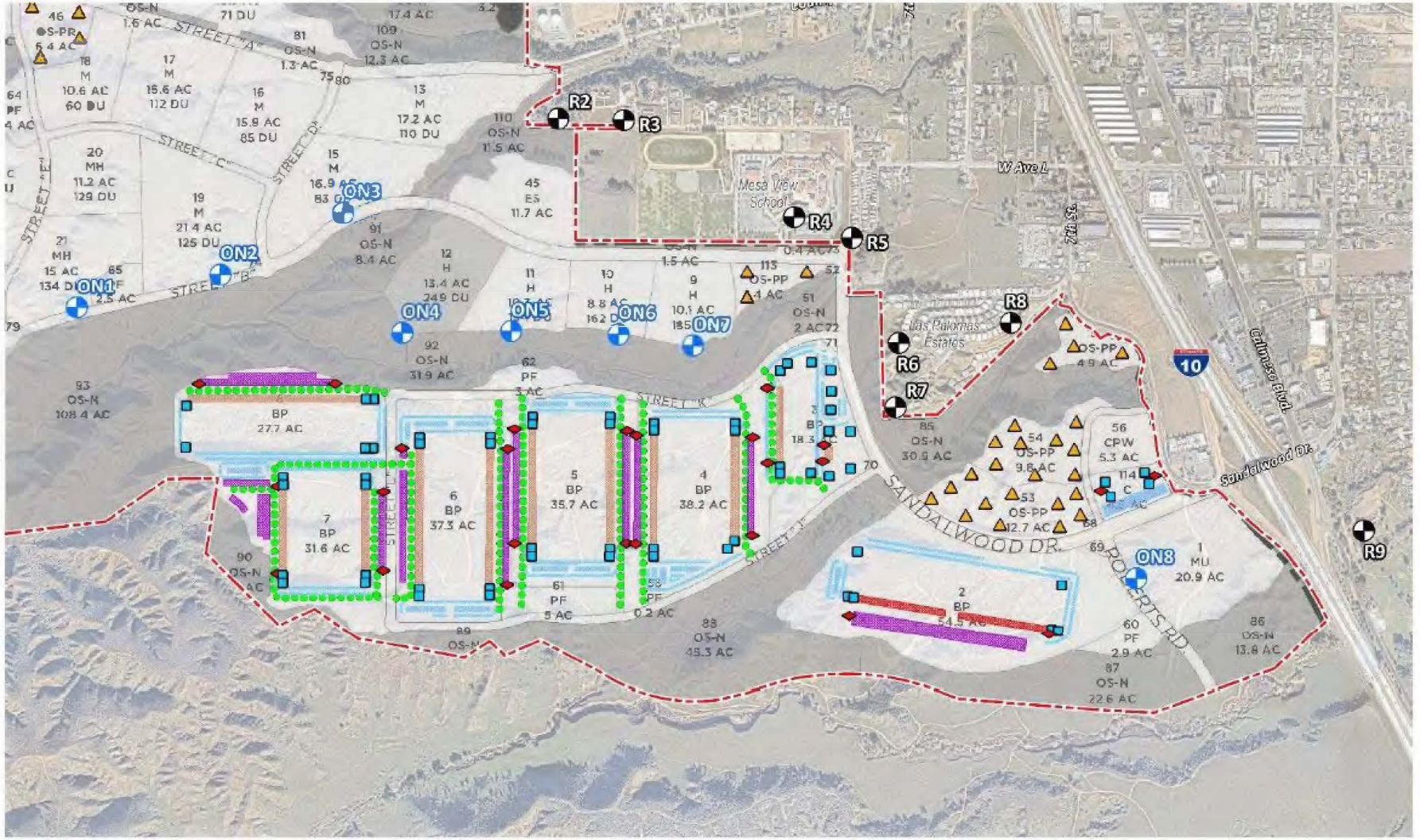

SOURCE: Urban Crossroads 2024

FIGURE 4.11-5

Operational Noise Source Locations

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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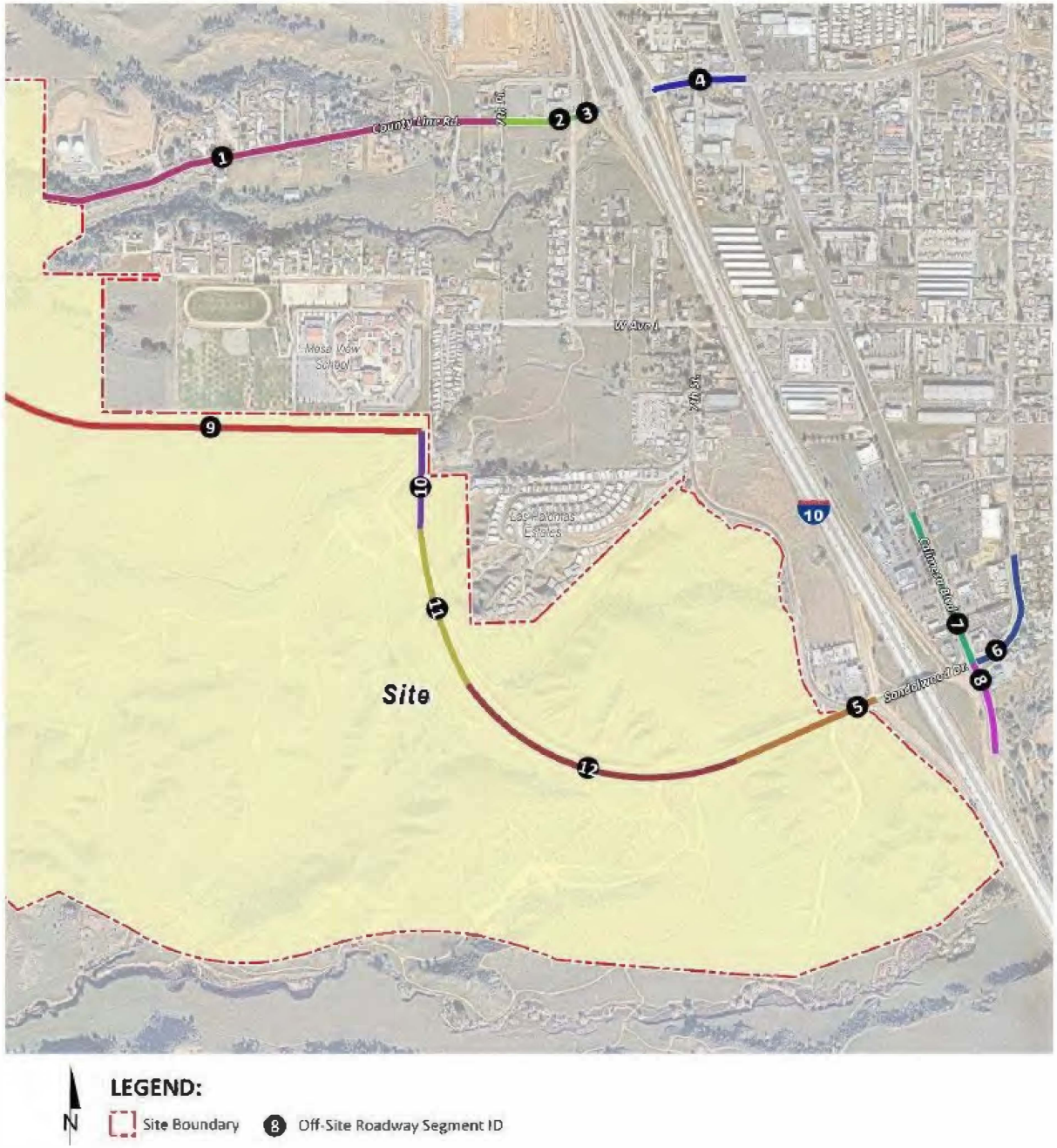

SOURCE: Urban Crossroads 2024

FIGURE 4.11-6

Off-Site Study Area Roadway Segments

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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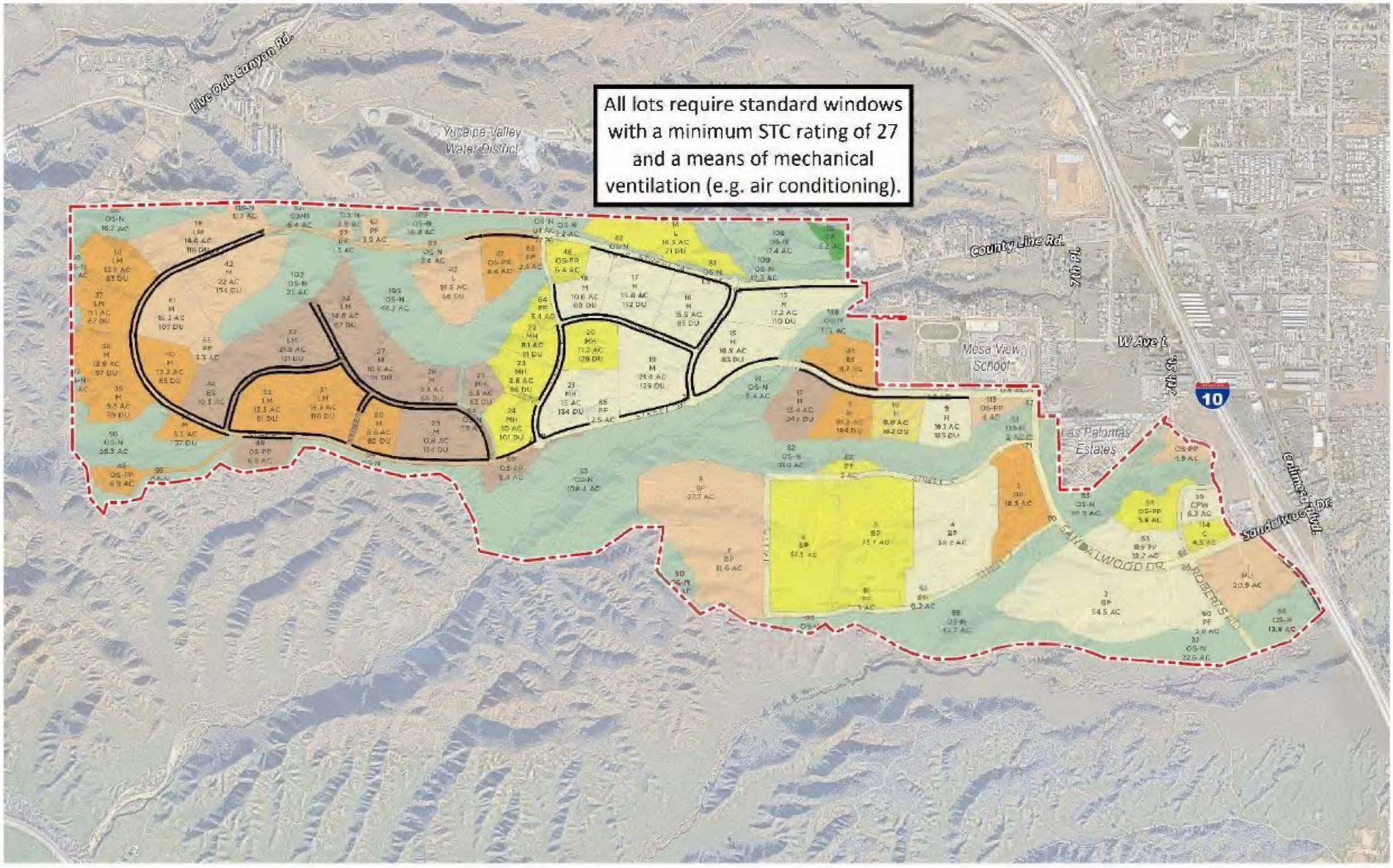

SOURCE: Urban Crossroads 2024

FIGURE 4.11-7

On-Site Noise Mitigation Measures

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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4.12 Population and Housing

This section describes the existing population and housing conditions of the Mesa Verde Specific Plan Area 2 Amendment 2 Project (Project or Specific Plan Amendment) site and vicinity, identifies associated regulatory requirements, and evaluates potential impacts related to implementation of the proposed Project compared to the previously approved Mesa Verde Estates Specific Plan, as amended by the 2017 Mesa Verde Specific Plan Area 2 Amendment 1 (2017 Specific Plan or previously approved project). This section also describes the growth in population directly and indirectly related to implementation of the Project and the potential population and housing impacts that could result. Changes in population, employment, and housing demand are social and economic effects, not environmental effects. According to the State CEQA Guidelines, these effects should be considered in an Environmental Impact Report (EIR) only to the extent that they create adverse impacts on the physical environment. According to Section 15382 of the CEQA Guidelines, "An economic or social change by itself shall not be considered a significant effect on the environment."

4.12.1 Existing Environmental Conditions

4.12.1.1 State of California

A combination of local permitting and zoning barriers, opposition to neighborhood change, segregation and exclusion, mounting construction costs, and a shortage of labor has led to an unprecedented housing crisis in the state (HCD 2022). After decades of underproduction, supply is far behind need and housing and rental costs are increasing, resulting in a housing affordability crisis on top of a supply shortage. Currently, California has the least affordable housing and rental market in the United States (HCD 2022). To begin to address decades of undersupply, California must plan for more than 2.5 million dwelling units by 2029 (HCD 2022).

4.12.1.2 Regional Setting

Population Trends

The Project site is located in the City of Calimesa (City) within the northwestern portion of the County of Riverside (County). As the region's planning organization responsible for growth projections and planning efforts, the Southern California Association of Governments (SCAG) develops regional housing, population, and employment growth forecasts for local governments (SCAG 2024a). As shown in Table 4.12-1, the County is anticipated to experience an increase in population through 2050. The County's 2020 population of 2,418,000 is expected to increase by approximately 23.7 percent from 2020 to 2050, and to reach a population of an estimated 2,992,000 by 2050 (SCAG 2024b).

Table 4.12-1. Riverside County Population, Housing, and Employment Estimates

Category	Year				Growth	% Change
	Base Year 2020	2030	2040	2050	Base - 2050	Base – 2050
Population	2,418,000	2,674,000	2,856,000	2,992,000	574,000	23.7%
Housing (DU)	763,000	903,000	1,000,000	1,062,000	299,000	39.2%
Employment	897,000	983,000	1,106,000	1,185,000	288,000	32.1%

Source: SCAG 2024b

Notes: DU = dwelling units. Base year is 2020 for population and housing and 2022 for employment.

Housing Trends

As shown in Table 4.12-1, the County is anticipated to experience an increase in housing through 2050. The County's current (2020) housing stock of 763,000 dwelling units is expected to increase by approximately 39.2 percent from 2020 to 2050 to reach an estimated 1,062,000 dwelling units by 2050 (SCAG 2024b).

Employment Trends

Employment growth has a strong influence on population trends and housing needs. As shown in Table 4.12-1, the County is anticipated to experience an increase in employment (i.e., jobs) through 2050. The County's current (2022) employment of 897,000 jobs is expected to increase by approximately 32.1 percent from 2022 to 2050 to reach an estimated 1,185,000 jobs by 2050 (SCAG 2024b). Based on reported commuter trends from the California Economic Development Department, nearly half of all workers in Riverside County (approximately 44 percent) commute to other counties for work (EDD 2022). Conversely, only about 17 percent of workers commute to Riverside from other counties (EDD 2022).

4.12.1.3 Local Setting

Population Trends

According to the City of Calimesa General Plan 2014 (General Plan), "Calimesa will experience substantial growth in the coming years from a population of 7,879 in 2010 to 25,800 in 2035, a projected average annual increase of 15%" (City of Calimesa 2014). The General Plan also states that most of the future population growth in the City will likely be accommodated in the adopted specific plan areas, such as the Project site (City of Calimesa 2014). The population projections in the General Plan were based on SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); however, SCAG population projections were updated in Connect SoCal 2024, the most recent RTP/SCS for the SCAG region. The SCAG projections used in this analysis are based on the more recent Connect SoCal 2024.

According to the U.S. Census Bureau, the City has a current (2022) population of 10,366 (U.S. Census 2022a). As shown in Table 4.12-2, according to SCAG projections, the City's population is anticipated to increase by approximately 45.9 percent from 2022 to 2050 to reach an estimated 15,120 residents by 2050 (SCAG 2024b). The City's estimated population growth is anticipated to outpace that of surrounding jurisdictions and the County as a whole (City of Calimesa 2023; SCAG 2024b).

Table 4.12-2. City of Calimesa Population, Housing, and Employment Estimates

Jurisdiction	Population		Growth	% Change	Annual Growth Rate	% Annual Growth Rate
	Current 2022	2050[d]	Current - 2050	Current - 2050	Current - 2050	Current - 2045
Population	10,366[a]	15,120	4,754	45.9%	445	3.6%
Housing (DU)	3,990[b]	5,400	1,410	35.3%	279	3.6%
Employment	4,481[c]	4,400	-81	-1.8%	-17	-3.6%

Source: SCAG 2024b; U.S. Census 2022a, 2022b, 2022c.

Notes: DU = dwelling units. Annual growth rates for housing and employment are approximate and rounded to the nearest whole number. "Current" year is 2022 for population, housing, employment based on the most recently available U.S. Census data.
a. U.S. Census 2022a
b. U.S. Census 2022b
c. U.S. Census 2022c
d SCAG 2024b

Housing Trends

The City's current (2022) housing stock consists of 3,990 dwelling units (U.S. Census 2022b). Of these total dwelling units, 3,767 are occupied (i.e., households), resulting in an occupancy rate of approximately 94.4 percent[1] and a vacancy rate of approximately 5.6 percent[2] (U.S. Census Bureau 2022b). Based on population and household estimates from the U.S. Census Bureau, the City has an average persons-per-household rate of 2.75[3] (U.S. Census 2022a, 2022b). As shown in Table 4.12-2, the number of dwelling units in the City is anticipated to increase by approximately 35.3 percent from 2022 to 2050 to reach an estimated 5,400 dwelling units by 2050 (SCAG 2024b). Assuming the current occupancy rate (i.e., approximately 94.4 percent) remains the same, this would result in an estimated 5,098[4] households by 2045.

As discussed above, the state is currently undergoing a housing affordability crisis. The Regional Housing Needs Assessment (RHNA) is a planning process used to determine the number of housing units (affordable to various income categories) that each region, city, and county is required to plan for and accommodate over a specific planning period (also referred to as a "housing cycle"). The RHNA is mandated by the state and is part of ongoing efforts to address housing affordability. According to the SCAG 6th Cycle Final RHNA Allocation Plan, 2,017 dwelling units have been assigned to the City for the planning period 2021-2029 (SCAG 2021). The City's projected housing need for the 2021-2029 housing cycle (i.e., the 6th Cycle) consists of 495 very-low-income units, 275 low-income units, 379 moderate-income units, and 868 above-moderate-income units (see Section 4.12.2, Regulatory Requirements, for further description of the 6th Cycle RHNA allocation and income levels) (SCAG 2021).

Employment Trends

As shown in Table 4.12-3, education, health care, and social assistance are the most common occupations in the City (U.S. Census Bureau 2022c).

Table 4.12-3. Resident Occupations within the City of Calimesa

Occupation	Number of Jobs	Percentage
Agriculture, forestry, fishing and hunting, and mining	63	1.4%
Construction	537	12.0%
Manufacturing	247	5.5%
Wholesale trade	130	2.9%
Retail trade	373	8.3%
Transportation and warehousing, and utilities	366	8.2%
Information	60	1.3%
Finance and insurance, and real estate and rental leasing	285	6.4%

1 3,767 households / 3,990 dwelling units = approximately 94.4 percent occupancy rate
2 223 vacancies / 3,990 dwelling units = approximately 5.6 percent vacancy rate
3 10,366 persons / 3,767 households = approximately 2.75 persons per household.
4 5,400 × 0.944 = approximately 5,098 households

Table 4.12-3. Resident Occupations within the City of Calimesa

Occupation	Number of Jobs	Percentage
Professional, scientific, management, and administrative services	520	11.6%
Education services, health care, and social assistance	1064	23.7%
Arts, entertainment, recreation, accommodation, and food services	466	10.4%
Other services (except public administration)	96	2.1%
Public Administration	274	6.1%
Total	**4,481**	**100.0%**

Source: U.S. Census 2022c

The City's current (2022) employment is 4,481 jobs (U.S. Census 2022c). However, as shown in Table 4.12-2, the 2022 employment estimates for the City (i.e., 4,481 jobs) have already surpassed 2050 SCAG projections for employment (i.e. 4,400 jobs). As such, it is reasonable to assume that SCAG has underestimated future jobs growth in the City.

A jobs-to-housing ratio in the range of 0.75 to 1.5 is considered beneficial for reducing vehicle miles traveled (EPA 2014). An imbalance in jobs and housing can create longer commute times, more single driver commutes, loss of job opportunities for workers without vehicles, traffic congestion, and poor air quality (EPA 2014). Currently, the jobs-to-housing ratio in the City is relatively balanced (i.e., approximately 1.12[5]). According to SCAG projections, this ratio will increase to approximately 1.23[6] by 2050.

Project Site

The Project site is comprised of undeveloped land in the northwestern portion of the City and is surrounded by a mix of land uses, including open space, residential, commercial, and industrial areas. There is currently no habitable development (e.g., residences, businesses) on the Project site. The Project site has a General Plan land use designation of Mesa Verde Estates Specific Plan. The final approved land use plan for the Project site includes a range of uses, including Medium High, Medium, Low Medium, and Low Density Residential; Mixed Use (i.e., a mix of Commercial and Residential); Natural Open Space; Park and Private Recreation; Basin; School; and Water Tank. The City's Zoning Map designates the Project site as Mesa Verde Estates Specific Plan.

Per the 2017 Specific Plan (City Ordinance 355), the Project site is approved for 3,650 dwelling units, as well as commercial, business park, open space, recreation, and public facility uses. In addition, per the Calimesa Housing Element 2021-2029 (Housing Element), the Project site is anticipated to accommodate 3,650 dwelling units affordable to a range of income levels (City of Calimesa 2023). Specifically, the Project site is anticipated to accommodate 185 low- to very-low-income units, 2,909 moderate-income units, and 556 above-moderate-income units (City of Calimesa 2023).

[5] 4,481 jobs / 3,990 dwelling units= approximately 1.12
[6] 5,400 dwelling units / 4,400 jobs = approximately 1.23

4.12.2 Regulatory Requirements

4.12.2.1 Federal

There are no population and housing-related federal regulations applicable to the Project.

4.12.2.2 State

California Housing Element Law

California Housing Element Law, Article 10.6 of the California Government Code Section 65580 et seq., has been established to assure the availability of decent housing and a suitable living environment for all Californians and economic segments of the community. Recognizing the vital role local governments play in the supply and affordability of housing, the California Housing Element Law mandates local communities plan for enough housing to meet projected growth in California. Each county and city is required to prepare and adopt a housing element demonstrating its planned contribution to the attainment of the state housing goal and regional housing needs. The housing element is one of seven state-mandated elements that every general plan must contain, and it is required to be updated every 5 to 8 years and determined to be legally adequate by the state.

The law acknowledges that, in order for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development. The housing element is accordingly required to identify the community's housing needs; identify the community's goals and objectives with regards to housing production, rehabilitation, and conservation to meet those needs; identify housing resources and constraints; project and quantify population, household, and employment trends; and define the policies and programs that the community will implement to achieve the stated housing goals and objectives. The California Housing Element Law also requires that the California Department of Housing and Community Development review and certify local housing elements for compliance with state law and to report its written findings to the local government.

California Density Bonus Law

California Density Bonus Law, codified at California Government Code Section 65915, includes requirements for local governments to provide a certain number of incentives, and concessions, waivers from development standards, and a density increase over the otherwise maximum allowable residential density under the zoning code and the land use element of the General Plan (or bonuses of equivalent financial value) when homebuilders agree to construct housing developments with units affordable to extremely low-, very low-, low-, or moderate-income households. As mentioned above, the California Density Bonus Law incentivizes affordable housing using a number of tools, including density bonus units, incentives and concessions, waivers or reductions of development standards, and/or reduced parking requirements for projects that incorporate a certain number of affordable units.

The state has recently passed several bills that change the California Density Bonus law, including but not limited to the following:

- Assembly Bill 1763 (Density Bonus for 100 Percent Affordable Housing) – Density bonus and increased incentives for 100 percent affordable housing projects for lower income households.
- Senate Bill 1227 (Density Bonus for Student Housing) – Density bonus for student housing development for students enrolled at a full-time college, and to establish prioritization for students experiencing homelessness.

- Assembly Bill 2345 (Increase Maximum Allowable Density) – Revised the requirements for receiving concessions and incentives, and the maximum density bonus provided.
- Senate Bill 290 (Density Bonus Law Amendments) – Provides concessions for projects that include student housing, provides an environmental impact is no longer a basis for denying a concession or incentive, and imposes reduced parking standards for certain projects proximate to a major transit stop.

Regional Housing Needs Assessment

The RHNA is mandated by state housing law as part of the periodic process of updating local general plan housing elements. The RHNA quantifies the need for housing within each jurisdiction during specified planning periods. The California Department of Housing and Community Development determines each region's housing and affordability needs, and then each region's planning body, known as a council of governments (e.g., SCAG), develop methodology to allocate the housing needed to local governments. Local governments must then update their housing elements based on the schedule of the regional transportation plans prepared by the federally designated metropolitan planning organization for the region.

Communities use the RHNA in land use planning, in prioritizing local resource allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment, and household growth. The RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth, so that collectively the region and subregion can grow in ways that enhance quality of life, improve access to jobs, promote transportation mobility, and address social equity and fair share housing needs.

4.12.2.3 Regional

Southern California Association of Governments Regional Housing Needs Assessment

SCAG is the nation's largest metropolitan planning organization, representing six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura), 191 cities, and more than 18 million residents. SCAG is required by state law to complete the RHNA for this region in consultation with HDC in order to determine the region's housing needs in four income categories: very low, low, moderate, and above moderate. The adopted 6th Cycle Final RHNA Allocation Plan was approved on March 22, 2021 and covers the planning period between October 2021 and October 2029. The 6th Cycle identified a need for 1,341,827 additional dwelling units within the SCAG region. Based on a methodology that weighs a number of factors (e.g., projected population growth, employment, commute patterns, and available sites), SCAG determines quantifiable needs for dwelling units in the region according to various income categories. Once the RHNA allocation is established, local jurisdictions decide how to address their housing needs through the process of updating general plan housing elements.

Of the SCAG regional allocation, 2,017 dwelling units have been assigned to the City for planning purposes (SCAG 2021). The City's projected housing need for the 6th Cycle (i.e., 2021-2029) consists of:

- 495 very-low-income units (0-50 percent of area median income)
- 275 low-income units (51-80 percent of area median income)
- 379 moderate-income units (81-120 percent of area median income)
- 868 above-moderate-income units (more than 120 percent of area median income)

SCAG Regional Transportation Plan/Sustainable Communities Strategy

The RTP/SCS assists in the development of long-range regional plans and strategies that provide efficient movement of people, goods and information; enhance economic growth and international trade; and improve the environment and quality of life, which must lay out a plan to meet the region's transportation, housing, economic, and environmental needs in a way that enables the area to lower greenhouse gas emissions. As part of the RTP/SCS document, SCAG develops population and housing forecasts for the SCAG region and for the jurisdictions that make up the SCAG region.

SCAG adopted its current RTP/SCS, Connect SoCal 2024, in April 2024 (SCAG 2024a). Building upon and expanding land use and transportation strategies established over several planning cycles, Connect SoCal 2024 seeks to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal 2024 identifies goals to encourage diverse housing construction in areas supported by multiple transportation options; promote development of complete streets that prioritize safe opportunities to walk, bike and pursue other forms of active transportation; leverage new transportation technologies and data-driven solutions to efficient travel; and promote conservation of natural lands. The growth projections for population, housing, and employment used in this analysis are based on the same growth projections used by SCAG in Connect SoCal 2024 (SCAG 2024b).

4.12.2.4 Local

City of Calimesa 2014 General Plan

The City of Calimesa 2014 General Plan (General Plan) is the official policy framework guiding physical, social, and economic development in the City, as well as the City's own operations and decisions (City of Calimesa 2014). The following General Plan goals and polices related to population and housing would be applicable the Project.

Goal LU-4. Commercial and industrial development that serves the needs of Calimesa and the surrounding area, provides local job opportunities, and creates a greater job/housing balance.

> Policy LU-23: Encourage the development of commercial and industrial centers to expand the employment and fiscal base of Calimesa.

Goal SUS-2. Expand business growth and job opportunities.

Goal SUS-3. Support infill multi-family and commercial development with adequate public facilities.

> Policy SUS-9. Encourage a variety of business enterprises that provide local employment at appropriate wages.
>
> Policy SUS-13. Provide for the development of retail, commercial, and light industrial and service uses in close proximity to transit, schools, and housing.
>
> Policy SUS-23. Promote dining, grocery shopping, and retail businesses for residents within the city and the region, and encourage residents to shop in Calimesa.

Calimesa Housing Element 2021-2029

The Housing Element is a state mandated chapter of the General Plan; it identifies and analyzes the City's housing needs and includes detailed outline and work program of the City's goals, priorities, and quantified objectives to develop housing (City of Calimesa 2023). The Housing Element also addresses the maintenance and expansion of the housing supply to accommodate households currently living and expected to live in the City during the housing cycle. Through research and analysis, the Housing Element identifies available candidate housing sites and establishes the City's official housing policies and programs to accommodate the RHNA goals as determined by SCAG. The programs and policies established within the Housing Element guide future decision-making to achieve the City's housing goals for the 2021-2029 planning period (i.e., the 6th Cycle). The following Housing Element goals and policies would be applicable to the Project.

Goal H-3. The City will provide opportunities for the development of new housing units to meet the housing needs of all economic segments of the population while preserving the natural environment and unique existing character and physical attributes of the community.

Policy H-3.1. Encourage a variety of housing types and densities, each appropriately located with reference to topography, traffic circulation, community facilities, and aesthetic considerations.

Policy H-3.2. Encourage development of a variety of housing types affordable to households at all economic levels, including townhouses, apartments, single-family dwellings, and manufactured homes.

Policy H-3.4. Encourage the development of housing to meet the City's responsibilities with regard to regional housing needs.

Goal H-4. Improve housing opportunities through private investment and, when appropriate, through public assistance.

Policy H-4.1. Encourage a variety of public and private efforts to provide affordable housing opportunities for lower-income households, elderly households, overcrowded households, large households, persons with disabilities, persons with developmental disabilities, and single-headed households.

Policy H-4.3. Reduce the costs associated with the development of special needs housing projects (affordable family housing, senior citizen housing, etc.) through density bonuses, waiver of fees, reduced development standards, expedited processing, or other incentives.

Calimesa Municipal Code

Title 18, Zoning, Land Use and Development Regulations, Chapter 18.130, Inclusionary Housing, describes the City's requirements for the development of affordable housing. The goals are to promote the development of affordable housing units to the City's housing stock, to increase the availability of housing opportunities for low and moderate income households within the city limits in order to protect the economic diversity of the city's housing stock, and to ultimately reduce traffic, commuting and related air quality impacts within the region, and to encourage the quality of life unique to the city of Calimesa. For all residential developments, as defined in CMC 18.130.020, at least five percent of the total lots or units created must be offered for sale as inclusionary units restricted for owner occupancy by low-income households. Every residential development that is subject to the

Inclusionary Housing Ordinance must include an inclusionary housing plan as part of the initial application for the development plan, tentative map, or other discretionary approval. No application for a development plan, tentative map, or discretionary approval for a residential development that is subject to the Inclusionary Housing Ordinance may be deemed complete until the accompanying inclusionary housing plan is received and deemed complete by the community development director.

4.12.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to population and housing are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to population and housing would occur if the Project would:

1. 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).
2. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

4.12.4 Impacts Analysis

4.12.4.1 Summary of Previous Impact Analysis

Mesa Verde Estates Specific Plan EIR (2007)

The 2007 project was approved for 3,450 units, which were estimated to generate 8,384 new residents. In the short-term (i.e., during Phases 1 and 2), it was determined that the Project would exceed SCAG projections for population growth in the City, which would constitute a significant and unavoidable impact. However, in the long-term, the population generated by the Project at buildout would fall within SCAG's growth projections for the year 2030 and within the City's General Plan estimated housing capacity for the Project site. Therefore, long term impacts were determined to be less-than-significant. There were no mitigation measures for this impact.

Addendum to the Mesa Verde Specific Plan EIR (2017)

The 2017 project was approved for 3,650 dwelling units, which were estimated to generate 8,724 new residents, or 200 additional dwelling units and 409 additional residents compared to the 2007 approved project. Impacts to population and housing were determined to be consistent with Final 2007 EIR.

4.1.4.2 Project Impact Analysis

Threshold 4.12a ***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)?***

Direct Impacts

Less-than-Significant Impact. Direct population growth occurs as a result of construction of new homes. For the purposes of this analysis, the "area" under review is the City, since population growth and housing needs are

addressed at this community-wide scale in RHNA, Connect SoCal 2024, and the General Plan. Population growth is not necessarily beneficial, detrimental, or of little significance to the environment; however, its inducement may result in subsequent adverse environmental effects. It is considered under CEQA for those reasons.

The Project would result in the construction of 3,650 dwelling units for all ages and income levels, which is consistent with the previously approved project analyzed under the 2017 Addendum. Further, the Project would be constructed in compliance with the City's current Inclusionary Housing Ordinance in order to increase the availability of housing opportunities for low and/or moderate-income households in order to protect the economic diversity of the City's housing stock.

Based on an average household size of 2.75 persons per household (and 100 percent occupancy rate) the Project would result in a total of 10,038 new residents by 2045.[7] The Project is expected to be constructed in phases over the course of approximately 20 years with a buildout year of 2045. The proposed phases are as follows: Phase 1 (2030), Phase 2 (2035), Phase 3 (2038), Phase 4 (2040), and Phase 5 (2045). As shown in Table 4.12-4, the proposed residential development would occur incrementally across all five phases.[8] This would result in a new population of approximately 2,459 residents after Phase 1, 1,510 additional residents after Phase 2, 1,452 additional residents after Phase 3, 2,428 additional residents after Phase 4, and 2,189 residents after Phase 5, for a total of approximately 10,038 residents.

Table 4.12-4. Population, Housing, and Employment Estimates per Phase

Description	Phase 1 (2030)	Phase 2 (2035)	Phase 3 (2038)	Phase 4 (2040)	Phase 5 (2045)	Total
Population[a]	2,459	1,510	1,452	2,428	2,189	**10,038**
Housing (DU)[b]	894	549	528	883	796	**3,650**
Employment	2,341[c]	2,433[d]	2,833[e]	850[f]	50[g]	**8,508**

Sources: Appendix J; County of Riverside 2017; U.S. Census 2022a, 2022b.
Notes: Totals may not sum due to rounding.

a. Population estimates are based on number of households and a 2.75 persons per household average (10,366 persons in the City of Calimesa / 3,767 occupied households = approximately 2.75 persons per household) (U.S. Census 2022a, 2022b).
b. The phasing of proposed dwelling units is provided in Appendix J.
c. Based on a 1 employee per 600 square feet employment density ratio for "Business Park" (County of Riverside 2017) for 1,400,000 square feet of business/industrial use. Per the City of Calimesa Fire Department, the proposed fire station would generate 8 new employees (Appendix J).
d. Based on a 1 employee per 600 square feet employment density ratio for "Business Park" for 1,400,000 square feet of business/industrial uses and a 1 employee per 500 square feet density ratio for "Commercial Retail" for 50,000 square feet of commercial use (County of Riverside 2017).
e. Based on a 1 employee per 600 square feet employment density ratio for "Business Park" for 1,400,000 square feet of business/industrial uses and a 1 employee per 500 square feet density ratio for "Commercial Retail" for 250,000 square feet of commercial uses (County of Riverside 2017).
f. Based on a 1 employee per 300 square feet employment density ratio for "Office" (County of Riverside 2017) for 240,000 square feet of office use and 1 employee per 12 students (Appendix J) for a school serving approximately 600 students.
g. Based on a 1 employee per 12 students (Appendix J) for a school serving approximately 600 students.

As discussed above, the Project does not propose any increase in the number of previously approved dwelling units (i.e., 3,650). However, the 2017 Addendum to the Mesa Verd Specific Plan EIR assumed a persons per household rate of 2.39 based on 2015 estimates from the Department of Finance, resulting in 8,724 persons. Based on a more recent estimate of 2.75 persons per household from the U.S. Census Bureau, it is estimated that the 3,650

7 2.75 persons per household × 3,650 dwelling units = approximately 10,038 persons
8 Phase 3 may also include some mixed-use development; however, per the covenants, conditions, and restrictions for the Project, the total number of dwelling units on the Project site would not exceed 3,650.

dwelling units would generate a population of 10,038 persons, or 1,314 additional residents compared to the 2017 approval (U.S. Census 2022a, 2022b).

As shown in Table 4.12-5, the 1,314 additional residents generated by the Project are within SCAG projections for population growth in the City and County. The additional residents generated by the Project would account for approximately 27.6 percent[9] of the population growth in the City and 0.23 percent[10] of population growth anticipated to occur in the County through 2050. However, while Project-related growth at the City level is relatively substantial, it is not unplanned. The Project would not increase the number of dwelling units compared to the 2017 approval (i.e., 3,650 dwelling units). Furthermore, as discussed above in Section 4.12.1, both the General Plan and the Housing Element have planned for at least 3,650 approved dwelling units on the Project site (City of Calimesa 2014, 2023). As noted above, the General Plan anticipates a population of 25,800 by 2035, and while this is more than the 2050 population anticipated by SCAG in Connect SoCal 2024 (i.e., 15,120 persons), the additional residents generated by the Project (compared to the 2017 approval) would not be inconsistent with either projection (SCAG 2024b). Thus, the Project would contribute to the City's efforts to increase housing stock to accommodate planned population. Further, the Project would continue to help the City meet future housing needs beyond the 2021-2029 housing cycle and assist the City in meeting future RHNA allocations and housing needs.

Therefore, impacts related to population growth generated as a result of Project housing would be less than significant. As housing growth in the short term was previously determined to be significant and unavoidable, this constitutes a reduced impact determination compared to the 2017 Addendum to the Mesa Verde Specific Plan EIR.

The physical environmental effects of the Project's accommodating residents on-site and providing housing are evaluated throughout this Draft SEIR.

Table 4.12-5. Comparative Table of SCAG Growth Projections and the Project

	Current	2050	Growth (Current–2050)
County of Riverside			
Population	2,418,000	2,992,000	574,000
Housing (DU)	763,000	1,062,000	299,000
Employment	897,000	1,185,000	288,000
City of Calimesa			
Population	10,366	15,120	4,754
Housing (DU)	3,990	5,400	1,410
Employment	4,481	4,400	-81
Project			
	2017 Specific Plan	Proposed Project	Delta (Change)
Population	8,724[a]	10,038	1,314
Housing (DU)	3,650	3,650	0
Employment	600[b]	8,508	7,908

Sources: Appendix J; County of Riverside 2017; SCAG 2024b; U.S. Census 2022a, 2022b, 2022c.
Notes: DU = dwelling units
a Based on a persons per household rate of 2.39 and 3,650 dwelling units.

9 1,314 / 4,754 = approximately 0.276 × 100 = 27.6 percent
10 1,314 / 574,000 = approximately 0.0023 × 100 = 0.23 percent

b Based on 1 employee per 500 square feet density ratio for "Commercial Retail" for 250,000 square feet of commercial uses (County of Riverside 2017) and 1 employee per 12 students (Appendix J) for two schools serving approximately 600 students each.

Indirect Impacts

Employment

Less-than-Significant Impact. In addition to proposed housing, the Project includes employment generating uses. The Project would construct approximately 300,000 square feet of commercial use, which represents an increase of approximately 50,000 square feet compared to the previously approved 250,000 square feet of commercial use analyzed under the 2017 Addendum to the Mesa Verd Specific Plan EIR. The Project includes two school sites, which were also previously approved and analyzed. In addition to these uses, the Project proposes to construct approximately 4,440,000 square feet of business park/industrial use within the Business Park Planning Areas and a City of Calimesa Fire Station within the Calimesa Public Works Planning Area. Neither the business park/industrial uses nor the fire station were previously approved or analyzed.

Project construction would generate approximately 12,187 temporary construction jobs (Kosmont Companies 2022). The employment patterns of construction workers in Southern California are such that it is unlikely that they would relocate their households as a consequence of the construction employment associated with the Project. Construction workers regularly commute to job sites, and many workers are highly specialized such that their specific skills are needed to complete only a particular phase of the construction process. Further, it is likely that the skilled workers needed to complete the Project already reside within the region.

Regarding operational (long-term) employment, in addition to the 300,000 square feet of commercial use proposed to be developed during Phase 3, employment generating uses on the Project site include 4,440,000 square feet of business park/industrial use, which would be developed within Phases 1, 2, 3, and 4 of the Project, as well as a City of Calimesa Fire Station (constructed during Phase 1) and two schools (constructed during Phases 4 and 5). Based on an employment density ratio of 1 employee per 600 square feet, the business/industrial uses on the Project site would generate an estimated 2,333 employees[11] during Phase 1, 2,333 employees[12] during Phase 2, and 2,333 employees[13] during Phase 3 (County of Riverside 2017). Based on an employee density ratio of 1 employee per 300 square feet, the office uses on the Project site would generate approximately 800 employees.[14] Based on an employee density ratio of 1 employee per 500 square feet, the commercial uses on the Project site would generate an estimated 100 employees[15] during Phase 2 and 500 employees[16] during Phase 3 (County of Riverside 2017). According to the City of Calimesa Fire Department, the fire station (constructed during Phase 1) would generate approximately 8 new employees (Appendix J). The first school (serving an estimated 600 students) would be constructed during Phase 4 and the second (serving an estimated 600 students) during Phase 5. Based on an employment density ratio of 12 students per employee, the schools would generate an estimated 50 employees[17] during Phase 4 and 50 employees[18] during Phase 5 (Appendix J). As shown in Table 4.12-4, in total,

11 1,400,000 square feet of industrial/business / 600 square feet per employee = approximately 2,333 employees
12 1,400,000 square feet of industrial/business / 600 square feet per employee = approximately 2,333 employees
13 1,400,000 square feet of industrial/business / 600 square feet per employee = approximately 2,333 employees
14 240,000 square feet of office / 300 square feet per employee = approximately 800 employees
15 50,000 square feet of commercial / 500 square feet per employee = approximately 100 employees
16 250,000 square feet of commercial / 500 square feet per employee = approximately 500 employees
17 600 students / 12 students per employee = approximately 50 employees
18 600 students / 12 students per employee = approximately 50 employees

the commercial, business/industrial, school, and fire station uses on the Project site would generate approximately 8,508 new employees.

As shown in Table 4.12-5, the previously approved project anticipated approximately 600 employees as a result of approximately 250,000 square feet of commercial uses and two schools. Additional employment-generating uses proposed by the Project would result in a total of 8,508 employees, or an increase of approximately 7,908 employees compared to the previously approved project.

As discussed above in Section 4.12.1, the 2022 employment estimates for the City (i.e., 4,481 jobs) have already surpassed 2050 SCAG projections for employment (i.e. 4,400 jobs). As such, it is reasonable to assume that SCAG has underestimated future jobs growth in the City. According to SCAG projections, the number of jobs in the City is anticipated to decrease by approximately 81 jobs to a total of 4,400 jobs in 2050. Thus, the Project would exceed SCAG's employment projections at the City level. However, by 2045, the Project's proposed 3,650 dwelling units would provide capacity for approximately 10,038 persons, which would be sufficient to house the additional 7,908 workers generated by the Project. As such, in the long-term, Project employment growth would not necessitate the construction of housing elsewhere.

As illustrated in Table 4.12-2, the construction of housing would occur across all five phases of development. As such, there would be housing constructed to accommodate workers during each phase. The City currently has an unemployment rate of approximately 3.3%, suggesting that some jobs generated by the Project could be filled by existing workers in the City (EDD 2024). Furthermore, as discussed above in Section 4.12.1, current commute patterns in the County suggest that approximately 17 percent of the additional jobs generated by the Project (or approximately 1,344 jobs) would be filled by workers commuting from other counties. Additionally, the City has a vacancy rate of approximately 5.6 percent, meaning that approximately 223 dwelling units are currently vacant and available to house the Project's employment population. Based on the current persons per household rate of 2.75, this would suggest that the City will have capacity to accommodate housing for 613 employees. Thus, although the additional workers generated by the Project would exceed SCAG projections for employment through 2050 at the City level, this growth would occur incrementally across five development phases, and sufficient housing would be available by 2045 to accommodate all additional workers generated by the Project. Therefore, the additional jobs generated by the Project would not induce substantial unplanned population growth, and impacts would be less than significant, which is consistent with the findings of the 2017 Addendum to the Mesa Vere Specific Plan EIR.

Infrastructure

Less-than-Significant Impact. Indirect impacts associated with unplanned population growth associated with infrastructure were not previously addressed in the 2017 Addendum or 2007 Final EIR. Indirect population growth can result from the expansion or extension of infrastructure that would support population growth. The Project site is currently undeveloped and surrounded by a mix of land uses, including open space, residential, commercial, industrial areas, utility infrastructure, and roadways. The Project would involve the construction of on-site roadways and utilities, as well as off-site utility upgrades and transportation-related improvements.

Regarding the potential for induced population growth, construction or expansion of roadways is of most concern when these roadways provide new or expanded access to areas that do not support or have not been previously approved for development. The Project's internal circulation plan would connect to existing and planned roadways in proximity to Interstate 10 and would not lead to off-site open-space areas west of the Project site. The Project would eliminate the previously contemplated creation of a Roberts Road extension to the north of the Project site, which would have required the development of a new roadway system through private properties. However, as

shown in Figure 3-12A in Chapter 3, Project Description of this Draft SEIR, the Project would result in improvements to County Line Road, resulting in increased pavement within the 60-foot right-of-way along its current alignment from the eastern Project site boundary to the Interstate 10 interchange. However, County Line Road would expand the width of the current pavement along the current alignment of the roadway and would not result in a new roadway system or otherwise connect properties to a new roadway that previously did not have access. The redeveloped County Line Road would accommodate population and employment growth on the Project site and would not provide new or expanded access to areas that do not support or have not been previously approved for development.

Other off-site improvements constructed by the Applicant/Developer (as shown in Figure 3-12A) include the Yucaipa Valley Water District sewer line connection, brush and vegetation thinning within the Fuel Management Zone to reduce wildfire fuels, a potable and recycled water pipeline running north to Avenue L, and half-width roadway improvements along 7th Street. The proposed utility lines would connect to existing utility infrastructure north of the Project site and would be appropriately sized to serve the Project. The roadway improvements along 7th Street would take place within the existing right-of-way and would not expand or extend roadway access. As such, these improvements would not indirectly result in substantial population growth.

In addition to offsite improvements constructed by the Applicant/Developer, the Project would be required to contribute to offsite utility and roadway infrastructure improvements constructed by others. For example, the Project would connect to the approved Summerwind Ranch community (south of the Project site) and would require additional roadway infrastructure improvements that would be implemented by Yucaipa Valley Water District, Caltrans, and/or the City, as well as extensions and expansions of utility infrastructure, as discussed in Section 3.5.2 of this Draft SEIR. As with the previously approved project, the Applicant/Developer would be responsible for the Project's off site fair share improvement costs, including roads, interchange improvements, water, wastewater, and other applicable improvements related to the Project. The percentage of fair share improvement costs would be negotiated and defined in the Development Agreement Amendment with the City of Calimesa, and/or other appropriate agencies. The required utility infrastructure and roadway improvements would be appropriately sized to serve the Project and other previously planned developments within the City (e.g., Summerwind Ranch). The emergency access roadway through the Yucaipa Valley Water District property would be gated and only open to emergency vehicles and/or as an evacuation route during an emergency event. As such, infrastructure and utility improvements would be growth accommodating as opposed to growth inducing.

Compared to the previously approved project, the indirect growth that may occur as a result of roadway and utility infrastructure improvements would not be substantial. As such, impacts related to indirect population would less than significant.

Threshold 4.12b Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The Project site is currently vacant and undeveloped. As such, the Project would not displace any existing housing or people on site. Furthermore, off-site improvements would not result any displacement of housing or people. Therefore, as with the prior approvals, no impact would occur, which is consistent with the findings of the 2017 Addendum to the Mesa Vere Specific Plan EIR.

4.12.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of past, present, and reasonably foreseeable future projects are significant, the lead agency must then determine whether the project has any contribution to the cumulative impact, and if so, whether the project's incremental effect is "cumulatively considerable." The cumulative geographic study area used to assess potential cumulative population and housing impacts is the County.

Threshold 4.11a - Cumulative

Not Cumulatively Considerable. As shown in Table 4.12-6, cumulative development (without the Project) would result in 14,310 additional dwelling units in the County by 2045.[19] Based on the County's average persons per household rate of 3.2, this would result in an additional 45,792 residents by 2045 (i.e., the anticipated buildout year for the Project) (U.S. Census 2023).

Table 4.12-6. List of Cumulative Projects

Location ID	Project Name	Land Use	Size	Population[a]	Employees[b]
1	Calimesa II	Health/Fitness Club	20,000 SF	—	40
		Clinic	12,000 SF	—	40
		Animal Hospital/Veterinary Clinic	9,900 SF	—	33
		Medical-Dental Office	5,000 SF	—	17
		Shopping Center (>150k)	8,500 SF	—	17
		High Turnover (Sit-Down) Restaurant	8,500 SF	—	17
		Fast-Food Restaurant w/Drive-Through Window	7,500 SF	—	15
		Super Convenience Market/Gas Station	16 VFP	—	—
2	Summerwind Commons II	Single Family Detached	168 DU	538	—
3	Oak Valley Town Center	High Cube Warehouse	2,250,000 SF	—	3,750
		Truck/trailer Parking Lot	10.07 AC	—	—
4	Oak Valley Town Commercial	Commercial Retail	751,800 SF	—	1,504
5	JP Ranch (Tract No. 30387)	Single Family Residential	689 DU	2,205	—
		Shopping Center	7,270 SF	—	15
6	Holly Hills	Single Family Detached	1,039 DU	3,325	—
		Multifamily Housing (Low-Rise)	266 DU	851	—
		Parks/Recreation	11.6 AC	—	—
7	Holly Hills	Single Family Detached	470 DU	1,504	—

[19] Project's 22 through 29 are located in the neighboring County of San Bernadino. As there are no dwelling units associated with these projects, they are not considered to have any population and housing impacts for the purpose of this cumulative analysis.

Table 4.12-6. List of Cumulative Projects

Location ID	Project Name	Land Use	Size	Population[a]	Employees[b]
		Multifamily Housing (Low-Rise)	473 DU	1,514	—
		Parks/Recreation	10.3 AC	—	—
8	I-10 Gateway	High-Cube Warehouse	2,560,000 SF	—	4,267
9	Borstein Property	Single Family Residential	209 DU	669	—
10	Summerwind Trails (Phases 2 & 3)	Single Family Residential	1,747 DU	5,590	—
		Single Family Residential - Attached	411 DU	1,315	—
		Parks	25.6 AC	—	—
11	Summerwind Trail (Phases 4 & 5)	Single Family Residential	790 DU	2,528	—
		Parks	29.5 AC	—	—
12	Sunny-Cal Specific Plan	Single Family Residential	571 DU	1,827	—
13	Beaumont Tract 31966	Single Family Residential	60 DU	192	—
14	Fairway Canyon SCPGA	Single Family Residential	1,650 DU	5,280	—
15	Beyond Beaumont Commercial	Shopping Center	6,580 SF	—	14
16	Tournament Hills 3 (Tract No. 36307)	Single Family Residential	279 DU	893	—
17	Oak Valley North Specific Plan	High-Cube Warehouse	1,288,505 SF	—	2,148
		High-Cube Cold Storage	2,560,000 SF	—	4,267
		Multifamily Housing	396 DU	1,267	—
18	Oak Valley Commercial (SW Corner of Calimesa Blvd./Singleton Rd.)	Shopping Center	64,033 SF	—	129
19	Oak Valley Commercial 2 (SE Corner of Calimesa Blvd./Singleton Rd,)	Shopping Center	128,067 SF	—	257
20	Heritage Oaks Specific Plan	Single Family Residential	45 DU	144	—
21	Riedman Subdivision	Single Family Residential	179 DU	573	—
22*		Metal Office and Shop	5,000 SF	—	17

Table 4.12-6. List of Cumulative Projects

Location ID	Project Name	Land Use	Size	Population[a]	Employees[b]
	Advantage Paving	Hotel	92 RM	—	65
23*	Yucaipa Gateway Plaza	Restaurant and Office	11,250 SF	—	38
		Drive-Thru Restaurant	3,677 SF	—	8
24*	Dunlap	Office Building	2,419 SF	—	9
25*	Pop Top	Metal Office Building/Auto Repair	2,520 SF	—	9
26*	Commercial Building	Commercial	7,500 SF	—	15
27*	Warehouse	Warehouse	363,000 SF	—	353
		Convenience Store	4,500 SF	—	9
28*	Opal Hotel and Fuel Station	Fuel Station	24 VFP	—	—
		Hotel	90 RM	—	63
29*	Construction Equipment Storage	Office	2,080 SF	—	7
		High-Cube Fulfillment	4,500,000 SF	—	7,500
30	Beaumont Pointe	General Light Industrial	500,000 SF	—	486
		Hotel	125 RM	—	88
		Restaurant/Retail	251,000 SF	—	502
31	Heartland (Olivewood)	Single Family Residential	981 DU	3,139	—
32	Hidden Canyon Industrial	High-Cube Warehouse	18,365,400 SF	—	30,609
33	Legacy Highlands	High-Cube Cold Storage	2,040,600 SF	—	3,401
		Commercial	143,000 SF	—	286
34	Taurek (Tract No. 31162)	Single Family Residential	244 DU	781	—
35	Orchard Logistics	High-Cube Fulfillment/Cold Storage	610,000 SF	—	1,017
36	Kirkwood Ranch	Single Family Residential	403 DU	1,290	—
37	Oak Valley Village (Mountain Bridge)	Commercial	441,709 SF	—	884
38	Beaumont Village	Commercial	50,810 SF	—	102
39	Noble Creek Vistas	Single Family Residential	648 DU	2,074	—
40	CUP 03629	Mini Warehouse	90,000 SF	—	88
41	Yucaipa Freeway	Commercial Retail	1,100,761 SF	—	2,202
		Business Park	3,992,503 SF	—	13,309

Table 4.12-6. List of Cumulative Projects

Location ID	Project Name	Land Use	Size	Population[a]	Employees[b]
	Corridor Specific Plan	Single-Family Residential	2,472 DU	7,910	—
42	Sandalwood Travel Center	Gasoline Service Station	8 VFP	—	—
		Diesel Service Station	12 VFP	—	—
43	5th Street Townhomes	Multifamily Housing (Low Rise)	120 DU	384	—
44	Yucaipa Business Park – 33193 Yucaipa Boulevard	Business Park	96,060 SF	—	321
45	Yucaipa Valley Water District Photovoltaic Project	Utility (Solar Development)	—	—	—
	Yucaipa Valley Water District Henry N. Wochholz Regional Water Reclamation Facility Modification Project	Utility (Water Reclamation Facility)	—	—	—
46	County Line Road Interchange Improvements	Roadway	—	—	—
47	Sandalwood Drive Interchange Improvements	Roadway	—	—	—
		Cumulative Subtotal	*14,310 DU*	*45,792*	77,906
Project	Mesa Verde Specific Plan Area 2 Amendment 2	Business/Industrial/Office	4,440,000 SF	—	7,800
		Residential	3,650 DU	10,038	—
		Private Recreation	16.1 AC	—	—
		School	600 Students	—	50
		School	600 Students	—	50
		Mixed Use (Commercial)	300,000 SF	—	600
		Public Parks	50.4 AC	—	—
		Fire Station	4,500 SF	—	8
		Project Subtotal	*3,650 DU*	*10,038*	*8,508*
		Project + Cumulative	**17,960 DU**	**55,830**	**86,414**

Source: Appendix J; County of Riverside 2017; U.S Census 2023; USA Today 2015
Notes: AC = acres; DU = dwelling units; RM = rooms; SF = square feet; VFP = vehicle fueling positions

a. Population estimates for cumulative projects are based on total number of dwelling units multiplied by 3.2, which is the average persons per household rate in the County of Riverside (U.S. Census 2023).
b. Employment calculations are based on County of Riverside General Plan employment density factors for "Commercial Retail" (1 employee per 500 square feet), "Commercial Office" (1 employee per 300 square feet), "Commercial Tourist" (1 employee per 481 square feet), "Business Park" (1 employee per 600 square feet), and "Light Industrial" (1 employee per 1,030 square feet) (County of Riverside 2017). Hotel rooms are assumed to be an average of 330 square feet (USA Today 2015). Employment for gas station and park uses are not accounted for.
* Indicates cumulative projects located in neighboring San Bernardino County.

As shown in Table 4.12-1, the County's housing stock is expected to increase by 299,000 dwelling units from 2020 to 2050 (representing an annual growth rate of approximately 3.3 percent or 9,967 dwelling units) to reach an estimated 1,062,000 dwelling units by 2050 (SCAG 2024b).[20] Dwelling units from cumulative development would be constructed incrementally over time, with most built out by 2034 (Appendix J). According to SCAG projections for the County (and assuming growth occurs linearly at an average rate of 3.3 percent per annum) all cumulative development would be accounted for within two years of annual projected growth in the short term (SCAG 2024b).[21] In the long-term (i.e., by 2050), cumulative development would represent approximately 4.8 percent[22] of planned housing growth, which is not substantial (SCAG 2024b). In addition, the County's population is expected to increase by approximately 574,000 people from 2020 to 2050 (representing an annual growth rate of 3.3 percent or 19,133 people) to reach a population of an estimated 2,992,000 by 2050 (SCAG 2024b). Population growth from cumulative development would be accounted for within three years of annual projected growth in the short term (SCAG 2024b).[23] In the long term, population associated with cumulative development would represent approximately 8.0 percent[24] of planned growth (SCAG 2024b). Regarding employment population, County employment is anticipated to increase by 288,000 employees from 2022 to 2050 (representing an annual growth rate of 3.6 percent or 10,286 employees) to reach an estimated 1,185,000 employees by 2050 (SCAG 2024b). All cumulative employment growth would be accounted for within approximately eight years of annual projected growth.[25] In the long term (i.e., by 2050), cumulative development would represent approximately 27.1 percent of planned employment growth.[26] Therefore, in both the short and long term, the cumulative population and housing effects of past, present, and reasonably foreseeable future development is not significant.

According to SCAG projections at the County level, the annual growth rate for population, housing, and employment is 19,133 people, 9,967 dwelling units, and 10,286 employees, respectively (refer to Table 4.12-1, above). Therefore, the Project by itself (i.e., 10,038 people, 3,650 dwelling units, and 8,508 employees), although constructed over an approximately 20 year period, would not exceed annual SCAG growth projections at the County level. As shown in Table 4.12-6, the Project plus cumulative development would result in 17,960 dwelling units, 55,830 people, and 86,414 employees. The residential population would be accounted for within approximately three years of annual projected growth, dwelling units within approximately two years, and employment growth within approximately nine years (SCAG 2024b). In the long term, the Project plus cumulative development would represent approximately 6.0 percent[27] of planned housing growth, 9.7 percent[28] of planned population growth, and

20 The annual growth rate is based on a linear projection of planned growth anticipated to occur through 2050 (based on SCAG's Connect SoCal 2024), where growth is divided equally per annum.
21 According to SCAG projections, two years of annual housing growth at the County level is equivalent to approximately 19,933 dwelling units (SCAG 2024b).
22 14,310 cumulative dwelling units / 299,000 planned dwelling units growth = approximately 0.048 × 100 = 4.8 percent
23 According to SCAG projections, three years of annual population growth at the County level is equivalent to approximately 57,400 people (SCAG 2024b).
24 45,792 cumulative population / 574,000 planned population growth = approximately 0.08 × 100 = 8 percent
25 According to SCAG projects, eight years of annual employment growth at the County level is equivalent to approximately 82,288 employees (SCAG 2024b).
26 77,906 cumulative employees / 288,000 planned employment growth = approximately 0.271 × 100 = 27.1 percent
27 17,960 cumulative plus project dwelling units / 299,000 planned dwelling units growth = approximately 0.060 × 100 = 6 percent
28 55,830 cumulative plus project population / 574,000 planned population growth = approximately 0.097 × 100 = 9.7 percent

30.0 percent[29] of planned employment growth (SCAG 2024b). Therefore, the Project plus cumulative development would not exceed regional SCAG projections and would not induce substantial unplanned population growth at the County level. Project impacts to population and housing would not be cumulatively considerable.

Threshold 4.12b - Cumulative

Not Cumulatively Considerable. The Project would have no impact related to the displacement of housing or people. As such, the Project would have no potential to result in a cumulatively considerable impact.

4.12.6 Mitigation Measures

4.12.6.1 Previously Adopted Mitigation Measures

No mitigation measures applicable to population and housing were previously adopted.

4.12.6.2 Project Mitigation Measures

There are no mitigation measures applicable to population and housing.

4.12.7 Level of Significance Conclusion

Threshold 4.12a The Project would not directly or indirectly result in unplanned population growth and impacts would be less than significant.

Threshold 4.12b The Project would have no impact related to the displacement of substantial numbers of existing people or housing.

4.12.8 References

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[29] 86,414 cumulative plus project employment / 288,000 planned employment growth = approximately 0.30 × 100 = 30 percent

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4.13 Public Services

This section describes the existing public services conditions of the Mesa Verde Specific Plan Area 2 Amendment 2 Project (Project or Specific Plan Amendment) site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed Project compared to the previously approved Mesa Verde Estates Specific Plan, as amended by the 2017 Mesa Verde Specific Plan Area 2 Amendment 1 (2017 Specific Plan or previously approved project).

The analyses presented in this section are based on a review of publicly available resources as well as correspondence with public service providers (Appendix I, Public Services Correspondence).

4.13.1 Existing Environmental Conditions

4.13.1.1 Fire Protection

Fire Prevention Services

Fire and emergency response services at the Project site are provided by the Calimesa Fire Department (CFD). The CFD, in conjunction with the City of Calimesa (City) Building & Safety Department, performs review services and inspections of new buildings. Additionally, the Calimesa Fire Department enforces building standards related to fire and panic safety adopted by the California Building Standards Commission and other regulations formally adopted by the City for fire prevention and life safety (CFD 2024). The Riverside County Department of Environmental Health (DEH) is the locally designated Certified Unified Program Agency, authorized to apply statewide standards for each facility within its jurisdiction (CERS 2015). The Fire Prevention Bureau is comprised of two Fire Prevention Inspectors. The Fire Suppression Staff team includes 19 line personnel including 3 captains, 9 Firefighter/EMTs, and 7 Intern/Reserve Firefighter/EMTS (CFD 2024).

Fire Suppression Services

The CFD Fire Suppression Division is responsible for the fire, rescue, and emergency medical and life safety services to the community. Key services provided include extinguishing fires, emergency medical treatment and transportation, responding to disasters (natural and human-caused), executing rescue response, and providing general assistance to the public. The City also contracts with the Riverside County Fire Department for fire protection services (City of Calimesa 2014).

The CFD is made up of 24 fire suppression personnel including one fire chief, two battalion chiefs, three captains, nine firefighter/EMTs, seven Intern/Reserve Firefighter/EMTs, and two fire prevention inspectors (City of Calimesa [a]). There are 19 fire suppression personnel on duty each day that are divided into three different shifts. These personnel staff two-Engine Companies staffed with six people at all times (CFD 2024). As shown in Figure 4.13-1, Public Services, the Calimesa Fire Station is located approximately 0.9 miles northeast of the Project site at 906 Park Avenue and serves the entire Calimesa community as the City's sole fire station.

Emergency Medical Services

The Calimesa Fire Department provides complete Emergency Medical Services to the residents and business community within the City. The Calimesa Fire Department operates with two-Engine Companies staffed with six people at all times (City of Calimesa 2024).

Fire Hazard Areas

According to the California Department of Forestry and Fire Protection's Fire Hazard Severity Zone maps and the City's General Plan, the City contains Fire Hazard Severity Zones where the risk is labeled as Very High (CAL FIRE 2023; City of Calimesa 2014).

4.13.1.2 Police Protection

In the capacity of the Calimesa Police Department (CPD), the Riverside County Sheriff's Department provides the City of Calimesa with all municipal police-related services (CPD 2023). As shown in Figure 4.13-1, Public Services, the CPD is located approximately 17 miles southeast of the Project site[1] at 50290 Main Street, Cabazon, California. The Riverside County Sheriff's Department provides services including criminal investigations and preventative patrol, responses to breaches of the peace, traffic enforcement, and community-based policing to include neighborhood watch (CPD 2023). There are over 4,000 sworn officers and staff that serve in the Riverside County Sheriff's Office (RCSO 2023). The Riverside County Sheriff's Office provides police protection services to the City through the Emergency Operations Division, the Major Crimes Bureau, and the Special Enforcement Bureau (RCSO 2023). Both the Emergency Operations Division and the Major Crimes Bureau are managed by a Police Captain, with support from professional staff (RCSO 2023). The Emergency Operations Division, consisting of the Sheriff's Emergency Response Team and the Sheriff's Aviation Unit, provides operational, logistical, and emergency support services (RCSO 2023). The Major Crimes Bureau is comprised of the Central Homicide Unit, the Force Investigations Detail, the Computer and Technology Crime High Tech Response Team, the Crime Analysis Unit, and the Forensics Unit (RCSO 2023). The Special Enforcement Bureau is also led by a Captain and consists of the Crisis Negotiation Team, the Emergency Services Team, the Fugitive Warrant Enforcement Team, the Hazardous Device Team, the K9 Team, and the Riverside County Off-Road Vehicle Enforcement Team (RCSO 2023). The Special Enforcement Bureau responds to critical incidents and problems that often involve high risk apprehensions, warrant services, fugitive apprehensions, hostage rescues, active shooters, dignitary protection, hazardous devices, maritime operations, off-road enforcement or any special assignment at the request of the Sheriff, among other activities (RCSO 2023).

Additionally, the Riverside County Sheriff's Office has a collaborative partnership with the volunteer Calimesa Citizens on Patrol (CPD 2023). The Calimesa Citizens on Patrol is a trained city organization that is comprised of volunteers from the community who want to volunteer to promote public safety in the community (CPD 2023). The Citizens on Patrol collaborate with the Riverside County Sheriff's Office to provide daily patrols, assist with traffic control, assisting community programs and events, and support City functions as needed throughout the City of Calimesa (CPD 2023).

[1] Distance measured from the Riverside County Sheriff's Office to the southeast corner of the Project site.

4.13.1.3 Schools

The Yucaipa-Calimesa Joint Unified School District (YCJUSD) provides public educational services to the City and the Project site. YCJUSD currently has an enrollment of 2,555 students at 15 schools (Appendix I).

In addition to the YCJUSD public schools, there are private schools in the region, including Mesa Grande Academy in Calimesa and Wildwood Christian Academy in Yucaipa. Table 4.13-1 indicates the public schools serving the Project site, including address, enrollment, distance from the Project site, and capacity, which are also shown in Figure 4.13-1.

Table 4.13-1. Public Schools Serving the Project Site

School	Address	2023-2024 Enrollment	Total Capacity	Distance from Project Site (miles)
Calimesa Elementary School	13523 2nd St, Yucaipa, CA 92399	561	800	1.33
Mesa View Middle School	800 Mustang Way, Calimesa, CA 92320	661	1500	Adjacent
Yucaipa High School	33000 Yucaipa Blvd, Yucaipa, CA 92399	2541	3400	2.17

Source: Appendix I.

4.13.1.4 Parks

Local parks and recreational facilities within the City are maintained and operated by the Public Works Department. Facilities, including Creekside Park, Mountainview Park, Summerwind Park, a multipurpose senior center, open space, and a system of multi-use trails, a key component to develop a linked park and open space system (Appendix I; City of Calimesa 2014).

In addition to City parkland and recreational facilities, residents of Calimesa have access to an array of local, regional, state, and national parks and open spaces located in or managed by other jurisdictions, including but not limited to I Street Park (approximately 0.9 miles northeast of the Project site in the City of Yucaipa), Yucaipa Wildwood Park (approximately 3.8 miles northeast of the Project site in the City of Yucaipa), Yucaipa Regional Park (approximately 3.2 miles northeast of the Project site), and Nobel Creek Park (located approximately 5 miles to the southeast of the Project site in the City of Beaumont) (Appendix I). In addition to these local and regional parks, Mesa View Middle School is directly adjacent to the Project site to the northeast and houses a number of athletic fields, run and maintained by the Yucaipa-Calimesa Joint Unified School District. Table 4.13-2 below describes the local, regional, state, and national parks in proximity to the proposed Project site.

Table 4.13-2. Parks in Proximity to the Project Site

Park	Address	Distance From Project (miles)	Size (acres)	Amenities
Creekside Park	950 7th Place, Calimesa, CA	0.30	1.3	Basketball court, outdoor gym equipment, restrooms, play equipment

Table 4.13-2. Parks in Proximity to the Project Site

Park	Address	Distance From Project (miles)	Size (acres)	Amenities
Mountainview Park[a]	960 4th Street & 941 5th Street, Calimesa, CA	0.8	5.1	Current: Restrooms, Shade structure, picnic area, play equipment, walking trails, dog park Future: Pickleball courts, open grass sports area.
I Street Park	34014 Avenue I, Yucaipa, CA	0.9	11	Baseball/softball fields, basketball court, tennis courts, play structure, picnic areas, restrooms
Summerwind Park	1000 Engleman Drive, Calimesa, CA	2	6.32	Baseball/softball diamond, basketball court, walking trails, play equipment, picnic area, restrooms
Yucaipa Wildwood Park	36699 Wildwood Canyon Road, Yucaipa, CA	3.8	7.5	Picnic and play areas, equestrian staging area
Yucaipa Regional Park and Yucaipa Community Park	33900 Oak Glen Road, Yucaipa, CA	3.2	400	Three large lakes, swimming complex, water slides, snack bar, paddleboats, aquacycles, fishing, tent and RV camping, community center, ball fields
Wildwood Canyon State Park	12241 Canyon Drive, Calimesa, CA	4.3	900	Open space for hiking, equestrian, and nonmotorized biking
Bogart Park	9600 International Park Road, Cherry Valley, CA	6	600	Lake, equestrian, hiking, picknicking, group camping
Noble Creek Park	390 Oak Valley Parkway, Beaumont, CA	5	63	Softball fields, baseball diamonds, tennis courts, picnic and playground facilities, equestrian arena, recreation center
San Bernardino National Forest	Big Bear, CA	8	823,816	Camping, multi-use trails, picnic and rest areas

Source: Appendix I
a. Expansion project in progress

Section 17.15.110 of the Calimesa Municipal Code and Policy OSPR-4 of the General Plan state the City's parkland standard is 5 acres of public parkland per 1,000 residents (City of Calimesa 2014). According to the City of Calimesa Public Works Department, with the expansion of Mountainview Park, the City will have approximately 12.72 acres of parkland which is equivalent to approximately 1.11 acres per 1,000 residents (Appendix I). As such, under existing conditions, the City does not meet its required parkland ratio of 5 acres of parkland per 1,000 residents. New residential developments will be required to dedicate land for new park facilities and/or pay an in-lieu fee that can be used for acquisition of parkland as needed to meet the communitywide standard.

4.13.1.5 Other Public Facilities

According to the City's General Plan, the City contracts with the Riverside County Library System for library services to operate the Calimesa Public Library at 974 Calimesa Boulevard in Calimesa. The City also purchased the former post office site adjacent to the Public Library which is currently being used to construct a new, expanded, state-of-the-art Calimesa Public Library (City of Calimesa 2014). Due to construction of the new library, a new temporary Public Library location has opened at 1055 Calimesa Boulevard in Calimesa to serve residents. The San Bernardino Public Library System also operates a library at 12040 5th Street in Yucaipa that is also available to Calimesa residents. The libraries offer services to the community including eBooks, public computers with internet access, and wi-fi.

4.13.2 Regulatory Requirements

4.13.2.1 Federal

National Fire Protection Association

The National Fire Protection Association Standard 1710 calls for response time targets of four minutes or less for the arrival of the first arriving engine company at a fire suppression incident and eight minutes or less for the deployment of a full crew. It also establishes Emergency Medical Services response times of four minutes or less for a first responder and 8 minutes or less for a full company. The 2020 Edition also calls for the arrival of a second "properly staffed four-person unit" to arrive within six minutes or less (NFPA 2024).

4.13.2.2 State

California Fire Code

The California Fire Code and Office of the State Fire Marshal provide regulations and guidance for local agencies in the development and enforcement of fire safety standards. The California Fire Code also establishes minimum requirements that would provide a reasonable degree of safety from fire, panic, and explosion.

California Code of Regulations Title 24, Part 2 and Part 9

Part 2 of Title 24 of the California Code of Regulations refers to the California Building Code, which contains regulations and general construction building standards of state adopting agencies, including administrative, fire, and life safety and field inspection provisions. Part 2 was updated in 2008 to reflect changes in the base document from the Uniform Building Code to the International Building Code. Part 9 refers to the California Fire Code, which contains fire safety-related building standards referenced in other parts of Title 24. This code is preassembled with the 2000 Uniform Fire Code of the Western Fire Chiefs Association. This code was revised in January 2008 with a change in the base model/consensus code from the Uniform Fire Code series to the International Fire Code.

California Mutual Aid

The purpose of Emergency Management Mutual Aid is to provide emergency management personnel and technical specialists to support the disaster operations of affected jurisdictions during an emergency. In accordance with the California Master Mutual Aid Agreement, local and state emergency managers have responded in support of each other under a variety of plans and procedures. Immediately following the 1994 Northridge Earthquake, city and

county emergency managers, along with the Coastal, Inland, and Southern Regions of the California Governor's Office of Emergency Services, developed Emergency Management Mutual Aid to provide a valuable service during the emergency response and recovery efforts at the Southern Region Emergency Operations Center, local emergency operations centers, the Disaster Recovery Center, local assistance centers, and in the field. Since that time, Emergency Management Mutual Aid has often been used to deploy emergency managers and other technical specialists not covered by law enforcement or fire mutual aid plans in support of emergency operations and response throughout California.

Senate Bill 50 – Leroy F Greene Schools Facilities Act of 1998

Senate Bill (SB) 50, or the Leroy F. Greene School Facilities Act of 1998, restricts the ability of local agencies to deny project approvals on the basis that public school facilities (classrooms, auditoriums, etc.) are inadequate. Payment of school fees is required by SB 50 for all new residential development projects and is considered full and complete mitigation of any school impacts (Government Code Section 65996). As required by SB 50, school impact fees are payments to offset capital cost impacts associated with new developments, which result primarily from costs of additional facilities, related furnishings and equipment, and projected capital maintenance requirements. As such, agencies cannot require additional mitigation for any school impacts. School impact fees and fees collected pursuant to SB 50 are collected at the time when building permits are issued.

Quimby Act and Assembly Bill 1359

The Quimby Act, which is within the state's Subdivision Map Act, authorizes the legislative body of a city or county to require the dedication of land or to impose fees for park or recreational purposes as a condition of the approval of a tentative or parcel subdivision map, if specified requirements are met. One of these requirements is that the dedicated land or fees, or combination thereof, shall be used only for the purposes of developing or rehabilitating neighborhood or community park or recreational facilities to serve the subdivision for which the land was dedicated or fees were paid. The act provides that the dedication of land or the payment of fees, or both, shall not exceed the proportionate amount necessary to provide 3 acres of park area per 1,000 persons residing within a subdivision subject to the act, except as specified.

California Government Code, Section 66000.5 – Mitigation Fee Act

The Mitigation Fee Act complements the Quimby Act by allowing separate impact and recreation facilities fees to be collected so that parks can be improved and recreation facilities can be maintained. The act also allows impact fees to be placed on non-subdivision residential developments.

4.13.2.3 Local

City of Calimesa 2014 General Plan

The City of Calimesa 2014 General Plan (General Plan) is the official policy framework guiding physical, social, and economic development in the City, as well as the City's own operations and decisions (City of Calimesa 2014). The following General Plan goals and polices related to public services in Chapter 4, Infrastructure and Public Services, and Chapter 7, Open Space, Parks, and Recreation, would be applicable the Project.

Goal IPS-5. Plan and provide adequate infrastructure for all new development, including but not limited to, integrated infrastructure planning, financing, and implementation.

Goal IPS-6. Plan for the convenient location and adequate size of public facilities.

Goal IPS-7. Maintain a level of public safety service that will ensure the safety of residents and businesses.

Goal IPS-8. Maintain a Capital Improvement Plan and impact fee program that will provide the necessary services and facilities to meet the needs of the city.

Policy IPS-6. The City will coordinate the provision of all public utilities and services to ensure a consistent, complete, and efficient system of service to all residents.

Policy IPS-9. The City supports a level of police protection that will allow adequate levels of personnel and equipment to respond to routine incidents and to larger events.

Policy IPS-10. Continue to support coordination with other law enforcement agencies in crime prevention efforts.

Policy IPS-11. The City supports a level of fire protection that will allow adequate levels of personnel and equipment to respond to routine incidents and to larger events.

Policy IPS-12. Provide for the expansion and/or addition of protection facilities, equipment, and personnel, as necessary to meet future demand.

Policy IPS-13. The City supports and will encourage efforts to create a fire-safe built and natural environment, consistent where appropriate with efforts to maintain the natural habitat of Calimesa.

Policy IPS-14. Fire management plans shall be required for all new development in areas subject to wildfire.

Policy IPS-15. The City will coordinate with the school districts to inform them of proposed development projects and assist the districts in the planning and implementation of school capacity.

Policy IPS-14. Fire management plans shall be required for all new development in areas subject to wildfire.

Goal OSPR-3. Develop active and passive park sites and multi-use trails that will serve all segments of the community based on reasonable service needs.

Policy OSPR-4. The City will seek to provide 5 acres of developed parkland per 1,000 residents.

Policy OSPR-6. Encourage the development of active and passive parks on open space lands not designated for habitat protection.

Policy OSPR-8. Implementation of a well-designed, interconnected system of equestrian riding, bicycle riding, and walking and hiking trails throughout the community continues to be a priority for the City (City of Calimesa 2014). For that purpose, Figure OSPR-2, “Trails Master Plan,” depicts the City’s desired trails system. Trail alignments are not intended to be specific and deviations from the specific location shall be allowed provided that the deviation does not eliminate a trail connection between one neighborhood and another neighborhood or area of the city, and the

opportunity for a deviation in a specific location is not used by a property owner or developer to eliminate an existing trail connection or avoid providing trail connections along or across his or her property if one does not currently exist.

Policy OSPR-10. Encourage private individual endowment of specific recreational needs.

Goal OSPR-4. Develop and maintain facilities for the use of all community members for recreation, relaxation, and social interaction based on reasonable service needs.

Goal OSPR-5. Provide opportunities for the joint use of public facilities for recreational purposes.

Policy OSPR-11. Encourage the development of private recreational facilities, when appropriate, to increase the recreational opportunities available to residents.

City of Calimesa Municipal Code

Chapter 17.15, Land division regulations

Per CMC Section 17.15.030(C), upon submittal of the tentative map filing package to the City's planning department, one copy thereof must be forwarded to the CFD for review. According to CMC Section 17.15.090(H), the minimum requirements for fire protection facilities in the City are as follows:

Type of fire hydrant and connection as approved by the CFD.

Approved fire hydrants shall be located on all city streets and spaced as approved by the CFD.

The fire protection system shall be installed and operational prior to any combustible building material being placed on the job site.

In addition, per CMC Section 17.15.080(C)(4)(d), the CFD must also sign the Project's water plans when conditions include fire protection.

Section 17.15.110, Park and recreation fees and dedications

This CMC section was adopted pursuant to Section 66477 of the Government Code, which provides for the dedication of land for park and recreational facilities as a condition of approval of a tentative map or parcel map. In accordance with CMC Section 17.15.110, whenever land that is proposed to be divided for residential use lies within the boundaries of the City, the dedication of land may be required as a condition of approval of the division of land. The City also has the option of requiring dedication of land for park purposes as a condition of approval of subdivisions of 50 parcels or more. Such dedication is intended to be in lieu of park land impact mitigation fees. Additionally, the conditions of approval of a tentative tract map subject to the provisions of Section 17.15.110 shall require the dedication of land, the payment of a fee in lieu thereof, or a combination of both for park and recreational purposes. If land is to be dedicated, the proposed dedication is required to be shown on the approved tentative map. If fees are to be paid, the conditions of approval will specify the amount of fees to be paid to the City, and the timing for such payments.

In addition, Section 17.15.110(C) establishes a standard of 5 acres of parkland per 1,000 persons residing within a subdivision. No credit is given to a subdivider for provision of natural or private open space, private parks, private

recreational areas, landscaped setbacks, or landscaped road dividers within or adjacent to the proposed subdivision.

Chapter 18.115, Development Impact Fee

Per CMC Chapter 18,115, development impact fees (DIFs) are charged to developers in connection with both residential and nonresidential developments to mitigate the costs associated with new/expanded public facilities and service improvements. Per California Government Code Section 66000, "public facilities" includes public improvements, public services, and community amenities. The DIFs authorized pursuant to this CMC chapter must be paid for the property on which a development project is proposed at the time of application for any required permit.

4.13.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts to public services are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. According to Appendix G, a significant impact related to public services would occur if the Project would:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:
   - Fire Protection
   - Police Protection
   - Schools
   - Parks
   - Other public facilities

4.13.4 Impacts Analysis

4.13.4.1 Summary of Previous Impact Analysis

Mesa Verde Estates Specific Plan EIR (2007)

The 2007 Final EIR determined that impacts relating to public services, including fire, police, schools, and other public facilities, would be less than significant. Development of the 2007 approved project would generate approximately 10,000 additional residents at buildout who would require more police services, fire services, parks and open space, teachers, and school facilities. The 2007 Final EIR identified mitigation measures that would reduce public services impacts of the project to a less than significant level, including the payment of impact fees and requirements that the developer coordinate with the pertinent government agencies to ensure that public services are adequately provided.

Addendum to the Mesa Verde Specific Plan EIR (2017)

The 2017 Addendum determined that the 2017 Specific Plan would generate 409 additional residents compared to the 2007 approved project. The 2017 Addendum concluded that impacts relating to public services would continue to be less than significant with mitigation incorporated.

4.13.4.2 Project Impact Analysis

Threshold 4.13a. ***Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:***

(i) Fire Protection

Less-than-Significant Impact. The Project proposes a maximum of 3,650 residential units (which is the same overall unit count as the proposed Project), including a mix of single-family detached, single-family attached, and multifamily units, in addition to business park and commercial development, school facilities, and parks/open space. The Project would result in the same number of units compared to the previously approved project. Despite having the same number of proposed units, the Project would result in a greater number of residents generated due to a rise in the average number of persons per household in the City. Based on an average household size of 2.75 persons per household (and 100 percent occupancy rate) the Project would result in a total of 10,038 new residents by 2045.[2] This represents an increase of 1,314 residents compared to the previously approved project. Furthermore, as discussed in Section 4.12, Population and Housing of this Draft SEIR, additional employment-generating uses proposed by the Project (including proposed Business Park uses) would result in a total of 8,508 employees, or an increase of approximately 7,908 employees compared to the previously approved project. Overall, the increased residential and employment population would result in increased call volumes and demand for fire protection services compared to previously approved project.

The CFD has one fire station serving the City. CFD Fire Station #1 is located at 906 Park Avenue in Calimesa, California. The CFD currently utilizes National Fire Protections Agency 1710 standards for response and deployment considerations as well as the rating from the Insurance Services Offices for standards and response rating (Appendix I). As such, the CFD is required to arrive at the emergency scene within 4 minutes of the dispatch center receiving a call (NFPA 2024). Correspondence with the CFD indicates that additional facilities would be needed to accommodate the Project (Appendix I). As such, the Project proposes to construct a new fire station as part of the Project that would service the Project site and support maintaining acceptable service ratios, response times, or other performance objectives. The environmental impacts associated with construction and operation of the proposed fire station are considered throughout this Draft SEIR.

One existing fire station and one proposed fire station under the Project would serve the Project site. CFD Fire Station #1 would be anticipated to provide primary fire response during project construction, with more distant stations providing secondary and supporting responses. Once the proposed on-site fire station is constructed, the on-site fire station would provide primary fire response to the Project site. As discussed in Section 4.17, Transportation, Project roadways would be designed to ensure adequate emergency access, including access

[2] 2.75 persons per household × 3,650 dwelling units = approximately 10,038 persons

requirements, roadway widths, all-weather surface requirements, length of streets, turning requirements, grade restrictions, maintenance requirements, and parking restrictions. Specific fire and life safety requirements would be addressed at the building permit phase when architectural plans are submitted for City review and approval. Adequate emergency access and compliance with emergency access and design standards would be ensured through this review by the City and responsible emergency service agencies throughout Project implementation. Once completed, the Project would introduce new streets on site, which would provide more direct and accessible routes for fire response to calls located within the Project site.

In addition to construction of a new fire station, the Project would be required to pay the appropriate DIFs for any additional facility improvements to ensure payment of its fair share cost of facilities and equipment, consistent with CMC Chapter 18.115. Fees would be used for acquiring, designing, constructing, improving, providing, and maintaining fire facilities in the City. The location, design, and staffing of fire facilities would involve coordination between several agencies, including CFD, the City, and CAL FIRE. However, due to the proposed development of the on-site fire station, no additional development or expansion of existing fire facilities is anticipated to occur as a result of Project implementation.

Finally, as discussed in Section 4.19, Utilities and Service Systems, Project connections to the water system would ensure adequate fire flow pressure and water availability is maintained throughout the site. Other fire protection mechanisms are discussed in Section 4.20, Wildfire. To address fire and life safety issues on new development, CFD reviews proposed projects through the development review process to ensure adequate fire hydrant locations, water flow pressures, access for emergency vehicles, and other requirements are met, which would also reduce the need for fire protection services.

As discussed below in Section 4.13.6, Mitigation Measures, the 2017 Mitigation Monitoring and Reporting Program (MMRP) included mitigation measures related to fire protection services (specifically, PS-3, PS-4, PS-5, and PS-6). PS-3 required payment of fire protection impact fees. Payment of DIFs for public facilities (including fire protection facilities) is already required pursuant to CMC Chapter 18.115. As mitigation measures are not required to enforce existing regulations (such as CMC requirements), PS-3 has been deleted and will not be carried forward.

PS-4 required coordination with the Riverside County Fire Department to evaluate the response time, level of service, and related facilities or facilities required as a result of the Project. However, the Project site is within the existing service area for the CFD. Coordination with the CFD has indicated that additional fire protection facilities are required for the Project. The need for additional facilities, equipment, and staffing would be satisfied by the proposed on-site fire station and payment of required DIFs. As the requirements initially set forth by PS-4 have been and will continue to be satisfied, PS-4 has been deleted and will not be carried forward.

PS-5 and PS-6 required that water lines, fire hydrant locations, and other fire design requirements be reviewed by the Riverside County Fire Department. However, CFD review of tentative maps, fire hydrant locations, and water plans is already required per CMC Chapter 17.15. As mitigation measures are not required to enforce existing regulations PS-5 and PS-6 have been deleted and will not be carried forward.

For the reasons discussed above, including construction of a new on-site fire station (as analyzed throughout this Draft SEIR) and payment of required DIFs, impacts to fire protection services would be less than significant and would not require mitigation, which would be a reduced impact compared to the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

(ii) Police Protection

Less-than-Significant Impact. As described above under Threshold 4.13a(i), the Project would result in the same number of units compared to the proposed Project; however, due to changes in the City's average persons per household rate, the Project would result in an increase of approximately 1,314 people compared to the previously approved project. Furthermore, additional employment-generating uses proposed by the Project would result in an increase of approximately 7,908 employees compared to the previously approved project. As such. the Project would increase the call volumes to the CPD and increase demand for police services compared to what was previously analyzed. The CPD contracts with Riverside County Sheriff's Department and the police station serving the Project site would be the Cabazon Sheriff's Station. The station is staffed with 43 sworn peace officers and 11 classified support staff. Staffing levels include, Captain (1), Lieutenant (1), Sergeant (7), Investigator (4) Corporal (3), Deputy (27), Community Service Officer (5), Support Staff (7) (Appendix I).

CPD's average response times is 5.76 minutes for Priority 1 calls, 7.25 minutes for Priority 1A calls, 10.95 minutes for Priority 2 calls, 13.28 minutes for Priority 3 calls, and 17.28 minutes for Priority 4 calls (Appendix I).

According to CPD, existing police facilities would be sufficient to provide the Project with police protection services; however, they recommend increasing the number of deputies from 5 to a minimum of 12 deputies (Appendix I). In order to assist with staffing needs, the Project would be required as a condition of approval to pay the appropriate DIFs consistent with Chapter 18.115 of the CMC. Further, the Project would be designed to enhance safety through compliance with the City's outdoor lighting standards and roadway engineering standards and through consistency with the General Plan design guidelines. This safe design would reduce the demand on police services.

As discussed below in Section 4.13.6, the 2017 MMRP included mitigation measures related to police protection services (specifically, PS-1 and PS-2). PS-1 required payment of police protection impact fees. Payment of DIFs for public facilities (including police protection facilities) is already required pursuant to CMC Chapter 18.115. As mitigation measures are not required to enforce existing regulations, PS-1 has been deleted and will not be carried forward.

PS-2 required coordination with the Riverside County Sheriff's Department to evaluate the response time, level of service, and related facilities or facilities required as a result of the Project. However, in their capacity as the CPD, the Riverside County Sheriff's Department has indicated that no new or expanded police facilities would be required for the Project (Appendix I). The need for additional equipment and staffing would be satisfied by the payment of required DIFs. As the requirements initially set forth by PS-2 have been and will continue to be satisfied, PS-2 has been deleted and will not be carried forward.

For the reasons discussed above, including the Project's required DIF payment, the potential impact related to the physical expansion or construction of new police facilities would be less than significant and would not require mitigation. This represents a reduced impact determination compared to the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

(iii) Schools

Less-than-Significant Impact. The previously approved project was anticipated to generate a total of 2,555 new students. Based on current student generation rates used by YCJUSD, full buildout of the Project is also anticipated to generate a total of approximately 2,555 students, consisting of 1,278 elementary school students, 547 middle school students, and 730 high school students (Appendix I). Based on the current district boundaries, the Project

site would be served by Calimesa Elementary, Mesa View Middle School, and Yucaipa High School (refer to Table 4.13-1). As shown in Table 4.13-1, all school are below total capacity for the 2023–2024 school year. If existing conditions continued, there would be room for approximately 239 students at the existing elementary school, which would not fully accommodate the Project elementary student generation of 1,278 elementary students. Mesa View Middle School was under capacity (839 students) for the 2023 2024 school year and would have capacity to fully accommodate the 547 middle school students generated by the Project if existing conditions continue. Yucaipa High School would be able to accommodate the Project's 730 high-school students considering its existing enrollment (2,541 students) and total capacity (3,400 students).

YCJUSD has indicated that, given the estimated existing school capacity and Project student generation, additional elementary schools would be needed to meet the additional demand upon Project buildout (Appendix I). However, per the proposed land use plan, the Project Applicant/Developer has designated two potential school sites for the Project totaling approximately 22.0 acres. The YCJUSD would coordinate with the Applicant/Developer to purchase the designated the school sites and subsequently construct the two elementary schools. YCJUSD has indicated that the Project's proposed two elementary sites would provide adequate space to accommodate students generated from the Project (Appendix I). The environmental impacts associated with construction and operation of the two on-site schools have been analyzed throughout this Draft SEIR.

In addition to the proposed on-site elementary school sites, the Project would be subject to school impact fees consistent with SB 50. SB 50 is a funding program established by the state legislature to constitute "full and complete mitigation of the impacts" on the provision of adequate school facilities (California Government Code Section 65995[h]). SB 50 relieves jurisdictions from having the authority of denying approval of legislative or adjudicative actions under CEQA based upon the inadequacy of school facilities.

As discussed below in Section 4.13.6, the 2017 MMRP included mitigation measures related to school services (specifically, PS-7 and PS-8). PS-7 required payment of school impact fees. Payment of school impact fees is already required pursuant to SB 50. As mitigation measures are not required to enforce existing regulations, PS-7 has been deleted and will not be carried forward. PS-8 required dedication of school sites as part of the Project and stipulated that the Project Applicant/Developer would reach an agreement with the YCJUSD to purchase the school sites and construct the sites as schools. Further, PS-8 stated that if the YCJUSD did not purchase the school sites, the Applicant/Developer would develop the designated school sites as "consistent with the Specific Plan". However, as indicated by the proposed Project land use plan, the Project site has satisfied the requirement of PS-8 to dedicate the potential school sites. The other stipulations included in PS-8 are not required to reduce impacts associated with the construction of new or physically altered school facilities. As such, PS-8 has been deleted and will not be carried forward.

Accordingly, implementation of the Project would include development of two elementary schools, the environmental impacts of which have been analyzed throughout this Draft SEIR. Further, payment of mandatory school impact fees in accordance with SB 50 would mitigate potential impacts to school facilities from the Project. Thus, impacts related to schools would be less than significant and would not require mitigation. This represents a reduced impact determination compared to the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

(iv) Parks

Less-than-Significant Impact. As described above, the CMC and General Plan establish an objective to provide a minimum of 5 acres of parkland per 1,000 residents in the City; however, a total of 12.72 acres of developed

parkland maintained by the City is currently available to residents, which represents a ratio of approximately 1.11 acres of parkland per 1,000 residents (Appendix I). CMC Chapter 17.15.110 establishes the requirements for dedication of land, payment of an in-lieu fee, or a combination of both for the purpose of providing parks and recreational facilities to serve future residents of a subdivision development. The Project would result in the same number of residential units compared to the previously approved project; however, due to an increase in the City's average persons per household rate, the number of estimated residents would increase by 1,314 residents for a total of to 10,038 Project residents. Accordingly, to meet the City's standard, approximately 50.2 acres of parkland would be required by the Project to meet the City's 5 acres per 1,000 resident standard. The Project proposes the development of seven parks on site, totaling 50.3 acre, which meets the City's required parkland standard. Parks would be phased with residential development and may include parkland dedication, park facility improvements, and/or payment of in-lieu park fees in accordance with the adopted conditions of approval for the Project. Environmental impacts associated with the construction and operation of the proposed Project parks are analyzed through this Draft SEIR. Furthermore, the City of Calimesa Public Works Department has indicated that, aside from the Project's proposed on-site park and recreation facilities, no new or physically altered facilities would be required (Appendix I). Therefore, with the provision of on-site park facilities, as well as the contribution of any required in-lieu fees, impacts of the Project related to new or physically altered park facilities would less than significant.

(v) Other public facilities?

Less-than-Significant Impact. As described above, the Project applicant would be required to pay applicable DIFs in accordance with the City's requirements. As described in Chapter 18.115 of the CMC, fees will be used for public facilities (including libraries) and improvements. The City currently maintains the Calimesa Public Library as the City's sole library. The Project does not propose a new library or the expansion of existing libraries. Payment of the DIFs would address the need for additional library services. As discussed below in Section 4.13.6, the 2017 MMRP included PS-9, which required payment library impact fees. Payment of DIFs for public facilities (including library facilities) is already required pursuant to CMC Chapter 18.115. As mitigation measures are not required to enforce existing regulations, PS-9 has been deleted and will not be carried forward. Impacts to library services would be less than significant and would not require mitigation, which represents a reduced impact determination compared to the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

4.13.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of past, present, and reasonably foreseeable future projects are significant, the lead agency must then determine whether the project has any contribution to the cumulative impact, and if so, whether the project's incremental effect is "cumulatively considerable." The cumulative geographic study area used to assess potential cumulative public services impacts is the City and the local public service area. The full list of related projects applicable to this Project's cumulative analyses is provided in Section 2.6, Cumulative Projects and illustrated on Figure 2-4, Cumulative Projects, in Chapter 2, Environmental Setting of this Draft SEIR.

Threshold 4.13a – Cumulative

Fire Protection

Not Cumulatively Considerable. A cumulatively significant impact related to fire protection services could occur as a result of population growth within the City due to the Project and cumulative projects. The Project, along with cumulative projects, would result in increased calls for fire protection and emergency services. However, the Project

proposes to construct a new fire station to support the CFD in maintaining adequate fire protection service for future Project residents and residents of the City. Further, the Project and cumulative projects in the City would be subject required payment of DIFs per Chapter 18.115 of the CMC. As the Project would construct a new fire station and would be subject to DIFs, the Project's incremental contribution would not be cumulatively considerable, and there would be a less than significant cumulative impact.

Police Protection

Not Cumulatively Considerable. A cumulatively significant impact related to police protection services could occur as a result of population growth within the CPD service area due to the Project and cumulative projects. Similar to the Project, cumulative projects proposed within the City would be subject to DIFs (Chapter 18.115 of the CMC) in support of public services (include police protection services). The CPD would also be supported by the City's General Fund and other public revenues that occur as a result of development in the City. Correspondence with CPD confirms that there are no plans to construct new or expand existing CPD facilities. As the Project would be subject to required DIFs and would contribute to the General Fund through taxes levied upon future residents, the Project's incremental contribution to police protection services would not be cumulatively considerable, and there would be a less than significant cumulative impact.

Schools

Not Cumulatively Considerable. A cumulatively significant impact related to school services could occur as a result of population growth within the YCJUSD due to the Project and cumulative projects. The proposed Project itself, as determined by YCJUSD, would not result in significant impacts on service demand considering the Project's two proposed elementary school sites. Cumulative projects with residential components would incrementally increase the need for school facilities. However, as discussed above in Section 4.13.2, the funding program established by SB 50 has been found by the State Legislature to constitute "full and complete mitigation of the impacts by any legislative of adjudicative act… on the provision of adequate school facilities" (California Government Code Section 65995[h]). As a result, the payment of fees authorized for collection under SB 50 to the YCJUSD are conclusively considered full mitigation for project impacts, including the Project and cumulative projects. Therefore, the increase in the demand for school facilities and services due to cumulative development would be less than significant.

Parks

Not Cumulatively Considerable. Table 2-3, Cumulative Projects, in Chapter 4, Environmental Analysis, of this Draft SEIR includes a list of cumulative development projects within the vicinity of the proposed Project ("related projects"). Most park visits originate from people's homes and residents tend to prefer using local parks out of convenience. Typically, employees are engaged in their work during the day and do not contribute notable demand for parks. As such, this cumulative analysis on parks focuses on the related projects that propose residential uses. The related projects, in conjunction with the Project, would cumulatively generate the need for additional parks and recreational facilities. As analyzed in Section 4.12, Population and Housing, of this Draft SEIR, the related projects containing residential components would have the potential to generate a cumulative population increase of 38,963 people. The related projects, including the Project's estimated 10,038 residents, would generate a total of 49,001 residents.

Pursuant to CMC Section 17.15.110 (or similar requirements within adjacent jurisdictions in accordance with Government Code Section 66477), related subdivision projects would be required to dedicate land, pay in-lieu fees, or a combination of both thereof, for park and recreational purposes. Furthermore, multifamily residential projects,

apartment projects, and other residential construction in the City not subject to the dedication requirements/fees specified in Section 66477 of the Government Code would be subject to park development and recreational facility mitigation fees per CMC Chapter 18.110. The purpose of these requirements is to offset the increased demand for public parks and recreational services.

Although the Project would increase demand for parks and recreational facilities, the Project would provide adequate dedication of on-site land for the provision of public parks, in accordance with City standards, and would provide other recreational amenities and private parks to accommodate the recreation needs of Project residents on site. The environmental impacts associated with the Project's park and recreational facilities are analyzed throughout this Draft SEIR. Based on the above, the Project's contribution to cumulative impacts associated with the need for new or physically altered governmental facilities would not be cumulatively considerable. As such, cumulative impacts would be less than significant.

Other Public Facilities

Not Cumulatively Considerable. A cumulatively significant impact related to public facilities, including library services, could occur as a result of population growth within the City due to the Project and cumulative projects. The proposed Project itself would not result in significant impacts on service demand. While the majority of cumulative projects require discretionary actions, they would incrementally increase the need for public facilities. However, as discussed above in Section 4.13.4(v), the Project applicant would be required to pay applicable DIFs in accordance with the City's requirements. As described in Chapter 18.115 of the CMC, fees will be used for public facilities (including libraries) and improvements. As a result, payment of the DIFs would address any need for additional library services for projects, including the Project and other cumulative projects. Therefore, the increase in the demand for public facilities, including library services, due to cumulative development would be less than significant with the payment of DIFs.

4.13.6 Mitigation Measures

4.13.6.1 Previously Adopted Mitigation Measures

Measures No Longer Applicable: Deleted

The following previously approved mitigation measures are no longer applicable and have been deleted.

Deleted: PS-1. Police protection impact fees shall be paid to the City of Calimesa to cover costs associated with added Riverside County Sheriff's Department services to the area as a result of the proposed project.

Deleted: PS-2. The City shall coordinate with the sheriff's department to evaluate the level of service and related facilities or facilities required as a result of the proposed project.

Deleted: PS-3. Fire protection impact fees shall be paid to the City of Calimesa to construct fire stations and/or pay for engine companies to service the area as a result of the Proposed Project.

Deleted: PS-4. The City shall coordinate with the county fire department to evaluate the response time, level of service, and related facilities or facilities required as a result of the Proposed Project.

Deleted: PS-5. All water lines and fire hydrants constructed at the Proposed Project site shall be reviewed by the Riverside County Fire Department and shall be designed to meet the Riverside County Ordinance No. 460 and/or 787.1 as adopted by the City of Calimesa in the Municipal Code.

Deleted: PS-6. The Riverside County Fire Department shall approve all fire hydrant locations and other fire design requirements for the Proposed Project.

Deleted: PS-7. The developer shall pay school impact fees and/or land and improvements pursuant to the requirements of SB 50. This shall be established in accordance with state formulas for determining developer fees.

Deleted: PS-8. The developer shall designate potential school sites for the project. If the school district reaches an agreement with the developer to purchase the designated the school sites, the school district shall be responsible to construct the sites as schools. If the school district does not purchase the sites, the developer shall develop the designated school sites consistent with the Specific Plan.

Deleted: PS-9. Library impact fees shall be paid to the City of Calimesa to cover costs associated with increased demands associated with library services resulting from the Proposed Project.

Measures Applicable Carried Forward

No measures are carried forward as written in the 2017 MMRP.

4.6.6.2 Project Mitigation Measures

There are no mitigation measures applicable to public services.

4.13.7 Level of Significance Conclusion

Threshold 4.13a The Project would have a less than significant impact related to 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.

4.13.8 References

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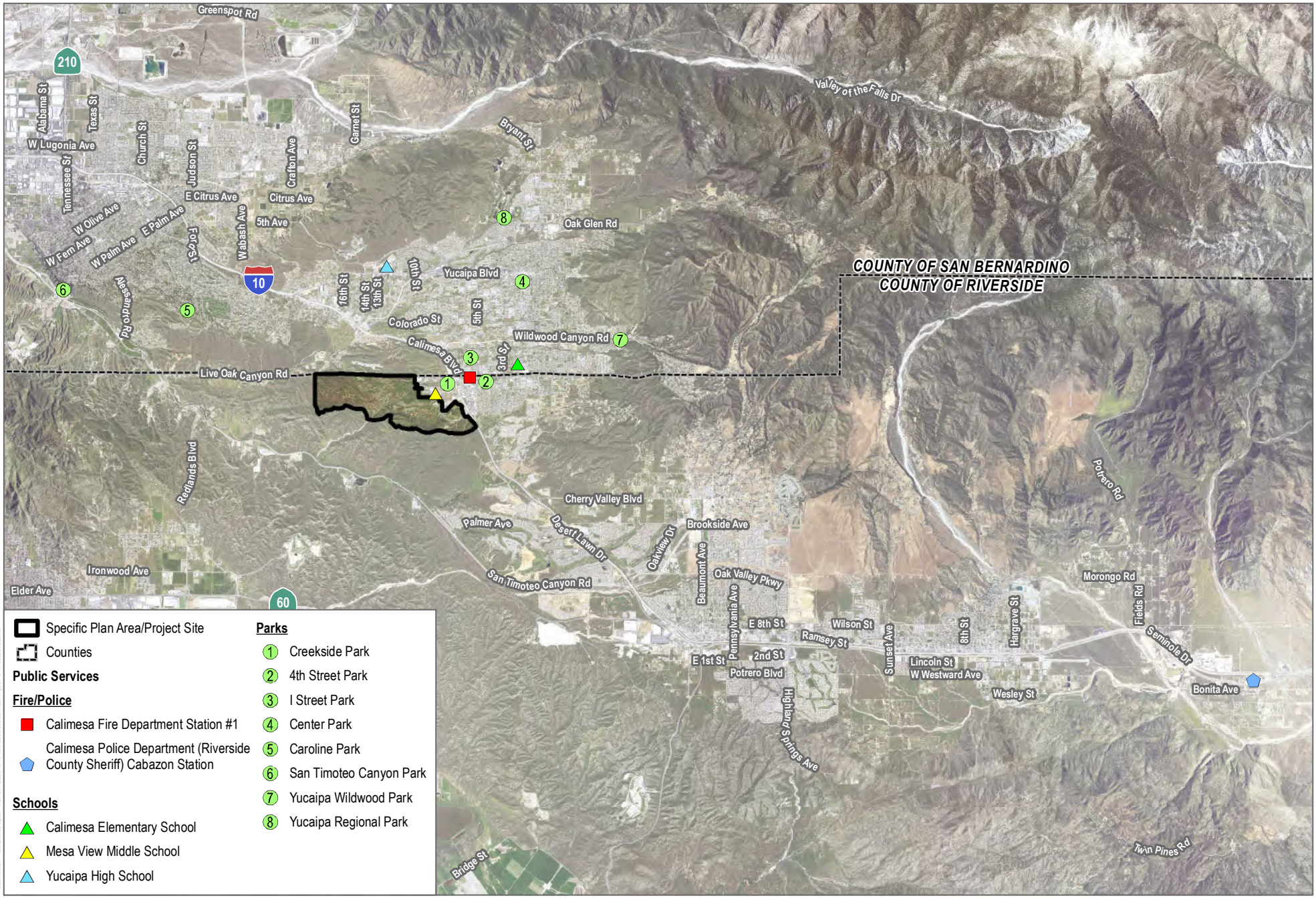

SOURCE: Riverside County; Open Street Map; NAIP

DUDEK

0 2 4 Miles

FIGURE 4.13-1

Public Services

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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4.14 Recreation

This section describes the existing recreation conditions of the Mesa Verde Specific Plan Area 2 Amendment 2 Project (Project or Specific Plan Amendment) site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, cumulative impacts and identifies mitigation measures related to implementation of the proposed Project compared to the previously approved Mesa Verde Specific Plan Area 2 Amendment 1 (2017 Specific Plan or previously approved project).

Sources from the City of Calimesa (City), California Department of Parks and Recreation, U.S. Census Bureau, and U.S. Forest Service were used in the preparation of this section. Other sources consulted are listed in Section 4.14.8, References.

4.14.1 Existing Environmental Conditions

Federal Parks

The nearest federal park is the San Bernardino National Forest, located approximately 8 miles northeast of the Project site. The San Bernardino National Forest includes hundreds of miles of hiking trails (including segments of the Pacific Crest trails), over 150,000 acres of wilderness, 49 campgrounds, 13 picnic areas, 4 winter recreation resorts, 3 wild and scenic rivers, and hundreds of archeological sites. (USFS 2024a, 2024b).

State Parks

The nearest California State Park is the Wildwood Canyon State Park, located approximately 4.3 miles to the northeast of the Project Site in the City of Yucaipa. Wildwood Canyon State Park offers the community multi-use trails for hiking and horseback riding, picnic areas, nature and wildlife viewing, and geocaching (CDPR 2023). The 900-acre park is owned and operated by the Perris Sector of the Inland Empire State Parks District (CDPR 2023).

Local and Regional Parks

There are a number of local parks in the Project vicinity, including Creekside Park, Mountainview Park, Summerwind Park, Yucaipa Wildwood Park, Bogart Park, Noble Creek Park, and I Street Park, as well as one regional park (i.e., Yucaipa Regional Park). In addition to these local and regional parks, Mesa View Middle School is directly adjacent to the Project site to the northeast and houses a number of athletic fields, run and maintained by the Yucaipa-Calimesa Joint Unified School District. Additionally, the Norton Younglove Multipurpose Senior Center is located approximately 0.6 miles to the northeast of the Project site. Table 4.14-1 below describes the local, regional, state, and national parks in proximity to the proposed Project site.

Table 4.14-1. Parks in Proximity to the Project Site

Park	Address	Distance From Project (miles)	Size (acres)	Amenities
Creekside Park	950 7th Place, Calimesa, CA	0.30	1.3	Basketball court, outdoor gym equipment, restrooms, play equipment

Table 4.14-1. Parks in Proximity to the Project Site

Park	Address	Distance From Project (miles)	Size (acres)	Amenities
Mountainview Park[a]	960 4th Street & 941 5th Street, Calimesa, CA	0.8	5.1	Current: Restrooms, Shade structure, picnic area, play equipment, walking trails, dog park Future: Pickleball courts, open grass sports area.
I Street Park	34014 Avenue I, Yucaipa, CA	0.9	11	Baseball/softball fields, basketball court, tennis courts, play structure, picnic areas, restrooms
Summerwind Park	1000 Engleman Drive, Calimesa, CA	2	6.32	Baseball/softball diamond, basketball court, walking trails, play equipment, picnic area, restrooms
Yucaipa Wildwood Park	36699 Wildwood Canyon Road, Yucaipa, CA	3.8	7.5	Picnic and play areas, equestrian staging area
Yucaipa Regional Park and Yucaipa Community Park	33900 Oak Glen Road, Yucaipa, CA	3.2	400	Three large lakes, swimming complex, water slides, snack bar, paddleboats, aquacycles, fishing, tent and RV camping, community center, ball fields
Wildwood Canyon State Park	12241 Canyon Drive, Calimesa, CA	4.3	900	Open space for hiking, equestrian, and nonmotorized biking
Bogart Park	9600 International Park Road, Cherry Valley, CA	6	600	Lake, equestrian, hiking, picknicking, group camping
Noble Creek Park	390 Oak Valley Parkway, Beaumont, CA	5	63	Softball fields, baseball diamonds, tennis courts, picnic and playground facilities, equestrian arena, recreation center
San Bernardino National Forest	Big Bear, CA	8	823,816	Camping, multi-use trails, picnic and rest areas

Source: Appendix I
a. Expansion project in progress

Project Site

The Project site is largely vacant, with the exception of a portion of Sandalwood Drive and Mustang Way and is made up of mostly undeveloped terrain with natural watercourses, mesas, valleys, canyons, and hillside areas. The Project site does not contain any existing public parks or recreational facilities but does include some undesignated and unsanctioned trails within the private property boundaries.

City of Calimesa Parkland Standard

Per Section 17.15.110(C) of City Municipal Code (CMC) and Policy OSPR-4 of General Plan, the City's parkland standard is 5 acres of developed parkland per 1,000 residents (City of Calimesa 2014). According to the City of

Calimesa Public Works Department, with the expansion of Mountainview Park, the City will have approximately 12.72 acres of parkland which is equivalent to approximately 1.11 acres per 1,000 residents (Appendix I). As such, under existing conditions, the City does not meet its required parkland ratio of 5 acres of parkland per 1,000 residents. New residential developments will be required to dedicate land for new park facilities and/or pay an in-lieu fee that can be used for acquisition of parkland as needed to meet the communitywide standard.

4.14.2 Regulatory Framework

4.14.2.1 Federal

There are no recreational federal regulations applicable to the proposed Project.

4.14.2.2 State

California Government Code, Section 66477 – Subdivision Map Act

California Government Code Section 66477, Subdivision Map Act, also referred to as the Quimby Act, permits local jurisdictions to require the dedication of land and/or the payment of in-lieu fees solely for park and recreation purposes. The required dedication and/or fee are based upon the residential density, parkland cost, and other factors. Land dedication and fees collected pursuant to the Quimby Act may be used for acquisition, improvement, and expansion of park, playground, and recreational facilities or the development of public-school grounds.

California Government Code, Section 66000.5 – Mitigation Fee Act

The Mitigation Fee Act complements the Quimby Act by allowing separate impact and recreation facilities fees to be collected so that parks can be improved, and recreation facilities can be maintained. The act also allows impact fees to be placed on non-subdivision residential developments.

4.14.2.3 Local

City of Calimesa 2014 General Plan

Chapter 7, Open Space, Parks, and Recreation of the General Plan includes goals and policies relevant to recreation and the Project. These goals and policies are listed below (City of Calimesa 2014).

Goal OSPR-1. Provide a network of open space areas that preserve natural resources and wildlife corridors to provide visual and physical relief from urban development.

Policy OSPR-1. The City shall seek the dedication, acquisition, creation, and maintenance of contiguous open space lands and trails within development projects connecting to those open space lands to provide a network of multi-use trails throughout the city.

Policy OSPR-3. Encourage open space and quasi-passive recreational uses for utility corridors and areas identified for limited building due to flood, earthquake, and landslide risk.

Goal OSPR-2. Provide a safe, comprehensive network of interconnecting off-road trails and amenities to connect new and existing neighborhoods, parks and open space areas and areas outside the City for the purposes of maintaining and enhancing opportunities for equestrian riding, bicycle riding, walking, and hiking throughout the city.

Goal OSPR-3. Develop active and passive park sites and multi-use trails that will serve all segments of the community based on reasonable service needs.

Policy OSPR-4. The City will seek to provide 5 acres of developed parkland per 1,000 residents.

Policy OSPR-6. Encourage the development of active and passive parks on open space lands not designated for habitat protection.

Policy OSPR-8. Implementation of a well-designed, interconnected system of equestrian riding, bicycle riding, and walking and hiking trails throughout the community continues to be a priority for the City (City of Calimesa 2014). For that purpose, Figure OSPR-2, "Trails Master Plan," depicts the City's desired trails system. Trail alignments are not intended to be specific and deviations from the specific location shall be allowed provided that the deviation does not eliminate a trail connection between one neighborhood and another neighborhood or area of the city, and the opportunity for a deviation in a specific location is not used by a property owner or developer to eliminate an existing trail connection or avoid providing trail connections along or across his or her property if one does not currently exist.

Policy OSPR-10. Encourage private individual endowment of specific recreational needs.

Goal OSPR-4. Develop and maintain facilities for the use of all community members for recreation, relaxation, and social interaction based on reasonable service needs.

Goal OSPR-5. Provide opportunities for the joint use of public facilities for recreational purposes.

Policy OSPR-11. Encourage the development of private recreational facilities, when appropriate, to increase the recreational opportunities available to residents.

City of Calimesa Municipal Code

Section 17.15.110, Park and recreation fees and dedications

This CMC section was adopted pursuant to Section 66477 of the Government Code, which provides for the dedication of land for park and recreational facilities as a condition of approval of a tentative map or parcel map. In accordance with CMC Section 17.15.110, whenever land that is proposed to be divided for residential use lies within the boundaries of the City, the dedication of land may be required as a condition of approval of the division of land. The City also has the option of requiring dedication of land for park purposes as a condition of approval of subdivisions of 50 parcels or more. Such dedication is intended to be in lieu of park land impact mitigation fees. Additionally, the conditions of approval of a tentative tract map subject to the provisions of Section 17.15.110 shall require the dedication of land, the payment of a fee in lieu thereof, or a combination of both for park and recreational purposes. If land is to be dedicated, the proposed dedication is required to be shown on the approved tentative map. If fees are to be paid, the conditions of approval will specify the amount of fees to be paid to the City, and the timing for such payments.

In addition, Section 17.15.110(C) establishes a standard of 5 acres of parkland per 1,000 persons residing within a subdivision. No credit is given to a subdivider for provision of natural or private open space, private parks, private recreational areas, landscaped setbacks, or landscaped road dividers within or adjacent to the proposed subdivision.

City of Calimesa Trails Master Plan

The City adopted the Trails Master Plan as part of the adoption of its General Plan in August 2014. The Trails Master Plan depicts the existing and proposed trails in the City, including conceptual trails on the Project site. The Trails Master Plan depicts proposed multi-use, equestrian, and bike trails, as well as bike lanes, hiking trails, and paseos. The Trails Master Plan map notes that trail alignments are conceptual and subject to change (City of Calimesa 2014).

4.14.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts to recreation are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to recreation would occur if the project would:

a) 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) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

4.14.4 Impacts Analysis

4.14.4.1 Summary of Previous Impact Analysis

Mesa Verde Estates Specific Plan EIR (2007)

The Mesa Verde Estates Specific Plan 2007 Final Environmental Impact Report (EIR) did not analyze the recreation impacts of the Project.

Addendum to the Mesa Verde Specific Plan EIR (2017)

The 2017 Addendum discusses the recreation impacts of the 2017 Specific Plan. It was determined that residents generated by the 200 additional dwelling units as a result of implementation of the 2017 Specific Plan would be adequately served by the 47.9 acres of parks provided onsite and would not create or accelerate substantial physical deterioration of existing recreational facilities. In the 2017 Addendum, impacts related to parks and recreational facilities were determined to be less than significant. No mitigation measures related to recreation were identified in the 2017 Addendum.

4.14.4.2 Proposed Project Impact Analysis

Threshold 4.14a. 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?

Less-than-Significant Impact. In comparison to the previously approved project, which planned for 47.9 acres of public park, the Project would provide 2.4 more acres of public parks, for a total of 50.3 acres of public parks. The 2017 Addendum provided an estimate for the total population generated by the 2017 project based on the then-current generation rate of 2.39 persons-per-household. This resulted in an estimated population of 8,724 new residents. Based on CMC Section 17.15.110(C) and General Plan Policy OSPR-4, the City's standard is to provide 5 acres of parkland per every 1,000 residents. Given this estimated population, the required parkland for the 2017 Specific Plan was 40.6 acres. The 2017 project planned 47.9 acres of parkland, which met and exceeded the City's standard for parkland per resident.

The number of proposed dwelling units (i.e. 3,650) remains the same between the 2017 Specific Plan and the proposed Project; however, based on more recent (2022) U.S. Census data, the current population generation rate is approximately 2.75 persons per household.[1] Therefore, given that the number of proposed dwelling units remains the same, but the population generation rate has increased, the number of estimated residents would increase to 10,038 (an increase of 1,314 residents), which, based on the City's standard, increases the need for public parkland to approximately 50.2 acres. The Project would provide 50.3 total acres of public parks, which meets the City's requirement of 5 acres of parkland per 1,000 Project residents. The development of parkland would occur in accordance with the phased development of the Project, with at least one park developed during each phase (refer to Figure 3-15, Occupancy Phasing Plan, in Chapter 3, Project Description of this Draft Subsequent EIR [SEIR]). As such, park facilities would be available to serve residents upon occupancy of each phase and throughout the implementation of the phased Project.

In addition to the 50.3 acres of public parks, the Project would include 16.1 acres of private recreation areas available to residents. Furthermore, per the proposed Specific Plan Amendment, all on-site multifamily developments with 12 or more dwelling units must provide at least 15 percent usable open space for passive and active recreational uses. These private recreation areas would provide additional opportunities for residents to recreate on-site so as not to 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.

As discussed above in Section 4.14.1, Existing Environmental Conditions, the City does not currently meet its required parkland ratio of 5 acres of parkland per 1,000 residents. However, the City's parkland standard is both a Citywide goal and a requirement for applicable development projects. As the Project would dedicate adequate land for on-site parks in accordance with CMC Section 17.15.110(C) and Section 66477 of the Government Code, the Project would not exacerbate or contribute to the current shortage of parkland in the City.

Regarding substantial physical deterioration of parks or recreational facilities during Project construction (prior to or concurrent with development of the proposed on-site park/recreation facilities), a small number of construction workers may visit off-site parks to eat lunch or for recreational activity after a workday. However, construction workers are temporary employees with high turnover associated with the various phases of construction, so such

[1] 10,366 City of Calimesa residents (U.S. Census 2022a) / 3,767 occupied households (U.S. Census 2022b) = approximately 2.75 persons per household.

park use would be rare and short-term. As a result, Project construction would not result in increased use of parks such that substantial deterioration would occur. Furthermore, given the similar scope of development, the Project is not anticipated to require a substantial increase in construction workers compared to the previously approved project.

In summary, although the Project is estimated to result in a higher population upon buildout compared to the 2017 Specific Plan, the Project would provide 2.4 more acres of public parkland in order to meet the increased demand on recreational facilities. Further, the Project would preserve existing on-site trails and, in support of General Plan Policy OSPR-11 (listed above in Section 4.14.2, Regulatory Framework), would develop approximately 16.1 acres of private parks, providing additional recreation options for future residents and workers on the Project site. Because new facilities would be provided to meet increased demand (in accordance with City standards), the increase in residents would not put more demand on existing park/recreational facilities in the surrounding area such that substantial physical deterioration of these facilities would occur or be accelerated. As such, impacts would be less than significant, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.14b 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?

Less-than-Significant Impact. Compared to the 2017 Specific Plan, the Project proposes to increase public parkland by 2.4 acres and increase private parkland by 7.9 acres. The Project includes seven public park sites (Planning Areas 113, 48, 49, 50, 53, 54, and 55), totaling 50.3 acres, and three private park sites (Planning Areas 46, 47, and 76), totaling 16.1 acres. Furthermore, per the proposed Specific Plan Amendment, all on-site multifamily developments with 12 or more dwelling units must provide at least 15 percent usable open space for passive and active recreational uses. The public parks would be available to the public, whereas the private parks would be managed by the Homeowners Association and available to residents of the Project site community. All the proposed park sites are planned to be interconnected through a network of public sidewalks and/or trails along the development edge. The Project does not propose any trail improvements within natural open space areas and would not promote or include access to existing off-site trails.[2] . The Specific Plan Amendment 2also envisions two types of greenways: Trail Greenways and Park Greenways. Trail Greenways may include infrastructure such as Promenade Greenways, Extended Pedestrian Zones, Trailheads, and Scenic Overlooks. Park Greenways could include infrastructure such as fitness equipment, playgrounds, splashpads, sports courts, barbeque areas, dog run, food truck venue, event plaza, shade pavilion, and/or a performance venue.

Construction of these new parks and recreational features would occur in phases over time. The construction of parks and other on-site recreational facilities could result in potentially adverse environmental effects. However, the potential effects of the on-site parks and recreational facilities are analyzed throughout this Draft SEIR, together with all other elements of the Project. The Draft SEIR includes an analysis of topics such as noise, air quality, biological resources, greenhouse gas emissions, energy, hydrology, water quality, transportation, etc. Furthermore, as discussed above under Threshold 4.14a, the public parkland provided on site is in accordance with the City's

[2] In accordance with MM-BIO-2, discussed in Section 4.3, Biological Resources of this Draft SEIR, future development shall incorporate barriers, where appropriate in individual Project designs, to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping in proposed open space and/or suitable habitat for special-status wildlife. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms. The Project shall not include any trailhead connections to existing trails within the adjacent conservation open space areas. The Project shall implement appropriate signage to inform users of the onsite trails to the importance of preservation of native flora and fauna, and shall install barriers, as appropriate, to keep people and domestic animals on the designated on-site trail system.

standard and would be adequate to serve the Project's anticipated population. As such, the Project would not require new and/or expanded off-site park or recreation facilities.

As discussed throughout this SEIR, construction of the Project may result in potentially significant impacts; however, all feasible mitigation measures have been incorporated in order to reduce the significance of the potential impacts. Therefore, impacts related to the construction of recreational facilities are addressed adequately throughout this Draft SEIR, and no additional impacts related to the construction or expansion of recreational facilities are identified or anticipated. As such, Project impacts would be less than significant, which would be consistent with the conclusion of the 2017 Addendum.

4.14.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of past, present, and reasonably foreseeable future projects are significant, the lead agency must then determine whether the project has any contribution to the cumulative impact, and if so, whether the project's incremental effect is "cumulatively considerable." The cumulative geographic study area used to assess potential cumulative recreation-related impacts is the local area surrounding the Project site. The full list of related projects applicable to this Project's cumulative analyses is provided in Section 2.6, Cumulative Projects and illustrated on Figure 2-4, Cumulative Projects, in Chapter 2, Environmental Setting of this Draft SEIR.

Threshold 4.16a - Cumulative.

Not Cumulatively Considerable. Table 2-3, Cumulative Projects, in Chapter 4, Environmental Analysis, of this Draft SEIR includes a list of cumulative development projects within the vicinity of the proposed Project ("related projects"). Most park visits originate from people's homes and residents tend to prefer using local parks out of convenience. Typically, employees are engaged in their work during the day and do not contribute notable demand for parks. As such, this cumulative analysis on parks and recreation focuses on the related projects that propose residential uses. The related projects, in conjunction with the Project, would cumulatively generate the need for additional parks and recreational facilities. As analyzed in Section 4.12, Population and Housing, of this Draft SEIR, the related projects containing residential components would have the potential to generate a cumulative population increase of 38,963 people. The related projects, including the Project's estimated 10,038 residents, would generate a total of 49,001 residents.

Pursuant to CMC Section 17.15.110 (or similar requirements within adjacent jurisdictions in accordance with Government Code Section 66477), related subdivision projects would be required to dedicate land, pay in-lieu fees, or a combination of both thereof, for park and recreational purposes. Furthermore, multifamily residential projects, apartment projects, and other residential construction in the City not subject to the dedication requirements/fees specified in Section 66477 of the Government Code would be subject to park development and recreational facility mitigation fees per CMC Chapter 18.110. The purpose these requirements is to offset the increased demand for public parks and recreational services. As such, similar to the Project, the required provision of recreational facilities (and/or payment of fees) for related projects would minimize potential impacts associated with the physical deterioration of existing facilities.

Although the Project would increase demand for parks and recreational facilities, the Project would provide adequate dedication of on-site land for the provision of public parks, in accordance with City standards, and would provide other recreational amenities and private parks to accommodate the recreation needs of Project residents on site. As such, the Project would not substantially contribute to the deterioration or accelerated deterioration of

the area's local parks and recreation facilities. Regarding related projects, with provision of required dedication of parkland and/or payment of the applicable in-lieu/mitigation fees, related projects in combination with the Project would not increase the use of existing neighborhood and regional parks such that substantial physical deterioration of the facilities would occur or be accelerated. Based on the above, the Project's contribution to cumulative impacts associated with 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 would not be cumulatively considerable. As such, cumulative impacts would be less than significant.

Threshold 4.17b - Cumulative.

Not Cumulatively Considerable. As discussed above, the related projects, in conjunction with the Project, would cumulatively generate the need for additional parks and recreational facilities, requiring the construciton or expansion of parks and recreation facilities. Some of these facilities would be developed as part of the related projects. For example, related projects 6 and 7 (Holly Hills Project), as well as 10 and 11 (Summerwind Trails Phases 2/3 and 4/5, respectively) are larger development projects, which include recreation/parkland uses. Other related projects would be subject to payment of in-lieu/mitigation fees, which could be used to develop new parks or expand existing parks off-site. However, without knowing the full extent of the cumulative park/recreational development that would occur as a result of compliance with applicable regulations, cumulative impacts due to the construction of new or expanded parks/recreational facilities are too speculative for evaluation in this Draft SEIR (CEQA Guidelines Section 15145). As discussed above in Section 4.14.4, Impact Analysis under Threshold 4.14b, the potential Project impacts associated with the construction of the proposed on-site parks and recreational facilities have been evaluated throughout the relevant sections of this Draft SEIR, and the Project would not require the development of new or expansion of existing parks/recreation facilities off site. Based on the above, the Project's contribution to cumulative impacts associated with construction or expansion of recreational facilities which might have an adverse physical effect on the environment would not be cumulatively considerable. As such, cumulative impacts would be less than significant.

4.14.6 Mitigation Measures

4.14.6.1 Previously Adopted Mitigation Measures

Measures No Longer Applicable: Deleted or Revised/Replaced

No mitigation measures related to recreation were identified in the previously adopted environmental documents.

Measures Applicable Carried Forward

No mitigation measures related to recreation were identified in the previously adopted environmental documents.

4.14.6.2 Project Mitigation Measures

No mitigation measures are required.

4.14.7 Level of Significance Conclusion

Threshold 4.14a The Project would have a less than significant impact related to the substantial deterioration of existing neighborhood or regional parks or other recreational facilities.

Threshold 4.14b The Project have a less than significant impact related to the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

4.14.8 References

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4.15 Transportation

This section describes the existing transportation conditions of the Mesa Verde Specific Plan Area 2 Amendment 2 Project (Project or Specific Plan Amendment) site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed Project compared to the previously approved Mesa Verde Estates Specific Plan, as amended by the Mesa Verde Specific Plan Area 2 Amendment 1 (SPA 13-01) that was previously adopted in 2017 (2017 Specific Plan or previously approved project). The transportation analysis shown in this section presents and uses the vehicle miles traveled (VMT) metric per California Environmental Quality Act (CEQA) requirements. A level of service (LOS) or traffic analysis was also conducted per non-CEQA and General Plan consistency requirements per City of Calimesa.

The transportation analysis including the Vehicle Miles Traveled Analysis and Traffic Analysis were prepared per requirements established by the City of Calimesa Transportation Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (City of Calimesa 2020) (City Guidelines), Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018), and the California Department of Transportation (Caltrans) Traffic Safety Bulletin 20-02-R1: Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance (Caltrans 2020a).

The following analysis of the Project's potential impacts related to VMT and traffic is based predominantly on the Mesa Verde Specific Plan Area 2 Amendment 2 Transportation Impact Assessment, prepared by Urban Crossroads, May 5, 2025 (Appendix J-1), and the Mesa Verde Specific Plan Area 2 Amendment 2 Traffic Analysis, prepared by Urban Crossroads, June 18, 2025 (Appendix J-2).

4.15.1 Existing Environmental Conditions

Existing Circulation Network

The roadway classifications and planned (ultimate) roadway cross-sections of the major roadways within the study area, as identified in the City of Calimesa General Plan Circulation Element, are described below. Figure 4.15-1, City of Calimesa Circulation Map, shows the City's General Plan roadway classifications for the City, including the Project site. The General Plan roadway classifications include: Freeway/Interstate, Major Arterial, Secondary Arterial, Collector, Residential Collector and Minor Road.

Caltrans is the state agency responsible for the maintenance of freeways and State highways. Interstate (I)-10 is a six-lane divided freeway facility that provides regional access to the City of Calimesa and has interchanges at County Line Road and Sandalwood Road in the vicinity of the Project.

Major Arterials are four-to-six-lane divided roadways (typically divided by a raised median or painted median) with a 92-foot right-of-way and a 76-foot curb-to-curb measurement. These roadways serve both regional through-traffic and inter-city traffic and typically direct traffic onto and off of the freeways. The following study area roadways within the City of Calimesa are classified as a Major Arterial (Appendix J-2):

- County Line Road, between 7th Place and Calimesa Boulevard
- Sandalwood Drive, between Interstate (I) 10 Eastbound Ramps and Beckwith Avenue
- Singleton Road, between Roberts Road and Beckwith Avenue
- Calimesa Boulevard

Secondary Arterials are two-to-four-lane divided roadways (typically divided by a raised median or painted median) with an 88-foot right-of-way and a 72-foot curb-to-curb measurement. These roadways serve in a similar manner to major arterials except that secondary arterials carry less total traffic, less non-local through traffic, and a relatively greater proportion of local traffic. The following study area roadways within the City of Calimesa are classified as a Secondary Arterial (Appendix J-2):

- County Line Road, west of 7th Place and east of Calimesa Boulevard
- Singleton Road, east of Beckwith Avenue

Collectors are two lane roadways with a 52-foot right-of-way and a 40-foot curb-to-curb measurement. These roadways function as feeder routes to carry traffic from the arterial system to the local system, but should carry only very minimal levels of non-local through traffic.

Residential Collector are two lane roadways with a 52-foot right-of-way and a 40-foot curb-to-curb measurement. These roadways function similar to a local street, although it would generally have less fronting land uses than a local street and would also function as connection for a limited number of local trips to the arterial system.

Exhibit 1-12 in Appendix J-2 illustrates the Project's Roadway Cross-sections and modifications to the above-mentioned roadway classifications per the Specific Plan Amendment that are included in the Project.

Transit Service

The Riverside Transit Agency is the transit agency that serves the Riverside County and there are bus and regional transit service options available within the City of Calimesa. Omnitrans is the agency that coordinates transit services throughout San Bernardino County and portions of Riverside County, which includes the City of Calimesa. At present, the Project site is not served by any transit routes. The only Omnitrans route that provides service near the Project site is Route 319, located east of the Project site (Appendix J-2). The nearest bus stops are on County Line Road, approximately one mile northeast of the Project site, and on 54th Street, approximately one mile east of the Project site, as shown on Figure 4.15-2, Existing Omnitrans Routes.

Bicycle and Pedestrian Facilities

There are currently limited pedestrian facilities and no bicycle facilities in the study area. Figure 4.15-3, Pedestrian Facilities within the Study Area, presents the sidewalks that are located in the vicinity of the Project site. The City of Calimesa has bicycle lanes painted adjacent to existing roadways. There are no facilities in the community for bikes only; however, the City does maintain a series of multi-use trails, which accommodate bicycles as well as pedestrians (City of Calimesa 2014).

The study area for the Mesa Verde Specific Plan Area 2 Amendment 2 Traffic Analysis (Traffic Analysis; Appendix J-2) includes the Project area and the intersections surrounding the I-10 interchanges with County Line Road, with Sandalwood Drive, and with Singleton Road. Within the Traffic Analysis study area there are currently three crosswalks on Sandalwood Drive, two at the I-10 on- and off-ramps and one at the intersection of Sandalwood Drive and Calimesa Boulevard. In addition, there are sidewalks along County Line Road at the I-10 on- and off-ramps, along Sandalwood Drive and at the intersection of Sandalwood Drive and Calimesa Boulevard (Appendix J-2).

Vehicle Miles Traveled and Traffic Analysis Zone

CEQA Section 15064.3(a), Purpose, established vehicle miles traveled as the most appropriate measure of transportation impacts. The subdivision (a) defines vehicle miles traveled as "the amount and distance of automobile travel attributable to a project." The term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. For land use projects and plans, such as the Project, based on the predominant use, the following VMT efficiency metrics and method of estimation can be used (Appendix J-1):

> **Total VMT per Service Population**: The total VMT to and from all zones in the geographic area are divided by the total service population to get the efficiency metric of VMT per service population. The total service population is the sum of the number residents and the number of employees.
>
> **Home-based VMT per capita:** All home-based auto vehicle trips are traced back to the residence of the trip-maker (non-home-based trips are excluded) and then divided by the population within the geographic area to get the efficiency metric of home-based VMT per capita (or per resident).
>
> **Home-based Work VMT per employee**: All auto vehicle trips between home and work are counted, and then divided by the number of employees within the geographic area to get the efficiency metric of home-based work VMT per employee.

The traffic analysis zone (TAZ) is the spatial unit (or geographical area) within which travel behavior and traffic generation are estimated in a travel demand model. The Riverside County's travel demand forecasting model (RIVCOM) Version that has been used in the VMT analysis of the Project. The RIVCOM model is a complex system that analyzes road networks, socio-economic data, driver behavior, and goods movement to predict where traffic flow will occur as the population grows and changes. While the RIVCOM model covers the entire Southern California Association of Governments (SCAG) region, Riverside County is the focus of analysis, and the model data is more disaggregated within the County as opposed to other areas of the region (WRCOG 2023).

4.15.2 Regulatory Requirements

4.15.2.1 Federal

There are no applicable federal regulations.

4.15.2.2 State

Senate Bill 743

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline the review under the CEQA process for several categories of development projects including the development of infill projects in transit priority areas and to balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions. SB 743 adds Chapter 2.7: Modernization of Transportation Analysis for Transit Oriented Infill Projects to the CEQA Statute (California Public Resources Code Section 21099). Section 21099(d)(1) provides that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered

significant impacts on the environment. In addition, SB 743 mandates that alternative metric(s) for determining impacts relative to transportation shall be developed to replace the use of LOS in CEQA documents.

In the past, environmental review of transportation impacts focused on the delay that vehicles experience at intersections and on roadway segments, which is often measured using LOS. Mitigation for impacts on vehicular delay often involves increasing capacity such as widening a roadway or the size of an intersection, which in turn encourages more vehicular travel and greater pollutant emissions. Additionally, improvements to increase vehicular capacity can often discourage alternative forms of transportation such as biking and walking. SB 743 directed the OPR to develop an alternative metric(s) for analyzing transportation impacts in CEQA document. The alternative shall promote the state's goals of reducing greenhouse gas emissions and traffic-related air pollution, promoting the development of multimodal transportation system, and providing clean, efficient access to destinations. Under SB 743, it was anticipated that the focus of transportation analysis will shift from vehicle delay to VMT within transit-priority areas (i.e., areas well served by transit).

Pursuant to SB 743, OPR released the draft revised CEQA Guidelines in November 2017, recommending the use of VMT for analyzing transportation impacts. Additionally, OPR released Updates to Technical Advisory on Evaluating Transportation Impacts in CEQA, to provide guidance on VMT analysis. In this Technical Advisory, OPR provides its recommendations to assist lead agencies in screening out projects from VMT analysis and selecting a significance threshold that may be appropriate for their particular jurisdictions. While OPR's Technical Advisory is not binding on public agencies, CEQA allows lead agencies to "consider thresholds of significance … recommended by other public agencies, provided the decision to adopt those thresholds is supported by substantial evidence" (CEQA Guidelines Section 15064.7[c]).

In December 2018, the CEQA Guidelines were updated to add new Section 15064.3, Determining the Significance of Transportation Impacts, that describes specific considerations for evaluating a project's transportation impacts using the VMT methodology. This new methodology is required to be used for projects beginning on July 1, 2020.

CEQA Guidelines Section 15064.3(b) is divided into four alternatives for approaching VMT, including for Land Use Projects, Transportation Projects, Qualitative Analysis, and Methodology. The Project is a land use development, therefore 15064.3(b)(1) would apply and transportation impacts have been assessed using the VMT metric, as follows:

(1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

Caltrans

As the owner and operator of the State Highway System, the State of California Department of Transportation (Caltrans) implements established state planning priorities in all functional plans, programs, and activities. Caltrans has the responsibility to coordinate and consult with local jurisdictions when proposed local land use planning and development may impact state highway facilities. Pursuant to Section 21092.4 of the Public Resources Code (PRC), for projects of statewide, regional, or area-wide significance, the lead agency shall consult with transportation planning agencies and public agencies that have transportation facilities which could be affected by the project.

Caltrans Draft Transportation Impact Study Guide replaced the Guide for the Preparation of Traffic Impact Studies (Caltrans 2002). Per the 2020 Transportation Impact Study Guide, Caltrans' primary review focus is VMT, replacing LOS as the metric used in CEQA transportation analyses (Caltrans 2020b). Caltrans recommends use of OPR's recommended thresholds and guidance on methods of VMT assessment found in OPR's Technical Advisory (OPR 2018) for land use projects. In addition to VMT, the 2020 Transportation Impact Study Guide states that it may request a targeted operational and safety analysis to address a specific geometric or operational issue related to the State Highway System and connections with the State Highway System.

4.15.2.3 Regional

Sustainable Communities Strategies: Senate Bill 375

SCAG develops the Regional Transportation Plan (RTP), which presents the transportation vision for Los Angeles, Orange, San Bernardino, Imperial, Riverside, and Ventura Counties. SB 375 was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing and environmental planning. Under the law, SCAG is tasked with developing a Sustainable Communities Strategy (SCS), an element of the RTP that provides a plan for meeting emissions reduction targets set forth by the California Air Resources Board. The SCS outlines the plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures.

The RTP/SCS is updated every four years and SCAG adopted its current RTP/SCS, Connect SoCal 2024, in April 2024 (SCAG 2024). The vision and goals for Connect SoCal 2024 are rooted in the direction set forth by Connect SoCal 2020. The Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with policies and strategies for achieving the region's shared goals through 2050. Goals and subgoals for year 2050 pertain to building and maintaining an integrated multimodal transportation network; developing, connecting, and sustaining livable and thriving communities; creating a healthy region for the people today and tomorrow; and supporting a sustainable, efficient, and productive regional economic environment that provides opportunities for all people. The Mobility Policies and Strategies in Connect SoCal 2024 include System Preservation and Resilience, Complete Streets, Transit and Multimodal Integration, Transportation Systems Management, and Transportation Demand Management.

County of Riverside Congestion Management Program

The passage of Proposition 111 in June 1990 established a process for each metropolitan county in California that has an urbanized area with a population over 50,000 (which would include the County of Riverside) to prepare a Congestion Management Program (CMP). Additionally, the passage of Proposition 111 provided additional transportation funding through a $0.09 per gallon increase in the state gas tax. The Riverside County Transportation Commission was designated as the Congestion Management Agency in 1990, and therefore, prepares the CMP updates.

Although implementation of the CMP was made voluntary by the passage of Assembly Bill 2419, the CMP requirement has been retained in all five urbanized counties within the SCAG region. In addition to their value as a

transportation management tool, CMPs have been retained in these counties because of the federal Congestion Management System requirement that applies to all large, urban areas that are not in attainment of federal air quality standards. These counties recognize that the CMP provides a mechanism through which locally implemented programs can fulfill most aspects of a regional requirement that would otherwise have to be addressed by the regional agency (for the County of Riverside, SCAG).

The CMP is prepared by the Riverside County Transportation Commission and developed in consultation with the county and cities in Riverside County and is an effort to more directly align land use, transportation, and air quality management efforts and to promote reasonable growth management programs that effectively use statewide transportation funds while ensuring that new development pays its fair share of needed transportation improvements (RCTC 2011).

Per the CMP-adopted LOS standard of E, when a CMP facility falls to LOS F, a deficiency plan is required. Preparation of a deficiency plan would be the responsibility of the local agency where the deficiency is located. Other agencies identified as contributors to the deficiency would also be required to coordinate with the development of the plan. The plan must contain mitigation measures, including transportation demand management strategies and transit alternatives, and a schedule of mitigating the deficiency. To ensure that the Congestion Management System is appropriately monitored to reduce the occurrence of CMP deficiencies, it is the responsibility of local agencies, when reviewing and approving development proposals, to consider the traffic deficiencies on the Congestion Management System. The CMP was most recently updated in 2019 as part of the Riverside County Long Range Transportation Study by Riverside County Transportation Commission (VRPA Technologies, Inc. 2019). However, there are no study area intersections in the Project's Traffic Analysis that are identified as a Riverside County CMP intersection.

Riverside County Transportation Commission

Riverside County Transportation Commission advocates for state and federal policy and funding decisions that enable the Commission to implement Measure A, the RTP/SCS, and adopted plans and programs, comply with state and federal requirements, and provide greater mobility, improved quality of life, operational excellence, and economic vitality in Riverside County (RCTC 2023).

Riverside Transit Agency

The Riverside Transit Agency is the Consolidated Transportation Service Agency for western Riverside County and is responsible for coordinating transit services throughout the approximate 2,500 square mile service area, providing driver training, assistance with grant applications and development of Short Range Transit Plans. The Riverside Transit Agency provides both local and regional services throughout the region with 32 local routes, three CommuterLink express routes, on-demand GoMicro microtransit service and Dial-A-Ride services using 277 vehicles (RTA 2023). The City of Calimesa is one of its member jurisdictions and other cities include Banning, Beaumont, Canyon Lake, Corona, Eastvale, Hemet, Jurupa Valley, Lake Elsinore, Menifee, Moreno Valley, Murrieta, Norco, Perris, Riverside, San Jacinto, Temecula, Wildomar and part of the unincorporated areas of Riverside County.

Transportation Uniform Mitigation Fee

Western Riverside Council of Governments (WRCOG) is responsible for establishing and updating the Transportation Uniform Mitigation Fee (TUMF) program. TUMF is a multijurisdictional impact fee program that funds transportation improvements on a regional and sub-regional basis associated with new growth. All new development in each of

the participating jurisdictions is subject to TUMF, based on the proposed intensity and type of development. TUMFs are submitted by the applicant and are passed on to WRCOG as the ultimate program administrator. TUMF funds are distributed on a formula basis to the regional, local, and transit components of the program. The City of Calimesa participates in the TUMF program.

The TUMF program is based upon a regional Nexus Study and the initial study was completed in early 2003, updated in 2009 and then in 2016 to address major changes in right-of-way acquisition and improvement cost factors. TUMF identifies a network of backbone and local roadways that are needed to accommodate growth through 2040. This regional program was put into place to ensure that development pays its fair share and that funding is in place for construction of facilities needed to maintain the requisite LOS and critical to mobility in the region. TUMFs and other applicable fair-share contributions are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected vehicle trip increases.

The TUMF was recently revised and adopted by WRCOG Executive Committee on September 9, 2024. A major distinction between data used for the TUMF Nexus Study 2016 Update and the SCAG 2020 RTP/SCS data used for this 2024 Update is the change in the base year from 2012 to 2018, as well as the change in the horizon year from 2040 to 2045. This shift in the base year and horizon year demographic assumptions of the program carries through all aspects of the nexus analysis, including the travel demand forecasting, network review and fee calculation (WRCOG 2024).

A few of the facilities where the Project is anticipated to be cumulatively contribute to operational deficiencies are planned for improvements through the TUMF Program. The Project Applicant will be subject to the TUMF program and will pay the requisite TUMF at the rates then in effect. The Project Applicant's payment of the requisite TUMF at the rates then in effect pursuant to the TUMF Program will mitigate its contribution to deficiencies to TUMF-funded facilities.

4.15.2.4 Local

City Of Calimesa Development Impact Fee Program

The City of Calimesa has created its own local DIF program to impose and collect fees from new residential, commercial, and industrial development for the purpose of funding roadways and intersections necessary to accommodate City growth as identified in the City's General Plan Circulation Element. The City's DIF includes a Regional Circulation System Fee to comply with Measure "A" and a Local Circulation System Fee to address transportation improvements which are locally significant. The fee schedule was updated in April 2022 and is adjusted based upon changes in the construction cost index. Under the City's DIF program, the City may grant developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the DIF program.

The timing to use the DIF is established through periodic capital improvement programs which are overseen by the City's Public Works Department. Periodic traffic counts, review of traffic accidents, and a review of traffic trends throughout the City are also periodically performed by City staff and consultants. The City uses this data to determine the timing of implementing the improvements listed in its facilities list. The City also uses this data to ensure that the improvements listed on the facilities list are constructed before the LOS falls below the LOS performance standards adopted by the City. In this way, the improvements are constructed before the LOS falls below the City's LOS performance thresholds.

The Project Applicant will be subject to the City's DIF program and will pay the requisite DIF at the rates then in effect; payment of the requisite DIF will mitigate impacts to DIF-funded facilities. After the City's DIF are collected, they are placed in a separate interest-bearing account pursuant to the requirements of Government Code § 66000 et seq. The timing to use the DIF is established through periodic capital improvement programs which are overseen by the City's Public Works Department.

City of Calimesa 2014 General Plan

The City of Calimesa 2014 General plan includes the following goals and policies related to Transportation and Mobility.

Goal TM-1	A Transportation system that ensures the safe and efficient movement of people and goods throughout the city.
Goal TM-2	Public transit services, trails, paths, and pedestrian amenities that promote the mobility of Calimesa residents and provide a reasonable alternative to the personal automobile.
Goal TM-3	Seek to establish an area-wide multi- use system of pedestrian, equestrian, hiking, and bicycling trails, with linkages to parks and the trail systems of adjacent jurisdictions.
Goal TM-4	Promote mobility for the disabled, in accordance with state and federal law.

The policies and action items designated with (MM) provide mitigation for impacts identified through the Environmental Impact Report analysis prepared for the General Plan.

General Circulation

Policy TM-1.	Provide for roadways in accordance with the Circulation Plan (Figure TM-1).
Policy TM-2.	Roadway classifications shown on the Circulation Plan are defined in Table TM-A. These are defined as streets in an area to be covered in the future by a specific plan.
Policy TM-3.	Strive to construct streets in accordance with the City's standard street classifications. (MM)
Policy TM-4:	Maintain and rehabilitate roadways to preserve and improve the quality of city streets and thoroughfares that promote access and mobility between residential neighborhoods, employment centers, shopping, and health services. (MM)
Policy TM-5:	Design each roadway with sufficient width to accommodate projected traffic at acceptable service levels, based on the intensity or density of planned land uses. (MM)
Policy TM-6:	Access points must be located a sufficient distance away from major intersections to allow for safe, efficient operation. (MM)
Policy TM-7:	Seek to maintain level of service C on all City-maintained roads. A peak-hour level of service of D, or lower, may be allowed on City-maintained road segments in commercial and employment areas or any combination of major highways, urban arterials, secondary highways, or freeway ramp intersections. (MM)
Policy TM-8:	Alternative levels of service may be allowed on intersections in planned development or similar identified mixed-use areas that demonstrates links to transit, trails, and alternative transportation and comfortable walking distance to goods and services. (MM)

Policy TM-9: The City will include the public in all aspects of transportation planning and its development process.

Regional Mobility

Policy TM-10: Support the development of the Short- and Long-Range Transit Plans. (MM)

Trip Reduction/Travel Demand Management

Policy TM-11: Reduce vehicle trips through design and changes in operations. (MM)

Multi-Use Trails

Policy TM-13: Provide for the development of multi-use equestrian, pedestrian, and hiking trails that provide a linkage with regional facilities. (MM)

City of Calimesa Conditions of Approval

The Applicant/Developer would be responsible for the Project's off-site fair share improvement costs, including roads, interchange improvements, water, wastewater, drainage, and other applicable improvements related to the Project. The percentage of fair share improvement costs would be negotiated and defined in the Development Agreement with the City of Calimesa, and/or other appropriate agencies.

As required by the WRCOG, the TUMF is an obligation that must be met on all new development in Western Riverside County. The TUMF fee goes toward providing improvements to improve local traffic and must be paid prior to issuance of a certificate of occupancy. The WRCOG developed and administers the TUMF program.

The DIF program that must be paid to the City prior to the issuance of any building permits or other initial entitlement of use. The City's DIF covers law enforcement facilities, fire protection facilities, streets and traffic facilities, storm drainage facilities, general government facilities, library space and collection items, parkland and park improvements.

4.15.3 Thresholds of Significance

4.15.3.1 CEQA Appendix G Guidelines

The significance criteria used to evaluate the Project impacts to transportation are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to transportation would occur if the Project would:

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.
b) Conflict or be inconsistent with CEQA Guidelines § 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.

4.15.3.2 Other Applicable Thresholds

VMT Impact Thresholds

The following are the City's thresholds of significance or purposes of determining a potentially significant impact to transportation pursuant to CEQA, a project would result in a significant project-generated impact if either of the following conditions are satisfied:

- The baseline project-generated VMT per service population exceeds the City of Calimesa General Plan Buildout VMT per service population, or
- The cumulative project-generated VMT per service population exceeds the City of Calimesa General Plan Buildout VMT per service population.

Additionally, the Project's effect on VMT would be considered significant if it results in the following condition to be satisfied:

- The cumulative link level boundary Citywide VMT per service population increases under the plus project condition compared to the no project condition.

The City Guidelines notes that the cumulative no project shall reflect the adopted RTP/SCS; as such, if a project is consistent with the SCAG RTP/SCS, then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence.

Hazardous Features (Project Access and Off-Ramp Queuing)

Caltrans' Traffic Safety Bulletin 20-02-R1: Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance, December 2020, applies to proposed land use projects and plans affecting the state highway system (Caltrans 2020a). The intent of the Interim Safety Review is to provide an outline for when queuing should be reviewed for traffic safety impacts. A review does not necessitate the need for traffic safety mitigation but evaluates whether a significant safety impact based on speed differential would occur, and then the significance of that traffic safety impact by the project must be determined on a case-by-case basis.

Per Appendix A Freeway Queuing Analysis (based on City of Los Angeles Interim Guidance for freeway Safety Analysis) included in the Caltrans guide, if the Project adds two or more car lengths to the ramp queue in the peak hour that will extend into the freeway mainline, then the location must be reviewed for traffic safety impacts which include a review for speed differential between the off-ramp queue and the mainline of the freeway during the same peak hour.

The Interim Safety Review Guidance realizes the fluid nature of freeway exit ramp queuing, and the difficulty in developing a nexus to any one project. Therefore, no methodology for fair share mitigation, as it relates to freeway exit ramp queuing is provided in the current guidelines.

4.15.4 Impacts Analysis

4.9.4.1 Summary of Previous Impact Analysis

Mesa Verde Estates Specific Plan EIR (2007)

The 2007 Final Environmental Impact Report (EIR) concluded that residential and commercial land uses associated with buildout of the 2007 approved project would generate approximately 50,946 vehicle trips per day and an estimated 3,967 vehicles per hour during the AM peak period and 5,027 vehicles per hour during the PM peak hour. The 2007 Final EIR explains that the region is projected to undergo significant growth through 2030 and therefore major highway and roadway improvements would be necessary in advance of construction of facilities on the project site. Mitigation measures were provided in the 2007 Final EIR that were designed to alleviate traffic and circulation impacts. However, the 2007 Final EIR concluded that, despite mitigation, select intersections would operate below LOS C during Phase 3 of the project and would continue to operate below that level at project buildout. Therefore, traffic impacts of the project were identified as significant and unavoidable.

Addendum to the Mesa Verde Specific Plan EIR (2017)

The 2017 Specific Plan was approved for 3,650 dwelling units, which were estimated to generate 47,782 daily trips, an estimated 3,510 vehicles per hour during the AM peak period and 4,860 vehicles per hour during the PM peak hour. Impacts to transportation were reanalyzed in the 2017 Addendum and mitigation measures were modified to reflect changes in the amount and distribution of traffic that would be generated by the 2017 Specific Plan when compared to the 2007 approved project. Modifications to the original mitigation measures to reflect changes to the necessary traffic improvements were based on the traffic analysis prepared for the 2017 Specific Plan. Table 4.15-1 provides a comparison between the 2007 approved project and 2017 Specific Plan's trip generation.

Table 4.15-1. Trip Generation Comparison – 2007 and 2017 EIR

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
2007 Specific Plan	1,456	2,511	3,967	2,888	2,139	5,027	50,946
2017 Specific Plan	1,159	2,351	3,510	2,862	1,998	4,860	47,782
2017 Specific Plan (External Off-Site Trips)	688	1,882	2,570	2,263	1,401	3,664	35,928

Sources: City of Calimesa2007 and Urban Crossroads 2016

The differences between the 2007 approved project and the 2017 Specific Plan were determined to be less than significant and with mitigation, all intersections would operate at acceptable LOS; therefore, the significant unavoidable impact from the 2007 approved project was eliminated.

The state's adoption of SB 743 and subsequent adoption of CEQA Guidelines section 15064.3 provide that traffic delay under an LOS metric is no longer considered a significant environmental impact under CEQA. State law now requires the use of a VMT metric for land use development projects, which is intended to promote the state's goals of reducing greenhouse gas emissions and traffic-related air pollution, while promoting the development of multimodal transportation system, and providing clean, efficient access to destinations. However, as relates to

subsequent CEQA review, the recent case of *Olen Properties Corp. v. City of Newport Beach* (2023) 93 Cal.App.5th 270, clarifies that agencies are not required to undertake a VMT study where an LOS study was previously prepared, but instead have discretion to provide an apples-to-apples comparison to the prior LOS analysis. This is because the change to the law and CEQA Guidelines is not considered "new information" triggering subsequent environmental review under Public Resources Code section 21166.

Here, this CEQA transportation impact analysis presents and uses the current VMT metric to best evaluate and disclose Project impacts in a manner consistent with current state law and policies. A summary of Project's Traffic Analysis using the LOS metric is provided consistent with City requirements and for informational purposes in Appendix J-2, which allows for an apples-to-apples comparison to the prior analyses. However, a direct comparison with 2017 project in terms of project trip distribution, assignment and resulting roadway and intersection configurations and recommended improvements is not required due to the extent of change to the project land uses and intensity, site plan and proposed phasing.

4.9.4.2 Proposed Project Impact Analysis

Threshold 4.15a ***Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***

Less-Than-Significant Impact. In December 2018, CEQA Guidelines were updated to include a threshold for evaluating traffic impacts using the VMT methodology. This new methodology was required to be used statewide beginning on July 1, 2020. This section summarizes the methodologies used to perform the VMT analysis. The methodologies described are consistent with OPR and WRCOG guidelines and City Guidelines, May 2020.

Project Trip Generation

The trip generation rates used to estimate vehicle trips for the proposed Project are based upon information collected by the Institute of Transportation Engineers as provided in their latest Trip Generation Manual, 11th Edition, 2021. As shown in Table 4.15-2, the proposed Project is anticipated to generate a total of 60,090 two-way trips per day with 5,147 AM peak hour trips and 7,263 PM peak hour trips (actual vehicles). Table 4.15-3 shows that the proposed Project is anticipated to generate a net total of 61,580 two-way passenger car equivalent (PCE) vehicle trip-ends per day with 5,234 PCE AM peak hour trips and 7,349 PCE PM peak hour trips.

Table 4.15-2. Project Trip Generation Summary (Actual Vehicles)

Land Use	Quantity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
High-Cube Fulfillment Center (Sort)	1,400.000	TSF	987	231	1,218	655	1,025	1,680	9,018
General Light Industrial	2,800.000	TSF	1,824	248	2,072	255	1,565	1,820	13,638
Single Family Detached Residential	2,860	DU	521	1,481	2,002	1,694	995	2,689	26,970
Multifamily Residential	790	DU	76	240	316	254	149	403	5,326
Fire Station/Public Works Facility	16.5	AC	13	3	16	3	12	15	114
Parks	66.5	AC	67	67	133	133	133	266	3,326
Elementary School	1,200	STU	480	408	888	88	104	192	2,724
Shopping Center	300.000	TSF	207	126	333	618	669	1,287	13,452
General Office	240.000	TSF	321	44	365	59	287	346	2,602
Internal Capture Trip Reductions			*-1,098*	*-1,098*	*-2,196*	*-717*	*-717*	*-1,435*	*-17,080*
Total Project Buildout Trips (Actual Vehicles)			**3,398**	**1,750**	**5,147**	**3,042**	**4,222**	**7,263**	**60,090**

Source: Appendix J-2
Notes: Trip generation rates used are based on Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021).
[1] TSF = thousand square feet; DU = dwelling units; AC = acres; STU = students

Table 4.15-3. Project Trip Generation Summary (PCE)

Land Use	Quantity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
High-Cube Fulfillment Center (Sort)	1,400.000	TSF	1,008	253	1,261	676	1,047	1,723	9,428
General Light Industrial	2,800.000	TSF	1,851	265	2,116	276	1,587	1,863	14,718
Single Family Detached Residential	2,860	DU	521	1,481	2,002	1,694	995	2,689	26,970

Table 4.15-3. Project Trip Generation Summary (PCE)

Land Use	Quantity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Multifamily Residential	790	DU	76	240	316	254	149	403	5,326
Fire Station/Public Works Facility	16.5	AC	13	3	16	3	12	15	114
Parks	66.5	AC	67	67	133	133	133	266	3,326
Elementary School	1,200	STU	480	408	888	88	104	192	2,724
Shopping Center	300.000	TSF	207	126	333	618	669	1,287	13,452
General Office	240.000	TSF	321	44	365	59	287	346	2,602
Internal Capture Trip Reductions			*-1,098*	*-1,098*	*-2,196*	*-717*	*-717*	*-1,435*	*-17,080*
Total Project Buildout Trips (PCE)			**3,446**	**1,789**	**5,234**	**3,084**	**4,266**	**7,349**	**61,580**

Source: Appendix J-2
Notes: Trip generation rates used are based on Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021).
[1] TSF = thousand square feet; DU = dwelling units; AC = acres; STU = students

A comparison between the vehicle trips previously evaluated as part of the approved 2017 Specific Plan and the proposed Project are presented in Table 4.15-4. the currently approved land uses are estimated to generate a net total of 35,928 two-way trips per day with 2,570 AM peak hour trips and 3,664 PM peak hour trips (external off-site trips). The proposed Project is anticipated to generate an additional 25,652 external two-way trips per day, along with 2,664 additional trips in AM peak hour and 3,685 additional PM peak hour trips as compared to the 2017 Specific Plan. The additional vehicle traffic is in part being accommodated by a new access to the Project via County Line Road extending east to the I-10 Freeway, which originally was restricted to emergency vehicle access in the approved 2017 Specific Plan.

Table 4.15-4. Trip Generation Comparison

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
2017 Specific Plan	688	1,882	2,570	2,263	1,401	3,664	35,928
Proposed Project Buildout (PCE)	3,446	1,789	5,234	3,084	4,266	7,349	61,580
Difference	**2,758**	**-93**	**2,664**	**821**	**2,865**	**3,685**	**25,652**

Source: Appendix J-2

Vehicle Miles Traveled (CEQA Analysis)

In December 2018, CEQA Guidelines were updated to include a threshold for evaluating traffic impacts using the VMT methodology. This new methodology was required to be used statewide beginning on July 1, 2020. This section summarizes the methodologies used to perform the VMT analysis. The methodologies described are consistent with OPR and City's Guidelines.

Beginning July 1, 2020, lead agencies must comply with CEQA Guidelines Section 15064.3, "Determining the Significance of Transportation Impacts". The Updated CEQA Guidelines state that "generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts" and define VMT as "the amount and distance of automobile travel attributable to a project." It should be noted that "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. OPR has clarified in the Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018) (Technical Advisory) and recent informational presentations that heavy-duty truck VMT is not required to be included in the estimation of a project's VMT. Other relevant considerations may include the effects of the project on transit and non-motorized traveled.

Based on OPR's Technical Advisory, WRCOG prepared a WRCOG SB 743 Implementation Pathway Document Package (WRCOG 2019) to assist its member agencies with implementation tools necessary to adopt analysis methodology, impact thresholds and mitigation approaches for VMT. To add to the previous work effort, WRCOG, in February 2020, released its Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (WRCOG Guidelines), which provides specific procedures for complying with the new CEQA requirements for VMT analysis (WRCOG 2020). Subsequently, the City adopted City of Calimesa Transportation Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment in May 2020 (City TIA Guidelines). For the purposes of the proposed Project analysis, the recommended VMT analysis methodology and thresholds identified within the City's TIA Guidelines were used.

Screening for Land Use Projects

The City guidance suggests that three types of screening can be applied to effectively screen projects from project-level assessment. The Project does not meet any of the screening criteria as explained below:

- **Transit Priority Area Screening**: Projects located within a transit priority area (i.e., within a half mile of an existing major transit stop or an existing stop along a high-quality transit corridor) are presumed to have less than significant impact on VMT.
- **Low VMT Area Screening:** Land use projects located within a low VMT generating zone that can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area are presumed to have a less than significant VMT impact.
- **Project Type Screening:** Local-Serving Retail under 50,000 square feet, Local Essential Services, and projects generating less than 110 daily vehicle trips are presumed to have a less than significant impact on VMT. As shown in Table 4.15-2, with the proposed land uses, the Project is anticipated to generate a total of 60,090 daily trips. Since the Project generates more than 110 trips per day, it cannot be assumed to cause a less-than-significant transportation impact.

Based on the above-described screening criteria, the Project requires a detailed Project-level VMT analysis. An assessment of the Project's VMT impact under base year and cumulative conditions has been conducted using following methodology. It should be noted that even though the proposed schools and fire station/public works facility are each eligible for Project Type Screening, they have been included in the project-level VMT analysis in order to fully account for Project-generated VMT.

Methodology for VMT Analysis

For large projects such as the proposed Project, model-based approach (tour- or trip- based travel demand models) offer the best methods for assessing VMT and for comparing those assessments to VMT thresholds. WRCOG Guidelines identifies RIVCOM as the appropriate tool for conducting VMT analysis for land development projects in this region. WRCOG is the developer/owner of RIVCOM and recently launched the new modeling tool for use by its member agencies in August 2021. RIVCOM is a trip-based model that has been developed using SCAG's Sub-Regional Model Development Tool.

City Guidelines states that RIVCOM is the preferred tool for conducting VMT analysis for land use projects in the City of Calimesa. RIVCOM version 4.0 was released in February 2024 and is the most current sub-regional modeling tool for Western Riverside County. RIVCOM is a useful tool to estimate VMT as it considers interaction between different land uses based on socio-economic data such as population, households, and employment. The calculation of VMT for land use projects is based on the total number of trips generated and the average trip length of each vehicle type.

For the purposes of this analysis and consistent with City Guidelines, VMT has been estimated using the Origin/Destination method and Boundary method. For both methods, VMT is presented as total VMT and VMT per Service Population (e.g., population plus employment). Total VMT is an estimate of total vehicle travel and considers all vehicle trips and trip purposes; whereas VMT per service population (SP) is an efficiency metric that represents VMT generated on a typical weekday per person who lives and/or works in the City of Calimesa or in the case of the Project, per person who works at the Project site. Total VMT provides an estimate of the total vehicle travel, while VMT per SP measures the efficiency of travel. The City of Calimesa has adopted the efficiency metric VMT per SP for transportation impact assessments.

Origin/Destination VMT

The Origin/Destination method for calculating VMT sums all weekday VMT generated by trips with at least one trip end in the study area (i.e., City boundary or Project boundary) and tracks those trips to their estimated origins/destinations. Origins are all vehicle trips that start in a specific TAZ and destinations are all trips that end in a specific TAZ. As shown in Table 4.15-6, the City of Calimesa's General Plan Buildout VMT per service population has been calculated as 38.41.

Boundary VMT

City Guidelines also require an evaluation of a project's effect on VMT, which can be performed using the boundary method of calculating VMT. The boundary method is the sum of all weekday VMT on the roadway network within a designated boundary (i.e., City boundary or other designated geographic area). The boundary method estimates VMT by multiplying vehicle trips on each roadway segment within the boundary by that segment's length. This approach consists of all trips, including those trips that do not begin or end in the designated boundary. Consistent with City Guidelines, the City of Calimesa was used as the boundary for this assessment. In addition, as the Project is located near the northern edge of the City, an additional assessment of a ten-mile boundary area surrounding the Project site has also been conducted to ensure trips associated with the Project are not omitted.

Traffic Analysis (Non-CEQA Analysis)

The methodologies used to perform the traffic analyses included in Appendix J-2 are summarized below:

Level of Service: Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors, such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

Intersection Capacity Analysis: The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The 7th Edition Highway Capacity Manual methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. The Highway Capacity Manual uses different procedures depending on the type of intersection control: signalized or unsignalized.

Traffic Signal Warrants Analysis: The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or determine the potential need for installation of a traffic signal at an otherwise unsignalized intersection. The Traffic Analysis uses the signal warrant criteria presented in the latest edition of the Caltrans California Manual on Uniform Traffic Control Devices. The signal warrant criteria for existing study area intersections are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. The California Manual on Uniform Traffic Control Devices indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met.

Queuing: Consistent with Caltrans requirements, the 95th percentile queuing of vehicles has been assessed at the off-ramps to determine potential queuing deficiencies at the freeway ramp intersections at the I-10 Freeway at the County Line Road, Sandalwood Drive, Calimesa Boulevard, and Singleton Road interchanges. Specifically, the off-ramp queuing analysis is utilized to identify any potential queuing and "spill back" onto the freeway mainline from

the off-ramps. The 95th percentile queue has also been utilized to assess the queues at the interchanges to identify any potential peak hour queuing issues.

General Plan Consistency and Roadway Network

The Project is consistent with the goals and policies of the City of Calimesa 2014 General Plan described in Section 4.15.2 related to circulation, mobility, and trip reduction and analyzed in Table 4.11-2, Section 4.10 Land Use and Planning. The Project would improve the general circulation in the Project area by adding new roadways and constructing streets per standards per the Specific Plan Amendment roadway classifications and corresponding roadway cross-sections described in this section, which connect to the off-site roadway network. It would enhance mobility by improving the roadway network that connects the arterial roadways to the region. It would facilitate reduction in vehicle trips as shown in Tables 4.15-2 and 4.15-3 by promoting internal trip capture and providing a sustainable development with a mix of residential, business park, and commercial uses.

The on-site roadways and off-site improvements shown in Figure 3-6a, Roadway Cross-Sections Key Map, Figures 3-6b and 3-6c, Roadway Cross-Sections in Chapter 3 , Project Description of this Draft SEIR, would be constructed as part of the Project. These roadway classifications are provided in detail in the proposed Specific Plan. The proposed amendments to the Circulation Element would require adoption of General Plan Amendment No 23-01 as part of the proposed Project, and the Project proposes to revise the applicable roadways in the Figure TM-1 Circulation Map in the 2014 General Plan, with the circulation map shown in Figure 3-6a.

As shown on Figure 3-6a, the Project would construct on-site Collector roadways as part of Specific Plan Amendment standards– Street B (from Sandalwood Drive to Street D); Street K and Street J (from Sandalwood Drive to Street L), Street A (from Project's eastern boundary to Street E), Street D (from Street B to Street A), Street C (from Street D to Street E), and Street E (from Street A to Street B) would be constructed with Phase 1. With the addition of Phase 3, the portions of Street B (west of Street E) and Street A (west of Street E) would be constructed. With construction of Phase 5, Street F, Street G, Street H and Street A (west of Street E) would be constructed consistent with Specific Plan Amendment standards.

On-site traffic signing and striping for all phases would be implemented consistent with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the Project site. Sight distance at each access point would be reviewed with respect to standard California Department of Transportation (Caltrans) and City's sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

The Project would also construct the following connections to off-site roadways per City standards under the Existing plus Project Conditions:

- **County Line Road:** The Project would construct County Line Road, from the Project's eastern boundary to the existing western terminus of County Line Road at the I-10 Freeway interchange as a 2-lane divided roadway. This connection would be available starting with Phase 1, coinciding with the first phase with residential development, and would provide access to the I-10 Freeway/County Line Road interchange.
- **Sandalwood Drive:** The Project would construct Sandalwood Drive at its ultimate full-section width as a Major (117-foot right-of-way) from Street B to mid-point between Street K and Street J, Major (129-foot right-of-way) from mid-point between Street K and Street J to just south of Street J, Major (132-foot right-of-way) from just south of Street J to Roberts Road, and an Enhanced Major (140-foot right-of-way) from Roberts Road to the eastern Project boundary consistent with the Specific Plan Amendment standards. The

Project would realign the intersection of 7th Street and Sandalwood Drive to implement a new right-in/right-out connection which would be enforced by a raised median. The new Sandalwood Drive would generally follow the alignment of the existing roadway up to the new Street B which would front the southern boundary of the Elementary School. Sandalwood Drive would accommodate a 4-lane divided roadway between Street B and Street K and then widen to a 6-lane roadway between Street K and Roberts Road. Between Street J and Roberts Road, the southbound/eastbound approach would start to drop a lane and taper (via striping) and continue to taper down to east of Roberts Road towards the I-10 Freeway in order to align with the existing bridge deck. Similarly, the northbound/westbound approach of Sandalwood Drive would increase from one lane west of the I-10 Freeway to three through lanes at Roberts Road, which would continue to Street K. Interim conditions can either require less pavement (roadway infrastructure) or reduced striping until such time traffic volumes warrant the ultimate lanes as identified above.

- Roberts Road Extension: The Project would construct Roberts Road at its ultimate full-section width as a Local Street (60-foot right-of-way with one lane in each direction) from Sandalwood Drive to 7th Street consistent with the Specific Plan Amendment standards.

Additionally, the Project would provide DIF, TUMF, or fair-share fee payments for the several intersection improvements as Conditions of Approval (COA) in conjunction with development of each phase, as presented in the Traffic Analysis in Appendix J-2.

With implementation of COAs with respect to intersection configurations recommended by the Project and buildout of the roadway network and determined with General Plan consistency requirement of operational traffic shown in the Project's Traffic Analysis in Appendix J-2, the Project would be consistent with the LOS policies addressing the roadway system. Pursuant to Public Resources Code Section 21099(b)(2) and CEQA Guidelines Section 15064.3(a), a project's effect on automobile delay is not considered a significant environmental effect, therefore, no further discussion is required or provided. Therefore, with a General Plan Amendment for the proposed changes to the Circulation Element adopted as part of the adoption and certification of this Project, the Project would be consistent with programs, plans, ordinances or policies addressing the circulation system.

Future Improvements at City-Owned Facilities

Any future improvements to City-owned facilities would be outside of the control of the Project Applicant and are not included as components of the proposed Project, although the Project Applicant would contribute fair share funding to such improvements, as necessary. The Project would construct the following connections to off-site roadways per City standards under the Opening Year and Horizon Year Conditions:

- Roberts Road Extension The Project would construct Roberts Road at its ultimate half-section width as a Modified Secondary (98-foot right-of-way with two lanes in each direction) from Sandalwood Drive to the southern Project boundary, consistent with the Specific Plan Amendment standards.

  Roberts Road is proposed to terminate as a cul-de-sac at the Project's southern property line abutting Garden Air Wash without extending to the south for Phase 1. The Roberts Road Bridge, consistent with the City's currently adopted General Plan Circulation Element and Mesa Verde's Development Agreement, is assumed to be in place under Horizon Year traffic conditions only. The improvement is to be constructed by others and the timing of the implementation of the future roadway improvement is not certain at this time. Therefore, the Roberts Road Extension has only been considered for Horizon Year traffic conditions.
- Sandalwood Drive Extension: The Horizon Year (2045) traffic conditions in the Traffic Analysis have also been evaluated with the future extension of Sandalwood Drive between Street B and County Line Road.

The alignment of the future extension is unknown at this time. The future extension is not proposed as part of the Project but is anticipated to be needed at such a time in the future when the I-10 Freeway and County Line Road interchange requires improvements beyond signalization (in order to provide a secondary point of access for uses affected by any closure of 7th Place at County Line Road intersection). Comprehensive interchange improvements have the potential to result in the removal of the 7th Place connection to County Line Road due to its proximity to the I-10 Southbound Ramps.

Future Improvements at Caltrans Facilities

Any future improvements to Caltrans facilities would be outside of the control of the Project Applicant and are not included as components of the proposed Project, although the Project Applicant would contribute fair share funding to such improvements, as necessary. The City of Yucaipa in coordination with Caltrans District 8 has plans to implement temporary signals at the I-10 ramps on County Line Road. The temporary signals at the I-10 and County Line Road ramps would only be supported through the end of the proposed Project's Phase 3 development. The proposed Project traffic under Phase 4 requires further improvements to the interchange. Based on discussions with City staff, roundabouts are currently contemplated at the ramp locations along County Line Road and have been evaluated as part of the Project's Traffic Analysis in Appendix J-2.

Interim improvements are planned at the Sandalwood Drive/I-10 Freeway interchange that include signalization at northbound and southbound on/off ramps which would be temporary signals, and the northbound off-ramp on Calimesa Boulevard. Interim 1A improvements include a temporary signal at the I-10 Freeway Northbound on-ramp, which is to be in place while the hook on-ramp on Calimesa Boulevard is being constructed. Interim 1B Sandalwood/I-10 Interchange improvements includes a new hook on-ramp on Calimesa Boulevard. When the I-10 Northbound Hook On-Ramp on Calimesa Boulevard is in place, the I-10 Westbound On-Ramp at Sandalwood Drive (Intersection #16) will be vacated. No interchange bridge widening of Sandalwood Drive is proposed for interim 1A and Interim 1B improvements. Up to 50% of the traffic associated with Phase 2 (as evaluated the Project's Traffic Analysis in Appendix J-2) can be supported by the Interim 1B interchange improvements at Sandalwood Drive. Full buildout of Phase 2 would require the ultimate eight-lane bridge widening for Sandalwood Drive interchange at I-10 Freeway, including additional improvements to the intersection of Calimesa Boulevard at Sandalwood Drive.

Improvements to both the County Line Road and Sandalwood Drive interchanges with the I-10 Freeway would require coordination between the City of Calimesa with Caltrans District 8 and other agencies, such as the City of Yucaipa. As identified in Table 1-5, Improvements Required to Maintain General Plan Consistency for Cumulative Conditions in the Traffic Analysis (Appendix J-2), the Applicant/Developer is required to make fair-share payment contributions in accordance with the respective fair-share percentage calculated for each applicable Caltrans intersection location. As stated above, completion of these I-10 Freeway interchange improvements would be outside of the control of the Project Applicant. These future improvements are not a part of the proposed Project, but would be designed, evaluated pursuant to CEQA, and constructed by others.

Bicycle and Pedestrian Facilities

Pedestrian facilities include multi-use trails, pedestrian signals, sidewalks, crosswalks, bridges, and benches. Pedestrian facilities provide a vital link between other methods of travel and can make up a considerable portion of short-range trips made in the community. Where pedestrian facilities exist, people would be more likely to make shorter trips by walking rather than by vehicle. Pedestrian facilities also provide a vital link for commuters who use other transportation facilities such as rail, bus, and park-and-ride lots. Within the study area there are currently three crosswalks on Sandalwood Drive, two at the I-10 on/off ramps and one at the intersection of Sandalwood

Drive and Calimesa Boulevard. In addition, there are sidewalks; along County Line Road at the I-10 on/off ramps, along Sandalwood Drive and at the intersection of Sandalwood Drive and Calimesa Boulevard.

The Project would construct new sidewalk and bicycle lane improvements as part of the frontage improvements along the future internal roadways and along Sandalwood Drive and Roberts Road (as required by City standards). The Project would construct sidewalks and bicycle access as part of the required improvement of rights-of-way serving the Project facilities.

The proposed locations of on-site Paseos and Promenades are depicted on Figure 4.15-4, Proposed Trails and Bike Lanes in the Specific Plan. The proposed Paseos and Promenades provide connectivity for pedestrians throughout the residential component of the Project. All major streets within the Project are proposed to include sidewalks along roadways and bike lanes in both directions of travel. These streets include County Line Road / Street A, Street B, Street C, Street D, Street E, Street F, Street G, Street H, Street I, Street J, Street K, Street L, Roberts Road, and Sandalwood Drive.

Pedestrian and bicycle access implemented by the Project would be required to conform to standards and specifications identified in the City Municipal Code and the Specific Plan Amendment. Therefore, the Project would be consistent with plan and policy addressing the bike and pedestrian facilities.

Transit Access and Facilities

Transit facilities include bus service, Metrolink and Amtrak.

Omnitrans: At present, the only Omnitrans route that provides service near the Project site is Route 319, located one mile northeast of the Project site, and on 54th Street, approximately one mile east of the Project site. Transit service is reviewed and updated by Omnitrans periodically to address ridership, budget, and community demand needs. The Project does not propose or require facilities or operations that would conflict with or obstruct planning, development, or implementation of area bus services. Bus service to the Project area is currently provided by Omnitrans. It is noted here that the Project scope, mix of land uses, and development intensity would provide a potential ridership base that would support future expansion of public transit service to the Project. Although the Project site would not be directly served by transit routes, the Project would develop on-site bike lanes and pedestrian infrastructure, including sideways, pedestrian paseos, and a trail system to encourage alternative modes of travel. The Project would not inhibit the development of future public transit amenities into the Project area if it was determined by the transit agencies to extend service to this area.

Metrolink: Commuter train service does not run in the City of Calimesa; however, the Project is approximately 6.5 miles from the Redlands - University Station located at 1100 East Park Avenue in the City of Redlands, where, passengers can access the Metrolink Arrow Service. Arrow Service starts at San Bernardino - Downtown Station and ends at Redlands - University Station. Arrow trains run daily from 5 AM to 9 PM – every 30 minutes early morning and evening and every 60 minutes mid-morning to mid-afternoon.

The Project does not propose or require facilities or operations that would potentially affect Metrolink services or facilities. Given the physical separation (approximately 6.5 miles) between the Project site and the nearest Metrolink facilities, the Project would not interact with or otherwise affect Metrolink facilities or operations.

Amtrak: Amtrak provides medium and long-distance inter-city passenger rail service. The nearest Amtrak station is the Riverside - Downtown station, located approximately 17 miles west of the Project site. The Project does not propose or require facilities or operations that would potentially affect Amtrak services or facilities. Given the

physical separation (approximately 17 miles) between the Project site and the nearest Amtrak facilities, the Project would not interact with or otherwise affect Amtrak facilities or operations.

Regional Transportation Plan

SCAG's Connect SoCal 2024 is a long-range regional plan that balances future mobility and housing needs with economic, environmental, and public health goals. Regional goals addressing growth and development and related implications on the regional transportation system are presented in Connect SoCal 2024. Table 4.15-5 summarizes Project's consistency with Connect SoCal 2024 Goals.[1]

Table 4.15-5. RTP/SCS Consistency

Connect SoCal 2024 Goal	Consistency
Mobility: Build and maintain an integrated multimodal transportation network.	***Would be consistent:*** This goal would be implemented by counties and cities agencies within the SCAG region. The Project would support this Goal through implementation of multi-modal access serving vehicles, bicycles, and pedestrians. These components are designed to provide safe and efficient access between the Project land uses, and integrated connection of the Project to the area circulation system. Additionally, the Project scope, mix of land uses, and development intensity would provide a potential ridership base that would support future expansion of public transit service to the Project. In addition to the multimodal features of the on-site circulation, the Project would include off-site County Line Road improvements between the Project site and the I-10 interchange, which involve redeveloping the roadway within the existing right-of-way, consisting of 48-feet within the paved portion of the street (i.e. 12-foot lanes each direction, one 12-foot center turn lane, and 6-foot bicycle lanes on each side) and six feet of unpaved right of way on either side of the curb. This would facilitate vehicular, bicycle, and pedestrian connectivity from the Project site to other areas of the City via County Line Road. On this basis, the Project would be consistent with and would support Connect SoCal 2024 Mobility Goals.
Communities: Develop, connect and sustain livable and thriving communities.	***Would be consistent:*** This goal would be implemented by cities and counties within the SCAG region as part of comprehensive local and regional planning efforts. The Project supports this Goal through provision of complementary residential and employment-generating land uses. These land uses include: Mixed-Use, Business Park/Industrial, Commercial, and Residential Land Uses (at varied densities - High; Medium High; Medium; Low Medium; and Low). In this manner, the Project would provide a variety of employment opportunities and housing choices, promoting livability and sustainability. Further, the Project would include various community amenities, including private and public recreation facilities, and on-site bikeways, walkways, paseos, and trails. Collocation of residential, recreational, and employment-generating uses

[1] While Connect SoCal 2024 strives to align with local plans and input, the potential for incompatibilities with existing general plans is acknowledged and expected due to the advisory nature of the regional plan and the ongoing process of local plan updates. SCAG has no land use authority to adopt, approve, implement, or otherwise regulate local land use plans or transportation projects identified in the Plan. Local governments reserve their land use authority and may incorporate, as appropriate, the recommended policies and strategies included in the Plan. See also *Connect SoCal 2024 – 2050 Final Program Environmental Impact Report*, Certified April 4, 2024 (SCAG), SCH # 2022100337.

Table 4.15-5. RTP/SCS Consistency

Connect SoCal 2024 Goal	Consistency
	proposed by the Project, in the context of the Project's bicycle and pedestrian amenities, also promotes reduced commute trips and shorter commute trips. On this basis, the Project would be consistent with and would support Connect SoCal 2024 Communities Goals.
Environment: Create a healthy region for the people of today and tomorrow.	***Would be consistent***: This goal would be implemented by cities and counties within the SCAG region as part of comprehensive local and regional planning efforts. The Project supports this Goal through establishment of a sustainable Specific Plan Amendment development providing compatible and complementary Mixed-Use, Business Park, Commercial, and Residential land uses. Additionally, the Project provides multi-modal access serving vehicles, bicycles, and pedestrians. Alternative transportation modes that are readily available encourage their use, generally correlating with reductions in personal vehicle usage. In this manner, the Project design acts to reduce Project VMT. In this regard, reduction of VMT avoids or diminishes vehicular-source air quality impacts, vehicular-source GHG emissions impacts, and vehicular-source noise impacts. Potentially significant impacts have been mitigated to the extent feasible. Moreover, the Project would not conflict with applicable City of Calimesa General Plan Policies. On this basis, the Project would be consistent with and would support Connect SoCal 2024 Environment Goals.
Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region.	**Would be consistent:** This Goal would be implemented by cities and counties within the SCAG region as part of comprehensive local and regional planning efforts. The Project would accommodate complementary residential and employment-generating land uses. The collocation of residential and employment-generating uses proposed by the Project provides a variety of employment opportunities and housing choices thereby promoting livability and sustainability. The Project in total represents efficient use of available land, contributes to local and regional economies, and expands and diversifies employment and housing opportunities. On this basis, the Project would be consistent with and would support Connect SoCal 2024 Economy Goals.

Source: Appendix J-1

While the Project would be generally consistent with the policy framework and goals of Connect SoCal, Connect SoCal also incorporates local land use projections and circulation networks in city and county general plans within the region. Because the Project is providing more employment than what is currently programmed in the RTP/SCS within the Project site boundary, the Project's consistency with the current RTP/SCS was evaluated in the Cumulative/Horizon Year VMT analysis provided under Threshold 4.15b. The results of the Cumulative/Horizon Year analysis indicated a less than significant VMT impact. Therefore, through consistency with Connect SoCal policies and because the Project would not significantly impact Cumulative/Horizon Year VMT analyzed in the RTP/SCS, Project impact related to consistency with SCAG's Connect SoCal would be less than significant.

Impact Determination

Therefore, as shown in the consistency analysis with all the applicable regional and local plans and policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, the Project's impact

would be less than significant. The changes proposed by the Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, which represents a reduced impact determination compared to the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.15b Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Less-Than-Significant Impact. This threshold was included in the CEQA guidelines updated in 2018 for evaluating traffic impacts using the VMT methodology and hence was not evaluated in the 2017 Addendum or 2007 Final EIR. The following section discusses the proposed Project's VMT analysis and impact determination and its consistency with CEQA Guidelines Section 15064.3(b).

Baseline VMT

As shown in Table 4.15-6, the City of Calimesa's General Plan Buildout VMT per service population has been calculated as 38.41, using the RIVCOM travel demand model. The City uses the General Plan Buildout VMT per service population as its baseline threshold for comparison to the project-generated VMT.

Table 4.15-6. City of Calimesa General Plan Buildout VMT per Service Population

	Baseline
Service Population	33,143
VMT	1,273,048
VMT per Service Population	38.4

Source: Appendix J-1
Notes: VMT – Vehicle Miles Traveled

Project VMT Estimates

Project VMT estimates have been calculated using the most current version of RIVCOM based on socio-economic data (SED) inputs presented in Table 4.15-7. A breakdown of land use conversion factors used to model the Project by development phase can be found in Attachment B of Appendix J-1. Project land use information for each development phase was coded into a separate TAZ to isolate Project generated VMT.

Table 4.15-7. Land Use Data Summary by Phase

	Phase 1	Phase 2 (Phase 1+2)	Phase 3 Phase (1+2+3)	Phase 4 (Phase 1+2+3+4)	Phase 5 (Buildout)
Households	894	1,443	1,971	2,854	3,650
Population	2,459	3,969	5,421	7,849	10,038
Employment	2,341	4,775	7,609	8,459	8,509

Source: Appendix J-1 (Attachment B)

Project-Generated VMT

Project level VMT estimates were extracted from RIVCOM using the Origin/Destination trip matrices, which includes Project generated VMT for all vehicle trips (both passenger cars and trucks) and trip purposes. RIVCOM outputs for

each development phase are included in Attachment C of Appendix J-1. The VMT estimates for the Project are presented in Table 4.15-8.

Table 4.15-8. Project Generated VMT Summary

Scenario	Total OD VMT	Service Population	VMT per Service Population (SP)	City Threshold	Potentially Significant?
Phase 1					
Baseline	125,009	4,800	26.0	38.4	No
Cumulative	123,690	4,800	25.8	38.4	No
Phase 2 (Phase 1+2)					
Baseline	243,468	8,744	27.8	38.4	No
Cumulative	253,714	8,744	29.0	38.4	No
Phase 3 (Phase 1+2+3)					
Baseline	390,633	13,030	30.0	38.4	No
Cumulative	397,027	13,030	30.5	38.4	No
Phase 4 (Phase 1+2+3+4)					
Baseline	433,049	16,308	26.6	38.4	No
Cumulative	445,410	16,308	27.3	38.4	No
Phase 5 (Buildout) (Phase 1+2+3+4+5)					
Baseline	449,086	18,547	24.2	38.4	No
Cumulative	465,562	18,547	25.1	38.4	No

Source: Appendix J-1

As shown in Table 4.15-8, each development phase along with buildout of the Project are forecast to generate Origin/Destination VMT per SP below the City's adopted impact threshold of 38.4 VMT per SP for both baseline and cumulative traffic conditions. Therefore, the Project would result in a less than significant impact on Project-generated VMT.

Project Effect on VMT

The Project is proposing to add population and employment above what is included in the existing cumulative year RIVCOM model and would not be consistent with the land uses assumed in the cumulative conditions. Therefore, the Project would not be consistent with RTP/SCS and a cumulative analysis to evaluate the Project's effect on VMT is required.

The Project effect on VMT has been calculated using the boundary method. Land use information representing the currently adopted 2017 Specific Plan was coded into the Project's TAZ to correctly represent the Cumulative "No Project" condition, whereas the proposed land use changes contemplated by the Project were coded into the Project TAZ to represent the Cumulative "With Project" condition. As the Project is located on the northern edge of Calimesa's border, the Project's effect on VMT when considering the City of Calimesa boundary alone may be understated. To evaluate the potential effect on VMT more accurately, an additional 10-mile boundary was also considered. Table 4.15-9 presents total VMT and VMT per SP estimates based on the boundary method for the Cumulative conditions.

Table 4.15-9. Project Effect on VMT

	City Boundary		10-Mile Boundary	
	No Project	With Project	No Project	With Project
Service Population (SP)	58,152	65,655	489,354	496,857
Boundary VMT	944,164	963,857	8,040,230	8,084,534
Boundary VMT per Service Population	16.3	14.7	16.4	16.3
Change in VMT per Service Population	-1.5		-0.1	
Potentially Significant	**No**		**No**	

Source: Appendix J-1

The boundary VMT per SP was found to decrease under "with Project" conditions. Because the cumulative link level boundary Citywide VMT per service population does not increase under the "with Project" condition compared to the No Project condition, therefore, the Project's cumulative effect on VMT would be less than significant.

VMT Impact Determination

As shown above, per City's VMT significance criteria for impact determination, the proposed Project would have a less than significant VMT impact under Baseline or Cumulative conditions under any development phase. The Project effect on VMT was also determined to be less than significant under the with Project scenario, using City boundary and 10-mile boundary. Therefore, the proposed Project would not conflict with CEQA Guidelines Section 15064.3(b) related to the VMT threshold. As stated above, this threshold was included in the CEQA guidelines updated in 2018 for evaluating traffic impacts using the VMT methodology and hence was not evaluated in the 2017 Addendum or 2007 Final EIR. Therefore, the previously approved mitigation measures T-1 through T-12 are no longer applicable. On-site or frontage improvements, off-site improvements, and payment of DIF, TUMF or fair-share fees for cumulative effects would be implemented as COA or per Development Agreements prepared for future developments within the Project, as described in detail in Appendix J-2

Threshold 4.15c ***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)?***

Less-Than-Significant Impact With Mitigation. Project potential for increased hazards could result from geometric design features of the Project and/or as a result of the addition of Project traffic to Caltrans facilities. A LOS analysis was conducted to evaluate the ability of the Project to accommodate the anticipated traffic levels at the Project's main access intersections per the Project's phased plan. In addition, a signal warrant analysis was conducted at unsignalized intersections (existing and future) to see if they would trigger the need for a traffic signal using the peak hour volumes per the California Manual on Uniform Traffic Control Devices (Caltrans 2014) methodology or future average daily traffic volumes, per Caltrans planning level average daily traffic-based signal warrant analysis. Intersection access improvements have been included Appendix J-2, which would ensure the intersections do not present a danger or hazard related to intersection geometry and operations. Per City's request, a traffic signal warrant for future conditions has been evaluated for the future school driveway on Street "B", even though it is not a traffic analysis study area intersection. This intersection is anticipated to meet a peak hour traffic signal warrant under Existing plus Project (Phase 1) conditions.

Currently, County Line Road is identified in the City's General Plan Circulation Map as being a secondary arterial and consists of a two-lane road with approximately 20 feet of pavement width within the 60-foot to 80-foot right of way. County Line Road improvements would include construction of County Line Road at its ultimate full-section

width as a Modified Collector (within the existing 60-foot to 80-foot right-of-way, with one lane in each direction) from the Project's eastern boundary to the I-10 interchange, consisting of 48-feet within the paved portion of the street (i.e. 12-foot lanes each direction, one 12-foot center turn lane, and 6-foot bicycle lanes on each side) and unpaved right of way on either side of the curb. The widened roadway pavement would require the removal of the above-ground utility poles and lines, which would be placed underground. Additionally, the widened roadway pavement would require redevelopment of land that may currently include lawns, landscaping, fencing, and/or mailboxes that may function as extensions of front yards but are City-owned property as part of the public right-of-way.

In the current condition, there are five properties on the south side of County Line Road and two properties on the north side of County Line Road, between the Project site and the I-10 interchange, that do not meet the required 30-foot setback as set forth in Chapter 18.20.040, Residential Development Standards of the City's Municipal Code. The requirements for front yard setbacks in the Rural Residential zone, which is the applicable zone for the residential uses within this stretch of County Line Road, mandates that a building, structure, parking, or other designated item must be located 30-foot from a lot line. The roadway expansion would not alter the property lines of these properties, but the homes/structures on these non-conforming properties would be closer to the paved roadway upon completion of the expansion of County Line Road. The reconfigured vehicle travel lanes associated with County Line Road would be buffered by 6-foot bike lanes on either side of the street as well as a 6-foot-wide buffer area on the exterior of the curb. Therefore, any non-conforming existing structures that are directly adjacent to the property line would be a minimum of 12 feet from a travel lane. Although the roadway would be widened and would accommodate additional vehicular traffic when compared to the current condition, County Line Road would be constructed in compliance with City standards for roadway design and would be within the City's designated right-of-way. The redevelopment of land within the City's public right-of-way for the purposes of roadway redevelopment, and the subsequent removal of lawns, landscaping, fencing, and/or mailboxes, accordingly, would not substantially increase hazards due to a geometric design feature or incompatible uses.

The Project does not propose or require facilities or operations that would substantially increase hazards due to a geometric design feature. Final designs of Project plans and all Project traffic improvements would be subject to review and approval by the City, thereby ensuring conformance of improvements with City design and safety standards. On-site traffic signing and striping would be implemented in conjunction with detailed construction plans for the Project site. Sight distance at each Project access point would be reviewed to ensure conformance with City sight distance standards at the time of preparation of final grading, landscape and street improvement plans. Traffic generated by the Project, and traffic accessing the Project site would comprise conventional autos and trucks. Uses requiring incompatible vehicle types (e.g., farm equipment) are not proposed by the Project. Further, given the Project's urban context, it is not anticipated that such incompatible vehicle types would comprise a substantial proportion of traffic accessing the Project site.

On-Site Intersection Queuing Analysis

The results of the queuing analysis for Horizon Year (2045) traffic conditions were used to verify the recommended pocket lengths for each of the future intersections anticipated to be completed as part of the Project. The recommendations are provided in Section 1.5 Recommendations of the Traffic Analysis (Appendix J-2). Without implementation of these recommendations, the Project could result in a potentially significant impact related to roadway hazards due to the design of the roadways and intersections if improvements are not executed prior to occupancy of Business Park land uses. Excessive queuing would be avoided if the roadway infrastructure improvements are implemented at appropriate milestones of Project occupancy. As such, MM-TRA-1, Business Park Trip Generation and VMT Conformity Analysis, is required to ensure that the roadway improvement recommendation

set forth in the Traffic Analysis are implemented with each phase of the Project.[2] Per MM-TRA-1, the City will not issue a Certificate of Occupancy for the land uses/tenants within the Business Park Planning Area(s) until the adequate transportation infrastructure improvements are in place. After occupancy, any tenant changes within the Business Park Planning Area(s) would require a new Conditional Use Permit.

Caltrans Facilities Off-Ramp Queuing Analysis

Regional access to/from the Project is provided via I-10. At Caltrans facilities, the 95th percentile vehicle queues were assessed at off-ramps to determine potential queuing deficiencies at the freeway ramp intersections at the I-10 ramps and County Line Road, Sandalwood Drive, Calimesa Boulevard, and Singleton Road interchanges. Specifically, the off-ramp queuing analysis is utilized to identify any potential queuing and "spill back" onto the freeway mainline from the off-ramps which would be considered a hazard. A queuing analysis was performed for the following off-ramp intersections:

- I-10 Southbound Ramps & County Line Road. (#12)
- I-10 Northbound Ramps & County Line Road. (#13)
- I-10 Southbound Ramps & Sandalwood Drive (#15)
- Calimesa Boulevard & I-10 westbound Off-Ramp (#18)
- I-10 Southbound Ramps & Singleton Road (#20)
- I-10 Northbound Ramps & Singleton Road (#21)

The analysis was conducted for Existing conditions, Existing plus Project (Phases 1, 2, 3, 4 and Project Buildout) Opening Year (2030, 2035, 2038, 2040, 2045) without Project, Opening plus Project (Phases 1, 2, 3, 4 and Project Buildout), Horizon Year (2045) without Project conditions and with full buildout Project to provide the most conservative analysis (Appendix J-2).

As shown in the Traffic Analysis, the analysis indicates there are currently, under Existing Conditions, no queuing issues that may potentially "spill back" onto the I-10 mainline at the study area interchanges. There are no freeway off-ramp movements anticipated to exceed available off-ramp storage capacity during the weekday AM or PM peak 95th percentile traffic flows under the Opening Year Cumulative (2030, 2035, 2038, and 2040) traffic conditions or under Horizon Year (2045) traffic conditions. No spillback onto I-10 mainline is anticipated due to sufficient storage lengths available in the adjacent lanes under all conditions analyzed in the Traffic Analysis. Therefore, there would be no impact to Caltrans facilities off-ramps related to queuing.

Conclusion Summary

As discussed above, with implementation of MM-TRA-1, the Project would not increase roadway, intersection or queuing-related hazards because of a roadway design feature or incompatible uses and impacts would be less than

[2] Per Appendix J-2, Traffic Analysis, Section 7.7.1: As noted previously, Interim 1B Sandalwood/1-10 Interchange improvements can support up to 50% of the development proposed within Phase 2 along with all of Phase 1 (no specific uses identified, just 50% of the total traffic associated with Phase 2). As such, Interim 1B can support all of Phase 1 development (1,400,000 square feet of business park use, 709 single family cluster residential units, 185 multifamily/townhomes, 16,500 square foot fire station/public works facility, and 12.7 acres of parks) plus 50% of the development proposed in Phase 2 (700,000 square feet of general light industrial, 700,000 square feet of high-cube fulfillment center-sort facility, 50,000 square feet of mixed-use commercial, 468 single family cluster residential units, 81 multifamily/townhomes, and 16.2 acres of parks). These uses are equivalent to 23,010 two-way trips per day with 2,465 PCE AM peak hour trips and 2,781 PCE PM peak hour trips based on the trip generation evaluated in the Traffic Analysis (all of Phase 1 and 50% of Phase 2).

significant with mitigation incorporated, which represents an increased impact determination compared to the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.15d Result in inadequate emergency access?

Construction

Less-than-Significant Impact with Mitigation. As with the previously approved project, all proposed improvements and road networks associated with the proposed Project would be required to adhere to applicable egress and ingress Municipal Code requirements. However, temporary and interim traffic detours and traffic disruptions could occur during Project construction that could impact emergency access, particularly during construction of off-site improvements related to County Line Road. To minimize effects of Project construction on area traffic patterns, MM-HAZ-6, Construction Area Traffic Management Plan, is required. As discussed in Section 4.8, Hazards and Hazardous Materials, of this Draft SEIR, MM-HAZ-6 requires implementation of a Traffic Management Plan to address short-term traffic circulation and access effects during Project construction. With implementation of MM-HAZ-6, impacts would be less than significant with mitigation.

Even though there was potential for traffic delays and detours to occur during construction of the previously approved project, the 2007 Final EIR and 2017 Addendum to the Mesa Verde Specific Plan EIR did not specifically address potential construction-related impacts to emergency access. Therefore, the proposed Project would result in a new potential environmental impact compared to the previously approved project. MM-HAZ-6 mitigates a new significant environmental effect, which represents an increased impact as compared to the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Operation

Less-Than-Significant Impact. The Project proposes development which would require construction of Circulation Element and internal roadways, as well as improvements to existing intersections and construction of future intersections concurrent with the phased development of the Project. All internal roadways would be built to meet all minimum fire apparatus access requirements of the California Fire Code, Calimesa Fire Department and Riverside County Sheriff's Department. Consistent with City's Engineering Standards, the Project's roadways would be required to meet all access requirements such as roadway widths, all-weather surface requirements, length of streets, turning requirements, grade restrictions, maintenance requirements, and parking restrictions. Based on final Project designs for individual developments, the City of Calimesa would require analysis of truck movements within the Project site and development of truck routing plans to ensure proper routing of traffic in compliance with City standards.

Specific fire and life safety requirements would be addressed at the building permit phase when architectural plans are submitted for City review and approval. Adequate emergency access and compliance with emergency access and design standards would be ensured through this review by the City's Public Works and Fire Department throughout the phased development of the Project. Evacuation routes would be available from the Project site to connect with I-10. New roads constructed within the Project would connect to Sandalwood Drive and County Line Road, which would provide the two main points of ingress and egress, as well as evacuation. The Project would include a new designated emergency vehicle access roadway connecting to Street A through the YVWD property, northwest to Live Oak Canyon Road. This roadway would be gated and only open to emergency vehicles and/or as an evacuation route during an emergency event. The Project would also include roadway improvements along County Line Road, such as increasing the roadway width to the full existing right of way (which ranges from 60-feet

to 80-feet) and adding a center turn lane, which would provide additional room for emergency access vehicles to maneuver along the roadway, thus improving access to the Project site.

Further, as shown in Figure 3-1, Proposed Land Use Plan, the Project includes Planning Area 56, Calimesa Public Works lot, which would include a new fire station located within the Project site and built to the standards and specifications of the City's Fire Department. This new fire station would ensure responsive and timely access to the Project area. Therefore, the potential for the Project to result in inadequate emergency access would be less than significant, which represents an increased impact determination compared to the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

4.15.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of past, present, and reasonably foreseeable future projects are significant, the lead agency must then determine whether the project has any contribution to the cumulative impact, and if so, whether the project's incremental effect is "cumulatively considerable." The cumulative geographic study area used to assess potential cumulative transportation impacts is based on the technical studies included in Appendix J-1 and J-2. The full list of related projects applicable to this Project's cumulative analyses is provided in Section 2.6, Cumulative Projects and illustrated on Figure 2-4, Cumulative Projects, in Chapter 2, Environmental Setting of this Draft SEIR.

Threshold 4.15a – Cumulative

Not Cumulatively Considerable. Pursuant to City requirements, all development on the Project site and elsewhere in the City would be required to demonstrate consistency with applicable regional and local plans addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The Project would have less than significant impacts and would not significantly contribute to any existing cumulative impacts.

Threshold 4.15b – Cumulative

Not Cumulatively Considerable. Table 4.15-9 presents boundary VMT and boundary VMT per service population estimates for the cumulative condition. The boundary VMT per service population is found to decrease in the With Project scenario under the cumulative condition. As the Project is located on the northern edge of the City border the effect of VMT within the City of Calimesa may be understated. To more accurately evaluate the potential effect on VMT for the region, an additional cumulative boundary VMT assessment for a 10-mile boundary was conducted and gave similar results. Therefore, the Project's cumulative effect on VMT is considered less than significant as the boundary VMT per service population decreased within the City Boundary and 10-Mile Boundary in the With Project scenario. The Project's effect on VMT was found to decrease in the With Project scenario as compared to the No Project scenario for the Cumulative condition using both the City boundary and 10-mile boundary. In other words, the Project's cumulative effect on VMT was found to be less than significant. The Project would have less than significant impacts and would not significantly contribute to any existing cumulative impacts.

Threshold 4.15c – Cumulative

Not Cumulatively Considerable. All development in the Project and elsewhere in the City, because of other cumulative projects, would be required to comply with all applicable local provisions related to the circulation system and roadway hazards. Compliance with City's standards for road alignment, access, traffic control, and safety requirements will be ensured through the City's development plan review process. With implementation of

MM-TRA-1, the Project would have a less than significant impact and would not significantly contribute to any existing cumulative impacts.

Threshold 4.15d – Cumulative

Not Cumulatively Considerable. All development in the Project and elsewhere in the City, because of other cumulative projects, would be required to comply with all applicable City and County provisions related to the circulation system and emergency access. Adequate emergency access and compliance with emergency access and design standards would be ensured through review by the City and responsible emergency service agencies. The City will maintain a current evacuation plan/Emergency Operations Plan, ensure that new development is provided with adequate emergency and/or secondary access, require visible street name signage, and provide directional signage to freeways at key intersections to assist in emergency evacuation operations. With implementation of MM-HAZ-6, the Project would have less than significant impacts and would not significantly contribute to any existing cumulative impacts.

4.15.6 Mitigation Measures

4.15.6.1 Previously Adopted Mitigation Measures

The previously adopted mitigation measures correspond to project phasing from year 2017 through 2030. The improvement measures included in the Traffic Analysis prepared for the Project correspond to development of five project phases from year 2030 through Horizon Year 2045. Additionally, per current analyses provided in the SEIR and in accordance with the current CEQA Guidelines, roadway and intersection improvements to address LOS impacts are not considered mitigation measures. On-site or frontage improvements, off-site improvements, and payment of DIF, TUMF or fair-share fees for cumulative effects would be implemented as COA or per the Project's Development Agreement with the City. However, for informational purposes, a comparison of intersection improvement recommendations (Table 1-6 Comparison of Ultimate Improvements for Off-Site Intersections, in Traffic Analysis Appendix J-2) has been compared to those identified in the mitigation measures and conditions of approval for the Mesa Verde Specific Plan Focused Traffic Study (October 10, 2016, for Project buildout conditions).

Measures No Longer Applicable: Deleted or Revised/Replaced

As explained in Section 4.15.6.1 above, the previously approved mitigation measures T-1 through T-12 are no longer applicable because they correspond to project phasing from the year 2017 through 2030 and are not considered mitigation measures per transportation impacts under CEQA. These measures will be replaced by COAs or the Project's Development Agreement with the City.

Deleted: T-1. Phase 1A. Prior to issuance of the first building permit within Phase 1A, the following improvements in the Sandalwood Drive/I-10 interchange area shall be constructed:

- Provide a separate eastbound right turn lane on Sandalwood Drive approaching the I-10 Southbound Ramps/Sandalwood Drive intersection.
- Modify Sandalwood Drive bridge striping to provide a separate westbound left turn lane on Sandalwood Drive approaching the I-10 Southbound Ramps/Sandalwood Drive intersection.
- Widen the southbound off-ramp approach to the I-10 Southbound Ramps/Sandalwood Drive intersection in order to provide a separate right turn lane.

- Install a traffic signal at the I-10 Southbound Ramps/Sandalwood Drive intersection.
- Reconfigure the 7th Street/Sandalwood Drive intersection to replace the existing westbound-to-northbound curve with a conventional "T" configuration, as illustrated on Exhibit 1-3 of the traffic study (Urban Crossroads 2016).
- Provide a westbound right turn lane and interim eastbound left turn at the redesigned 7th Street/Sandalwood Drive intersection.
- Install a traffic signal at the redesigned 7th Street/Sandalwood Drive intersection.

Deleted: T-2. Phase 1B. Prior to issuance of the first building permit within Phase 1B, the following improvements at or near the Sandalwood Drive/I-10 interchange shall be constructed:

- Modify Sandalwood Drive bridge striping to provide a separate eastbound left turn lane on Sandalwood Drive approaching the I-10 Northbound ramps/Sandalwood Drive intersection. This would create back-to-back left turn striping on the existing Sandalwood Drive bridge over I-10, between the northbound ramp (westbound freeway) and southbound ramp (eastbound freeway) intersections.

Deleted: T-3. Phase 1C. Prior to issuance of the first building permit in Phase 1C, the following improvements in the Sandalwood Drive/I-10 interchange area shall be constructed:

- Convert the existing southbound off-ramp shared left/through lane to allow right turn movements (shared left/through/right lane).

Deleted: T-4. Phase 1D. Prior to issuance of the first building permit in Phase 1D, the following improvements in the County Line Road/I-10 interchange area shall be constructed:

- Widen County Line Road to a 2-lane divided cross-section from the I-10 Southbound Ramps/County Line Road intersection to Roberts Road.
- Install a traffic signal at the new Roberts Road/County Line Road intersection.
- Restrict the 7th Place turning movements to right turns in and right turns out only at the 7th Place/County Line Road intersection.
- Install a traffic signal at the I-10 SB Ramps and County Line Road intersection.
- Install a traffic signal at the I-10 NB Ramps and County Line Road intersection

Deleted: T-5. Phase 1D (continued). Prior to issuance of the first building permit in Phase 1D, the project applicant shall construct or bond for the construction of the following on-site improvements in the Sandalwood Drive/I-10 interchange area:

- Construct Roberts Road to an interim 2-lane secondary roadway from Street Sandalwood Drive to Street "B".
- Install a traffic signal at the new Roberts Road/Sandalwood Drive intersection.
- Install a traffic signal at the I-10 Northbound Off-Ramp/Calimesa Boulevard intersection.

Deleted: T-6. Phase 2A. Prior to issuance of the first building permit in Phase 2A, the following improvements in the County Line Road/I-10 interchange area shall be constructed:

- At the intersection of County Line Road and I-10 SB Ramps:
  - Modify the east leg striping (underpass, between I-10 Southbound and Northbound Ramps) to provide a 2nd eastbound through receiving lane.
  - Construct one new eastbound through lane in addition to the existing shared through-right turn lane.

Deleted: T7. Phase 5A (continued). Prior to issuance of the first building permit in Phase 2A, the following improvements in Sandalwood Drive/I-10 interchange area shall be constructed:

- Widen Sandalwood Drive to a 4-lane divided cross-section from the I-10 Southbound Ramps/Sandalwood Drive intersection to Street "C" (Mustang Way) within the project.
- Provide a separate westbound right turn lane on Sandalwood Drive approaching the I-10 Northbound On-Ramp/Sandalwood Drive intersection.
- At the intersection of 7th Street at Sandalwood Drive, convert westbound right turn lane to shared through-right turn lane and provide a 2nd eastbound through lane.
- At the intersection of Roberts Road at Sandalwood Drive, provide a 2nd eastbound and westbound through lanes.

Deleted: T-8. Phase 2B. Prior to issuance of the first building permit in Phase 2B, the following improvements in the Sandalwood Drive/I-10 interchange area shall be constructed:

- Construct Roberts Road to 4-lane secondary roadway from Sandalwood Drive to the northeasterly project boundary, and transition to an interim 2-lane secondary roadway from the northeasterly project boundary to Street "C". In addition, configure the intersection of Roberts Road/Sandalwood Drive to provide new northbound left turn lane, northbound through lane, southbound left turn lane, southbound through lane, southbound right turn lane, and eastbound left turn lane.
- Restrict the 7th Street/Sandalwood Drive intersection to right turns in, right turns out, and left turns out only (no eastbound left turns), in conjunction with improved connectivity to Roberts Road from 7th Street north of Sandalwood Drive.
- Restrict the existing I-10 Northbound On-Ramp/Sandalwood Drive intersection to westbound right turns only (no median break). Modify the eastbound left turn striping to an eastbound through lane.
- At the intersection of Calimesa Boulevard and Sandalwood Drive, modify the northbound approach striping to provide a dual left turn lanes, one through turn lane, and one new right turn lane.
- Reconfigure the I-10 Northbound off-ramp at Calimesa Boulevard to provide a new I-10 Northbound loop on-ramp, south of the Calimesa Boulevard/Sandalwood Drive intersection. In addition, configure the new I-10 Northbound ramps/Calimesa Boulevard intersection to provide one northbound and one southbound through lane, a separate northbound left turn lane, separate southbound right turn lane, and a shared I-10 Northbound off-ramp left/right turn lane with traffic signal control.

Deleted: T-9. Phase 3A. Prior to issuance of the first building permit in Phase 3A, the following improvements in the County Line Road/I-10 interchange area shall be constructed:

- Widen County Line Road to 4-lane divided cross-section from the I-10 Southbound Ramps to Roberts Road to provide a 2nd eastbound and 2nd westbound through lanes at the intersection of 7th place and County Line Road.
- Widen County Line Road between I-10 northbound ramps and Calimesa Boulevard to accommodate four travel lanes.
- Widen the I-10 Southbound off-ramp approach to provide a 2nd left turn lane, a shared left-through lane, and a separate right turn lane.
- At the intersection of Roberts Road and County Line Road, provide a separate northbound left turn lane, provide a 2nd westbound left turn lane, and provide a 2nd SB receiving lane, which then transitions to one lane as shown on Exhibit 1-10.
- At the intersection of I-10 Northbound Ramps and County Line Road, provide a separate northbound right turn lane.

Deleted: T-10. Phase 3A (continued). Prior to issuance of the first building permit in Phase 3A, the following improvements in the Sandalwood Drive/I-10 interchange area shall be constructed:

- Widen the Sandalwood Drive bridge over I-10 to accommodate five travel lanes between the northbound ramp (westbound freeway) and southbound ramp (eastbound freeway) intersections.
- At the intersection of I-10 Northbound on ramp, provide a 3rd eastbound through lane and modify the westbound right turn lane to provide a 2nd westbound through lane.
- At the intersection of I-10 Southbound ramps, provide a 2nd eastbound through lane and 2nd westbound through lane. In addition, widen the southbound onramp to provide a 2nd receiving lane, which then transitions to one lane before entering the I-10 freeway mainline.
- At the intersection of Roberts Road and Sandalwood Drive, modify the southbound lane configuration to provide dual left turn lanes and a shared through/right turn lane.
- At the intersection of Calimesa Boulevard, modify the existing westbound right turn lane to provide a 2nd westbound through lane.

Deleted: T-11. Phase 3B. Prior to issuance of the first building permit in Phase 3B, the following improvements in the County Line Road/I-10 interchange area shall be constructed:

- Reconfigure the County Line Road undercrossing of I-10 to accommodate four travel lanes between the northbound ramp (westbound freeway) and southbound ramp (eastbound freeway) intersections.
- At the intersection of 7th Place and County Line Road, provide a 3rd eastbound through lane and provide a 3rd eastbound receiving lane.
- At the intersection of I-10 SB ramps and County Line Road, provide a separate eastbound right turn lane and 2nd westbound through lane.
- Widen the southbound on-ramp from the I-10 Southbound Ramps/County Line Road intersection in order to provide a second receiving lane, which then transitions to one lane before entering the I-10 eastbound mainline.
- At the intersection of I-10 Northbound ramp and County Line Road, provide a 2nd eastbound through lane and receiving lane, modify the existing westbound right turn lane to provide a

2nd westbound through lane, provide a channelized westbound right turn lane, and widen the northbound on-ramp to provide 2 receiving lanes.

- At the intersection of Calimesa Boulevard and County Line Road, provide a 2nd northbound left turn lane, one northbound right turn lane, 2nd southbound through lane, 2nd eastbound through lane, one eastbound right turn lane, and one westbound right turn lane.
- Construct Roberts Road to an interim 2-lane secondary roadway from Street "C" to County Line Road. Roberts Road may be connected to County Line Road prior to this Phase 3B only if the connection occurs after ultimate improvements have been made to the County Line Road/I-10 interchange.

Deleted: T-12. Phase 3B (continued). Prior to issuance of the first building permit in Phase 3B, the following improvements in the Sandalwood Drive/I-10 interchange area shall be constructed:

- Widen the Sandalwood Drive bridge over I-10 to accommodate six travel lanes between the northbound ramp (westbound freeway) and southbound ramp (eastbound freeway) intersections.
- Widen Sandalwood Drive between I-10 Southbound ramps and Roberts Road to accommodate six travel lanes.
- At the intersection of I-10 Southbound ramps and Sandalwood Drive, provide a 2nd southbound left turn lane, a new channelized southbound right turn lane, and a 2nd westbound left turn lane.
- At the intersection of I-10 Northbound on-ramp and Sandalwood Drive, provide a channelized westbound right turn lane, 4th eastbound through lane, and widen the northbound on ramp to provide 2 receiving lanes, which then transitions to one lane before entering the I-10 freeway mainline.
- At the intersection of Calimesa Boulevard and Sandalwood Drive, provide a separate eastbound right turn lane.
- At the intersection of Calimesa Boulevard and I-10 Northbound ramps, south of Sandalwood Drive, widen the I-10 off ramp to provide a 2nd westbound left turn lane.
- At the intersection of Roberts Road and Sandalwood Drive, provide a 2nd NB through lane, a new northbound channelized right turn lane, a new eastbound right turn lane, and a 2nd westbound left turn lane. In addition, modify the southbound approach to provide one left turn lane and two through lanes.

Measures Applicable Carried Forward

No measures are carried forward as written in the 2017 Mitigation Monitoring and Reporting Program.

4.15.6.2 Project Mitigation Measures

MM-TRA-1 Business Park Trip Generation and VMT Conformity Analysis. Prior to the issuance an occupancy permit for development within the Business Park planning areas, the Project Applicant/Developer shall prepare a Trip Generation and VMT Conformity Analysis for review by the City. The Analysis shall evaluate each specific land use/tenant including all occupied and those proposed for occupancy in the Business Park planning area(s) and determines the number of

worker trips, vendor trips, and truck trips (as applicable) generated by the proposed land use. The Conformity Analysis shall identify whether the trip generation of the existing and proposed tenants is consistent with or exceeds the trips assessed within the Mesa Verde Specific Plan Area 2 Amendment 2 Traffic Analysis dated June 18, 2025, prepared by Urban Crossroads. The Conformity Analysis shall determine the remaining capacity for trips, as defined in the TIA, and ensure that the proposed tenant(s) trip generation is consistent with the remaining capacity for trips. The Conformity Analysis shall assess the existing capacity of Sandalwood Drive to the I-10 Freeway Interchange to confirm that adequate roadway infrastructure is available, or will be available, to safely accommodate the anticipated existing and proposed traffic, such that no impacts to ingress/egress, emergency response, or other incompatible roadway design hazards would result. The Conformity Analysis shall also include an analysis of VMT for each phase of Project implementation in accordance with the Final City of Calimesa Transportation Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment. If the Conformity Analysis determines that trips exceed the trip generation and/or that adequate roadway infrastructure would not be available, the certificate of occupancy shall not be issued or operational leas restrictions shall be placed on Business Park tenants and shall be monitored by the Business Park Owners Association.

4.15.7 Level of Significance Conclusion

Threshold 4.15a With a General Plan Amendment for the proposed changes to the Circulation Element adopted as part of the adoption and certification of this Project, and consistency analysis with all the applicable regional and local plans and policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, the Project would be consistent with programs, plans, ordinances or policies addressing the circulation system, and Project impacts would be less than significant.

Threshold 4.15b Per City's VMT significance criteria for impact determination, the proposed Project would have a less than significant VMT impact under Baseline or Cumulative conditions under any development phase. The Project effect on VMT was also determined to be less than significant under the with Project scenario, using City boundary and 10-mile boundary. Therefore, the proposed Project would not conflict with CEQA Guidelines Section 15064.3(b) related to the VMT threshold. Impacts would be less than significant.

Threshold 4.15c As shown in the Project access, queuing and Caltrans off-ramp queuing analysis, and with implementation of MM-TRA-1, the Project would not increase hazards because of a roadway design feature or incompatible uses. Impacts would be less than significant with mitigation incorporated.

Threshold 4.15d With implementation of MM-HAZ-6, the potential for the Project to result in inadequate emergency access during construction would be less than significant with mitigation. Operation impacts related to emergency access would be less than significant.

4.15.8 References

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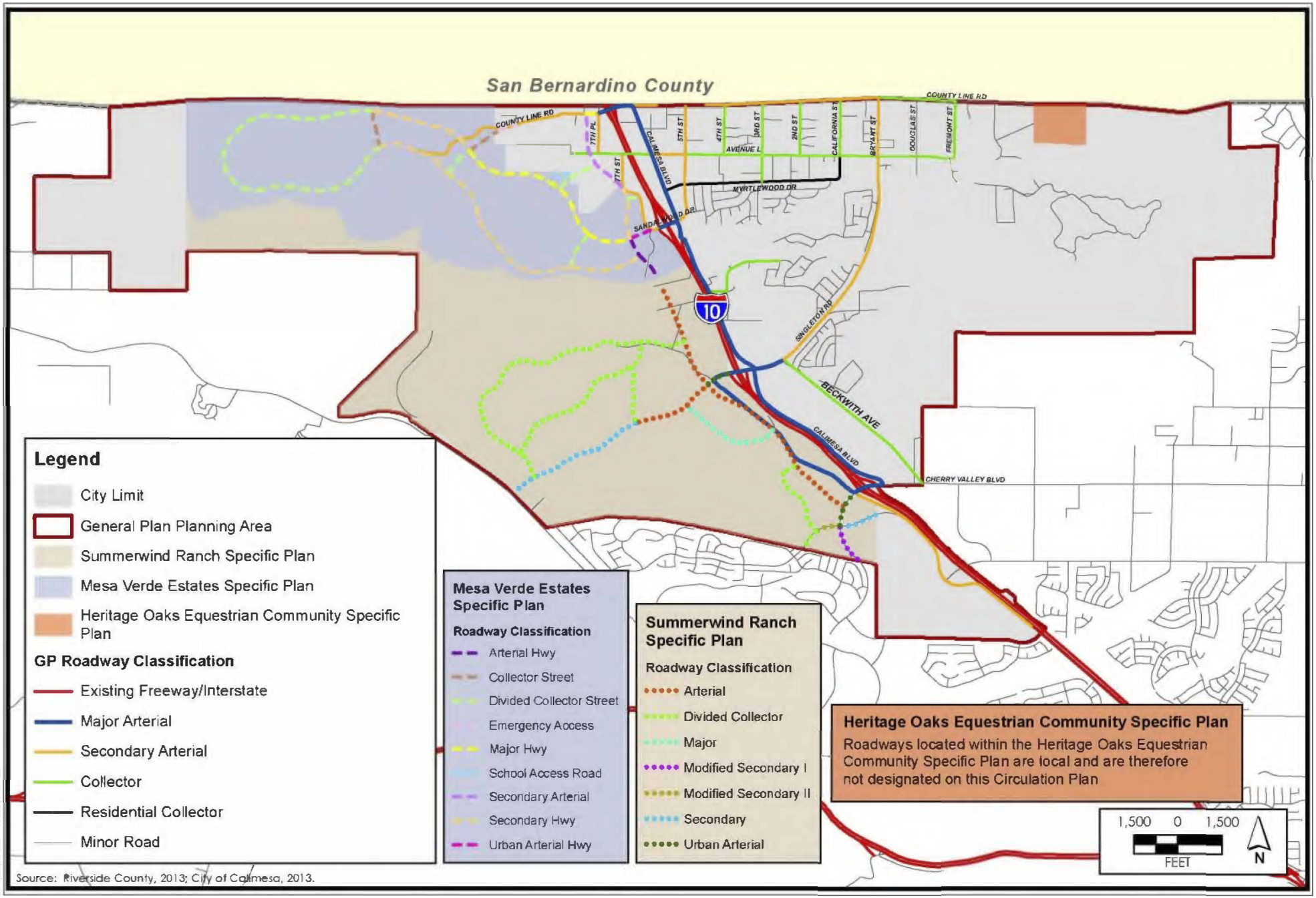

SOURCE: City of Calimesa General Plan

FIGURE 4.15-1

City of Calimesa Circulation Map

SEIR for the Mesa Verde Specific Plan 2023 Project

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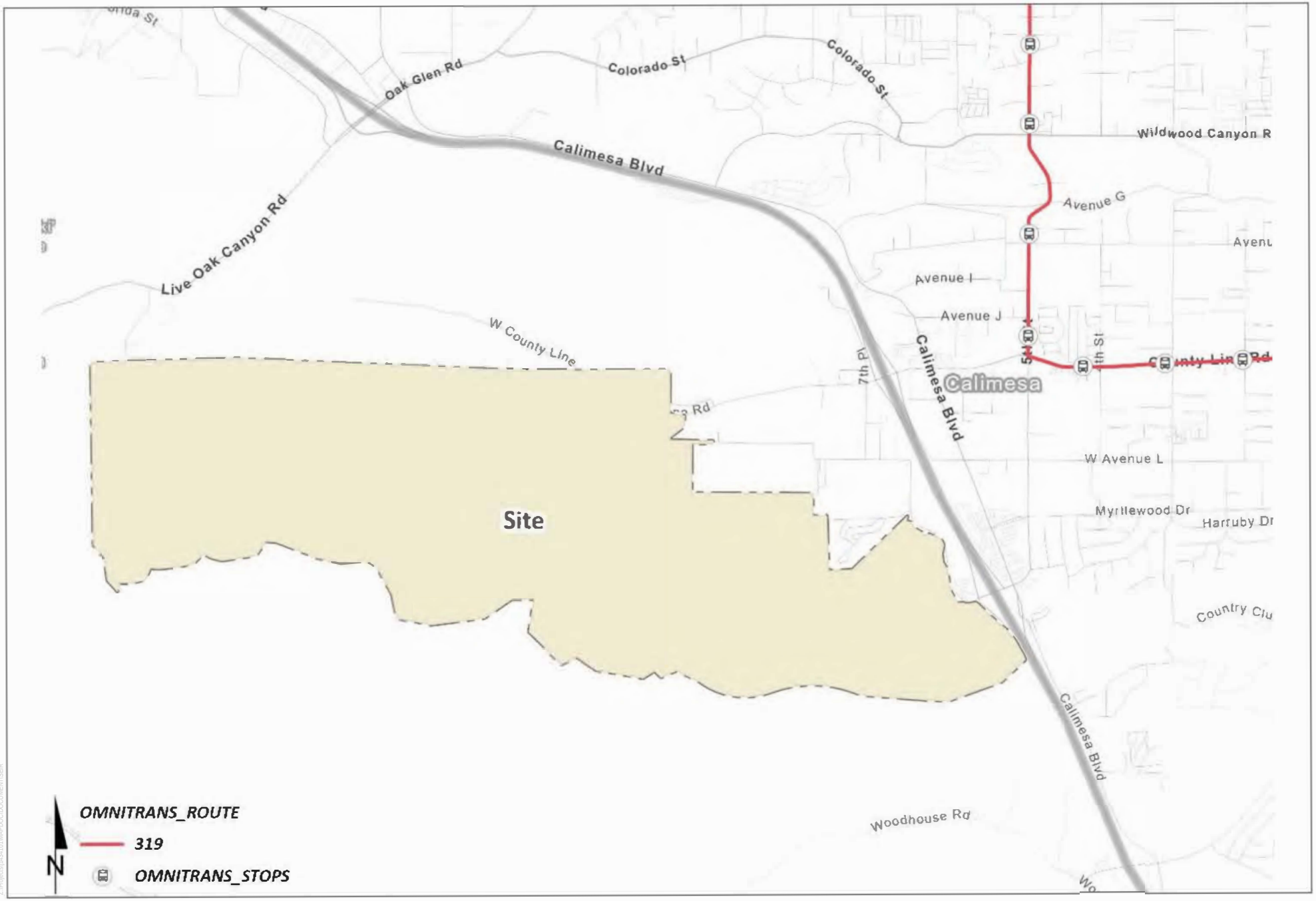

SOURCE: Urban Crossroads, 2024

FIGURE 4.15-2

Existing Omnitrans Routes

SEIR for the Mesa Verde Specific Plan 2023 Project

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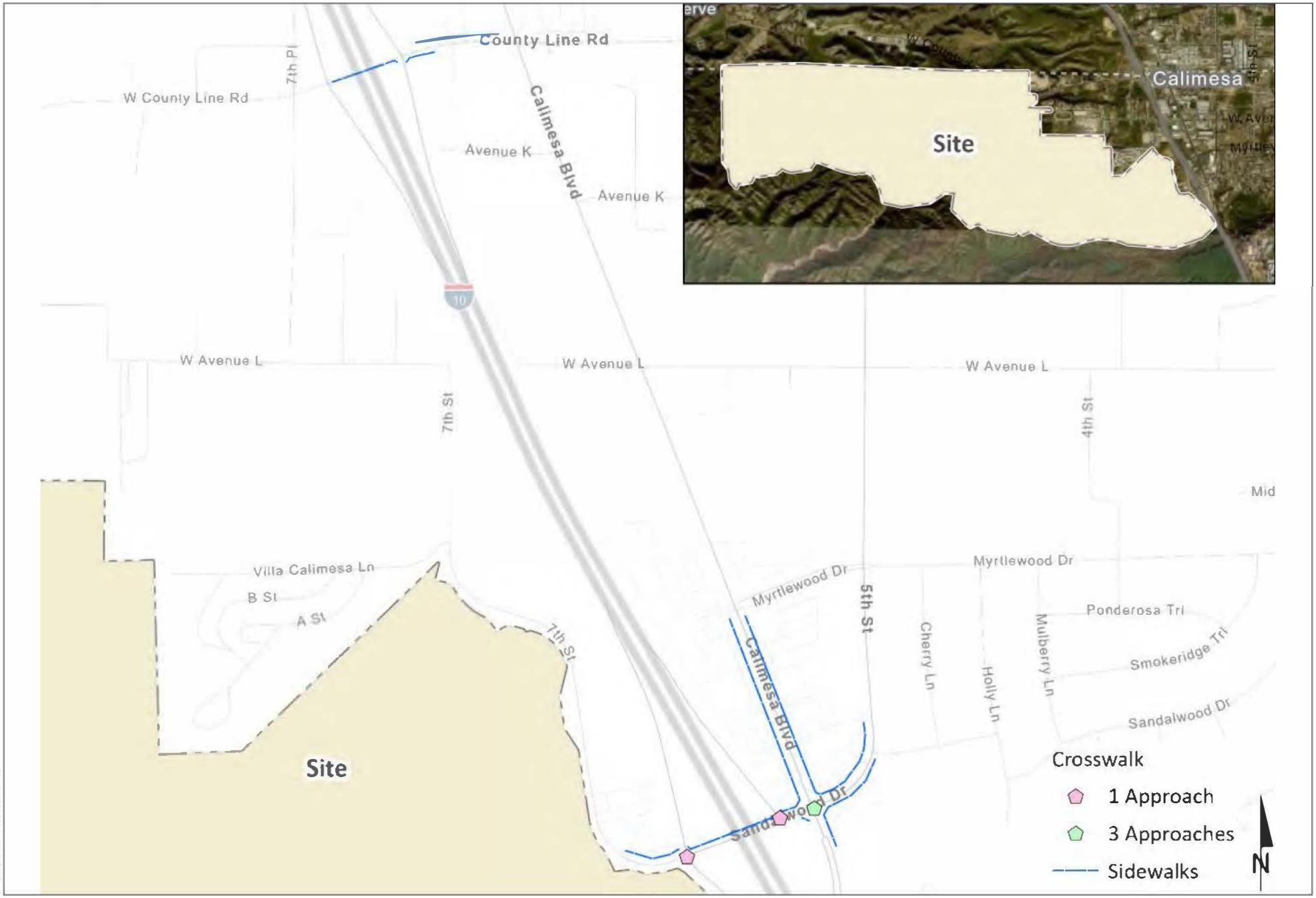

SOURCE: Urban Crossroads, 2024

FIGURE 4.15-3

Pedestrian Facilities within the Study Area

SEIR for the Mesa Verde Specific Plan 2023 Project

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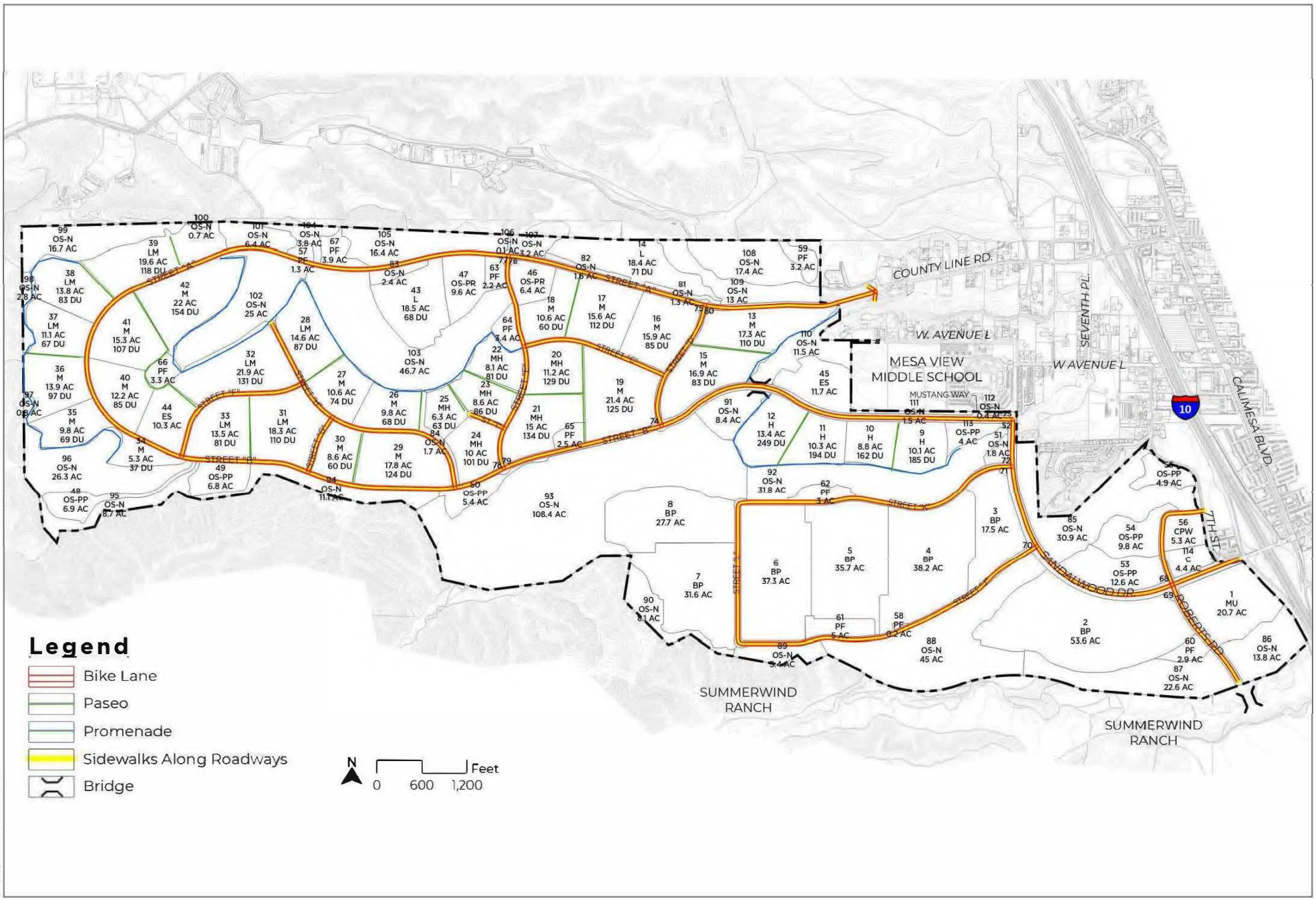

SOURCE: Urban Crossroads 2025

FIGURE 4.15-4

Proposed Trails and Bike Lanes in the Specific Plan

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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4.16 Tribal Cultural Resources

This section describes the existing tribal cultural resource (TCR) conditions of the Mesa Verde Specific Plan Area 2 Amendment 2 Project (Project or Specific Plan Amendment) site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed Project compared to the previously approved Mesa Verde Estates Specific Plan, as amended by the 2017 Mesa Verde Specific Plan Area 2 Amendment 1 (2017 Specific Plan or previously approved project).

Information contained in this section is based on a Cultural Resources Inventory and Evaluation Report for the Mesa Verde Specific Plan Area 2 Amendment 2 Project prepared by Dudek dated February 2025 (Appendix D-2), an Archaeological Extended Phase I Subsurface Testing Report for the Project prepared by Dudek dated September 2024 (Appendix D-3), and the Section 106 National Historic Preservation Act Historic Resources Study for the Mesa Verde Permitting Project, City of Calimesa (City), California prepared by Dudek in July 2022 (Appendix D-4). Other sources consulted are listed in Section 4.16.8, References.

4.16.1 Existing Environmental Conditions

4.16.1.1 California Historical Resources Information System Records Search and Survey

Assembly Bill (AB) 52 defines TCRs as those archaeological sites identified by tribal individuals that are eligible for or listed in the California Register of Historical Resources (CRHR), or resources that are accompanied by substantial evidence such that the lead agency designates a resource as a TCR. As such, it is appropriate to review identification of prehistoric archaeological resources that have the potential to be identified by consulting tribes as a TCR, by referring to records searches and cultural resources inventories.

The Project area studied in this analysis includes the limits of the Specific Plan area as well as along all areas of off-site impacts, which are described in detail in Section 3.5.1, Off-Site Improvements as Project Components, of this SEIR.

This analysis incorporates a previously conducted records search at the Eastern Information Center (EIC) included in the Section 106 National Historic Preservation Act Historic Resources Study for the Mesa Verde Permitting Project, City, California prepared by Dudek in July 2022 (Appendix D-4). The cultural resources record search results conducted by EIC staff, from the California Historical Resources Information System database at the EIC at the University of California, Riverside, dated May 27, 2022, provided information on all documented cultural resources and previous archaeological investigations covering all of the current Project area. On May 4, 2023, Dudek staff conducted a records search at the South Central Coastal Information Center at California State University Fullerton.

A complete summary of the cultural resources inventory efforts is included in Section 4.4 Cultural Resources. Based upon the records search conducted at the EIC, 51 cultural resources have been previously recorded within 1-mile of the Project area. Of the 51 resources, five are historic period archaeological resources and are located within the Project area consisting of a concrete reservoir (P-33-013992); water retention features (P-33-013993); remnants of a hog farm (P-33-013994); concrete house slab (P-33-013995); and a trash scatter (MV-S-001).

Dudek archaeologists surveyed the Project area and confirmed the presence of the five previously recorded historic period resources within the Project area; all appeared to be in the same condition as when they were last recorded. These five resources were previously evaluated and recommended to not be eligible for listing on the CRHR.

In addition, six new historic period cultural resources were identified within the Project area including: a drainage pipe feature (MV-S-002); refuse dump (MV-S-003); drainage pipe feature (MV-S-004); drainage pipe feature (MV-S-005); concrete foundations with pipes (MV-S-006); drainage pipe feature (MV-S-007); and one prehistoric isolate consisting of two shell fragments (MV-I-001). MV-S-002, MV-S-003, MV-S-004, MV-S-005, MV-S-006, and MV-S-007 were recommended not eligible for listing on the CRHR and not significant under CEQA. As an isolate, MV-I-001 does not have sufficient data potential or other attributes required to address CRHR Criteria, is not eligible for listing in the CRHR or the local register and is not significant under CEQA.

4.16.1.2 Extended Phase I Subsurface Testing

During AB 52 consultation between the City and the Yuhaaviatam of San Manuel Nation (YSMN), the YSMN requested an extended Phase I subsurface testing effort within the Project area to determine the presence or absence of subsurface tribal cultural resources and archaeological deposits. Dudek excavated a combination of 14 shovel test pits and six auger borings within seven potentially sensitive areas located within the Project area. All shovel test pits and augers were negative for cultural material. The results are included in the Archaeological Extended Phase I Subsurface Testing Report for the Project prepared by Dudek dated September 2024 (Appendix D-3).

4.16.1.3 Native American Coordination

Sacred Lands File Search and Tribal Outreach

Dudek requested the Native American Heritage Commission (NAHC) search its Sacred Lands File on May 6, 2022 and the NAHC replied on June 8, 2022 with positive results. The NAHC additionally provided a list of Native American tribes and individuals/organizations with traditional geographic associations that might have knowledge of cultural resources in this area. Tribal outreach letters were mailed on March 31, 2023, to all Native American group representatives included on the NAHC contact list. These letters attempted to solicit information relating to Native American resources that may be impacted by the Project. Native American representatives were requested to define a general area where known resources intersect the Project area. Seven responses to this information request have been received to date. Table 4.16-1 summarizes the results of the Native American coordination efforts.

Table 4.16-1. Native American Heritage Commission-Listed Native American Contacts

Native American Tribal Representatives	Method of Notification/Date	Response Received
Jeff Grubbe, Chairperson Agua Caliente Band of Cahuilla Indians	Certified mail sent March 31, 2023	On April 4, 2023 from Xitlaly Madrigal: the Project area is not located within the boundaries of the Agua Caliente Band of Cahuilla Indians Reservation, however, it is located within their Traditional Use Area and requests a cultural resources inventory of the Project area by a qualified archaeologist, a copy of the records search, and any cultural resource documentation generated in connection with the Project.
Patricia Garcia-Plotkin, Director Agua Caliente Band of Cahuilla Indians	Certified mail sent March 31, 2023	None to date.
Amanda Vance, Chairperson Augustine Band of Cahuilla Mission Indians	Certified mail sent March 31, 2023	On April 3, 2023, from Geramy Martin: unaware of specific cultural resources that may be affected by the proposed Project, in the event that cultural resources are discovered during the development of the Project, their office would like to be contacted immediately for further evaluation.
Doug Welmas, Chairperson Cabazon Band of Mission Indians	Certified mail sent March 31, 2023	None to date.
Daniel Salgado, Chairperson Cahuilla Band of Indians	Certified mail sent March 31, 2023	On July 21, 2023, from Lorrie Gregory: the specific location is a part of Cahuilla traditional land use, therefore there is possibility of cultural resources in the vicinity, if there is a discovery of our ancestral cultural resources, we would appreciate to be notified on the instance immediately.
Andrew Salas, Chairperson Gabrieleno Band of Mission Indians	Certified mail sent March 31, 2023	None to date.
Ray Chapparosa, Chairman Los Coyotes Band of Cahuilla and Cupeño Indians	Certified mail sent March 31, 2023	None to date.
Ann Brierty, THPO Morongo Band of Mission Indians	Certified mail sent March 31, 2023	On May 6, 2023, from Bernadette Ann Brierty: the Project is located within the ancestral territory and traditional use area of the Cahuilla and Serrano people of the Morongo Band of Mission Indians, recommend tribal participation for future construction phases(s) of the Project, and requests government-to-government consultation under AB 52.

Table 4.16-1. Native American Heritage Commission-Listed Native American Contacts

Native American Tribal Representatives	Method of Notification/Date	Response Received
Robert Martin, Chairperson Morongo Band of Mission Indians	Certified mail sent March 31, 2023	None to date.
Shasta Gaughen, Tribal Historic Preservation Officer Pala Band of Mission Indians	Certified mail sent March 31, 2023	None to date.
Mark Macarro, Chairperson Pechanga Band of Mission Indians	Certified mail sent March 31, 2023	None to date.
Paul Macarro, Cultural Resources Manager Pechanga Band of Mission Indians	Certified mail sent March 31, 2023	On April 14, 2023, from Paul Macarro: the Project is just outside their Ancestral territory and that they would defer to Morongo, Soboba, and/or San Manuel.
Jill McCormick, Historic Preservation Officer Quechan Tribe of the Fort Yuma Reservation	Certified mail sent March 31, 2023	On April 12, 2023, from Jill McCormick: they do not wish to comment on the Project, and they defer to the more local Tribes and support their determinations on this matter.
Manfred Scott, Acting Chairman Quechan Tribe of the Fort Yuma Reservation	Certified mail sent March 31, 2023	None to date.
Joseph Hamilton, Chairperson Ramona Band of Cahuilla	Certified mail sent March 31, 2023	None to date.
John Gomez, Environmental Coordinator Ramona Band of Cahuilla	Certified mail sent March 31, 2023	None to date.
Bo Mazzetti, Chairperson Rincon Band of Luiseño Indians	Certified mail sent March 31, 2023	On April 17, 2023, from Deneen Pelton: the Project is not within the Rincon Band's specific Area of Historic Interest, and they have no additional information to provide, and recommends contacting a Tribe that is closer to the Project and may have pertinent information.
Cheryl Madrigal, Tribal Historic Preservation Officer Rincon Band of Mission Indians	Certified mail sent March 31, 2023	None to date.
Jessica Mauck, Director of Cultural Resources San Manuel Band of Mission Indians	Certified mail sent March 31, 2023	On May 3, 2023, from Ryan Nordness: previous cultural reports for the area have been determined to be less reliable than previously thought as a recent project that would butt against this amendment space has uncovered several instances of human remains and occupation sites.
Lovina Redner, Tribal Chair Santa Rosa Band of Cahuilla Indians	Certified mail sent March 31, 2023	None to date.
Wayne Walker, Co-Chairperson Serrano Nation of Mission Indians	Certified mail sent March 31, 2023	None to date.

Table 4.16-1. Native American Heritage Commission-Listed Native American Contacts

Native American Tribal Representatives	Method of Notification/Date	Response Received
Mark Cochrane, Co-Chairperson Serrano Nation of Mission Indians	Certified mail sent March 31, 2023	None to date.
Joseph Ontiveros, Cultural Resource Departmen Soboba Band of Luiseño Indians	Certified mail sent March 31, 2023	None to date.
Isaiah Vivanco, Chairperson Soboba Band of Luiseno Indians	Certified mail sent March 31, 2023	None to date.
Cultural Committee Torres-Martinez Desert Cahuilla Indians	Certified mail sent March 31, 2023	None to date.

Assembly Bill 52

A project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment (PRC Section 21084.2). Under AB 52, a TCR must have tangible, geographically defined properties that can be impacted by project implementation. The Project is subject to compliance with AB 52.

The City sent notification of the Project to all California Native American tribal representatives that have requested project notifications from the City pursuant to AB 52 and that are on file with the NAHC as being traditionally or culturally affiliated with the geographic area on April 26, 2024**.** These notification letters included a project map and description inquiring if the tribe would like to consult to discuss the Project and the potential to impact any TCRs. AB 52 allows tribes 30 days after receiving notification to request consultation. If a response is not received within the allotted 30 days, it is assumed that consultation is declined. To date, four responses were received as a result of the City's AB 52 consultation notifications. Table 4.16-2 summarizes the results of the AB 52 process for the Project followed by a brief summary of the consultation results to date. The confidential AB 52 consultation results are on file with the City.

Table 4.16-2. Assembly Bill 52 Native American Tribal Outreach Results

Native American Tribal Representatives	Method of Notification/ Date	Response to City Notification Letters	Consultation Summary
Ann Brierty, THPO; Joan Schneider; Laura Chatterton, Morongo Band of Mission Indians (Morongo)	Certified mail sent April 25, 2024	July 25, 2024: Morongo contacted the City and indicated that the hard copy Tribal consultation requests had been sent to an incorrect contact that was no longer employed by the Tribe. Morongo provided updated contact information for consultation requests. Morongo further requested formal consultation under AB 52 and SB 18.	December 20, 2023: The City provided Morongo with a Calimesa AB 52/SB 18 consultation summary document to give Morongo an advanced informal notice that Tribal consultation requests for the project would be issued in the coming months. July 24, 2024: The City circulated draft mitigation measures and the draft cultural resource section of the SEIR. August 12, 2024, and September 4, 2024: The City followed up to request a status update regarding Morongo's review of the draft mitigation measures and draft EIR sections. August 23, 2024: Morongo indicated that comments were forthcoming the following week. No further response has been received to date, and it is assumed Morongo does not have comments on the documents provided for review.
Tina Thompson, Office Manager, Pechanga Cultural Resources Department Mendoza	Certified mail sent April 25, 2024	N/A	The window to request AB 52 consultation has closed.
Molly Earp-Escobar, Cultural Planning Specialist, Pechanga Cultural Resources Department	Certified mail sent April 25, 2024	N/A	The window to request AB 52 consultation has closed.
Juan Ochoa, Assistant Tribal Historic Preservation Officer, Pechanga Cultural Resources Department	Certified mail sent April 25, 2024	N/A	The window to request AB 52 consultation has closed.

Table 4.16-2. Assembly Bill 52 Native American Tribal Outreach Results

Native American Tribal Representatives	Method of Notification/ Date	Response to City Notification Letters	Consultation Summary
Kristen Tuosto, Tribal Archaeologist, Yuhaaviatam of San Manual Nation (YSMN) (formally the San Manuel Band of Mission Indians	Certified mail sent April 25, 2024	May 7, 2024: YSMN submitted written correspondence requesting formal consultation under AB 52 and SB 18 and requested a number of technical documents for their review.	December 20, 2023: The City provided YSMN with a Calimesa AB 52/SB 18 consultation summary document to give YSMN an advanced informal notice that Tribal consultation requests for the project would be issued in the coming months. May 15, 2024: The City provided the technical documentation requested by YSMN. June 13, 2024: The City and YSMN conducted a virtual consultation meeting in with archaeological testing was requested. July 24, 2024: The City circulated draft mitigation measures and the draft cultural resource section of the SEIR. On August 18, 2024, and September 4, 2024: The City followed up to request a status update regarding YSMN's review of the draft mitigation measures and draft EIR sections. No response has been received to date, and it is assumed YSMN does not have comments on the documents provided for review. August 26, 2024, YSMN monitored archaeological testing at the project site along with a cultural resource management team retained by the project. January 27, 2025, YSMN provided edits to the draft mitigation measures.
Mary Resvaloso, Chairperson, Torres-Martinez Desert Cahuilla Indians	Certified mail sent April 25, 2024	N/A	The window to request AB 52 consultation has closed.

Table 4.16-2. Assembly Bill 52 Native American Tribal Outreach Results

Native American Tribal Representatives	Method of Notification/ Date	Response to City Notification Letters	Consultation Summary
Joseph Ontiveros, THPO, Chairperson, Soboba Band of Luiseño Indians (Soboba)	Certified mail sent April 25, 2024	On July 1, 2024, Soboba contacted the City to indicate that the hard copy Tribal consultation requests had been sent to an incorrect contact that was no longer employed by Soboba. Soboba provided updated contact information for consultation requests and requested email communications. Soboba further requested formal consultation under AB 52 and SB 18.	December 20, 2023: The City provided Soboba with a Calimesa AB 52/SB 18 consultation summary document to give Soboba an advanced informal notice that Tribal consultation requests for the project would be issued in the coming months. On July 24, 2024, the City circulated draft mitigation measures and the draft cultural resource section of the SEIR. July 31, 2024: The City and Soboba conducted an in-person consultation meeting. August 12, 2024, and September 4, 2024: The City followed up to request a status update regarding Soboba's review of the draft mitigation measures and draft EIR sections. No response has been received to date, and it is assumed that Soboba does not have comments on the documents provided for review.
Claritsa Duarte, Cultural Resource Analyst, Agua Caliente Band of Mission Indians (Agua Caliente)	Certified mail sent April 25, 2024	May 13, 2024: Requesting to consult under AB 52 and SB 18, copies of any cultural resource documentation for the project, a copy of the records search, presence of an approved Agua Caliente Native American Cultural Resource Monitor(s) during any ground disturbing activities, presence of an archaeologist, copy of the Phase I Survey Report, and noted that the project is located in a highly sensitive area as a Cahuilla village site within the project area. June 14, 2024: Agua Caliente requested a government-to-government virtual meeting with the City.	December 20, 2023: The City provided Agua Caliente with a Calimesa AB 52/SB 18 consultation summary document to give Agua Caliente an advanced informal notice that Tribal consultation requests for the project would be issued in the coming months. July 1, 2024: The City and Agua Caliente conducted a virtual consultation meeting and information regarding the archaeological testing to be conducted by YSMN was provided to Agua Caliente. July 24, 2024: The City circulated draft mitigation measures and the draft cultural resource section of the SEIR. August 12, 2024, and September 4, 2024: The City followed up to request a status update regarding the Agua Caliente's review of the draft mitigation measures and draft EIR sections. No response has been received to date, and it is assumed that Agua Caliente does not have comments on the documents provided for review.

Four tribes requested Assembly Bill (AB) 52 and Senate Bill (SB) 18 consultation with the City; the Morongo Band of Mission Indians, the YSMN (formally the San Manuel Band of Mission Indians), the Agua Caliente Band of Mission Indians, and the Soboba Band of Luiseño Indians. On August 23, 2024, Morongo indicated that comments were forthcoming the following week and no further response has been received to date, and it is assumed Morongo does not have comments on the documents provided for review. On July 1, 2024, Agua Caliente and the City consulted under AB 52 and SB 18, and information regarding the archaeological testing to be monitored by YSMN was provided to Agua Caliente. On July 24, 2024, the City provided draft mitigation measures and the draft cultural resource section. The City followed up with Agua Caliente on August 12, 2024, and September 4, 2024, and no response has been received to date, and it is assumed Agua Caliente does not have comments on the documents provided for review. On June 16, 2024, YSMN and the City consulted under AB 52 and SB 18 and YSMN requested archaeological testing. On July 24, 2024, the City provided draft mitigation measures and the draft cultural resource section. The City followed up with Agua Caliente on August 12, 2024, and September 4, 2024, and no response has been received to date, and it is assumed Agua Caliente does not have comments on the documents provided for review. On August 26, 2024, YSMN monitored the archaeological testing for the project site. On July 31, 2024, Soboba and the City consulted under AB 52 and SB 18. On July 24, 2024, the City provided draft mitigation measures and the draft cultural resource section. The City followed up with Soboba on August 12, 2024, and September 4, 2024, and no response has been received to date, and it is assumed Soboba does not have comments on the documents provided for review.

Senate Bill 18

According to SB 18, the City has a responsibility to initiate consultation with tribes/groups listed on the California NAHC's official SB 18 contact list for amendment of a General Plan. SB 18 requires the City to send a letter to each contact on the NAHC's SB 18 list, extending an invitation for consultation. Tribes will have 90 days from receipt of the letter to request consultation. The City must also send a notice to all contacts 45 days prior to adopting the amended General Plan, as well as a third notice 10 days prior to any public hearing regarding the General Plan amendment.

The City sent notification of the Project to all California Native American tribal representatives that have requested notifications pursuant to SB 18 and that are on file with the NAHC as being traditionally or culturally affiliated with the geographic area on April 25, 2024. These notification letters included a Project map and description inquiring if the tribe would like to consult on the Project. To date, four responses were received as a result of the City's SB 18 consultation notifications. Table 4.16-3 summarizes the results of the SB 18 process for the Project. The confidential SB 18 consultation results are on file with the City.

Table 4.16-3. Senate Bill 18 Native American Tribal Outreach Results

Native American Tribal Representatives	Method of Notification/ Date	Response to City Notification Letters	Consultation Date
Ann Brierty, THPO; Joan Schneider; Laura Chatterton, Morongo Band of Mission Indians	Certified mail sent April 25, 2024	July 25, 2024: Morongo contacted the City and indicated that the hard copy Tribal consultation requests had been sent to an incorrect contact that was no longer employed by the Tribe. Morongo provided updated contact information for consultation requests. Morongo further requested formal consultation under AB 52 and SB 18.	December 20, 2023: The City provided Morongo with a Calimesa AB 52/SB 18 consultation summary document to give Morongo an advanced informal notice that Tribal consultation requests for the project would be issued in the coming months. July 24, 2024: The City circulated draft mitigation measures and the draft cultural resource section of the SEIR. August 12, 2024, and September 4, 2024: The City followed up to request a status update regarding Morongo's review of the draft mitigation measures and draft EIR sections. August 23, 2024: Morongo indicated that comments were forthcoming the following week. No further response has been received to date, and it is assumed Morongo does not have comments on the documents provided for review.
Claritsa Duarte, Cultural Resource Analyst, , Agua Caliente Band of Mission Indians	Certified mail sent April 25, 2024	May 13, 2024: Requesting to consult under AB 52, copies of any cultural resource documentation for the project, a copy of the records search, presence of an approved Agua Caliente Native American Cultural Resource Monitor(s) during any ground disturbing activities, presence of an archaeologist, copy of the Phase I Survey Report, and noted that the project is located in a highly sensitive area as a Cahuilla village site within the project area. June 14, 2024: Agua Caliente requested a government-to-government virtual meeting with the City.	December 20, 2023: The City provided Agua Caliente with a Calimesa AB 52/SB 18 consultation summary document to give Agua Caliente an advanced informal notice that Tribal consultation requests for the project would be issued in the coming months. July 1, 2024: The City and Agua Caliente conducted a virtual consultation meeting and information regarding the archaeological testing to be conducted by YSMN was provided to Agua Caliente. July 24, 2024: The City circulated draft mitigation measures and the draft cultural resource section of the SEIR. August 12, 2024, and September 4, 2024: The City followed up to request a status update regarding the Agua Caliente's review of the draft mitigation measures and draft EIR sections. No response has been received to date, and it is assumed that Agua Caliente does not have comments on the documents provided for review.

Table 4.16-3. Senate Bill 18 Native American Tribal Outreach Results

Native American Tribal Representatives	Method of Notification/ Date	Response to City Notification Letters	Consultation Date
Kristen Tuosto, Tribal Archaeologist, Yuhaaviatam of San Manual Nation (YSMN) (formally the San Manuel Band of Mission Indians	Certified mail sent April 25, 2024	May 7, 2024: YSMN submitted written correspondence requesting formal consultation under AB 52 and SB 18 and requested a number of technical documents for their review.	December 20, 2023: The City provided YSMN with a Calimesa AB 52/SB 18 consultation summary document to give YSMN an advanced informal notice that Tribal consultation requests for the project would be issued in the coming months. May 15, 2024: The City provided the technical documentation requested by YSMN. June 13, 2024: The City and YSMN conducted a virtual consultation meeting in with archaeological testing was requested. July 24, 2024: The City circulated draft mitigation measures and the draft cultural resource section of the SEIR. On August 18, 2024, and September 4, 2024: The City followed up to request a status update regarding YSMN's review of the draft mitigation measures and draft EIR sections. No response has been received to date, and it is assumed YSMN does not have comments on the documents provided for review. August 26, 2024, YSMN monitored archaeological testing at the project site along with a cultural resource management team retained by the project.
Amanda Vance, Chairperson, Augustine Band of Cahuilla Mission Indians	Certified mail sent April 25, 2024	N/A	The window to request SB 18 consultation has closed.
Doug Welmas, Chairperson, Cabazon Band of Mission Indians	Certified mail sent April 25, 2024	N/A	The window to request SB 18 consultation has closed.
Daniel Salgado, Chairperson, Cahuilla Band of Mission Indians	Certified mail sent April 25, 2024	N/A	The window to request SB 18 consultation has closed.
Shane Chapparosa, Chairperson, Los Coyotes Band of Mission Indians	Certified mail sent April 25, 2024	N/A	The window to request SB 18 consultation has closed.

Table 4.16-3. Senate Bill 18 Native American Tribal Outreach Results

Native American Tribal Representatives	Method of Notification/ Date	Response to City Notification Letters	Consultation Date
Joseph Hamilton, Chairperson, Ramona Band of Cahuilla Mission Indians	Certified mail sent April 25, 2024	N/A	The window to request SB 18 consultation has closed.
John Valenzuela, Chairperson, San Fernando Band of Mission Indians	Certified mail sent April 25, 2024	N/A	The window to request SB 18 consultation has closed.
Steven Estrada, Chairperson, Santa Rosa Band of Mission Indians	Certified mail sent April 25, 2024	N/A	The window to request SB 18 consultation has closed.
Goldie Walker, Chairperson, Serrano Nation of Mission Indians	Certified mail sent April 25, 2024	N/A	The window to request SB 18 consultation has closed.
Rosemary Morillo, Chairperson, Soboba Band of Luiseño Indians	Certified mail sent April 25, 2024	N/A	The window to request SB 18 consultation has closed.
Mary Resvaloso, Chairperson, Torres-Martinez Desert Cahuilla Indians	Certified mail sent April 25, 2024	N/A	The window to request SB 18 consultation has closed.
Joseph Ontiveros, THPO, Pechanga Cultural Resources Department	Certified mail sent April 25, 2024	On July 1, 2024, Soboba contacted the City to indicate that the hard copy Tribal consultation requests had been sent to an incorrect contact that was no longer employed by Soboba. Soboba provided updated contact information for consultation requests and requested email communications. Soboba further requested formal consultation under AB 52 and SB 18.	December 20, 2023: The City provided Soboba with a Calimesa AB 52/SB 18 consultation summary document to give Soboba an advanced informal notice that Tribal consultation requests for the project would be issued in the coming months. On July 24, 2024, the City circulated draft mitigation measures and the draft cultural resource section of the SEIR. July 31, 2024: The City and Soboba conducted an in-person consultation meeting. August 12, 2024, and September 4, 2024: The City followed up to request a status update regarding Soboba's review of the draft mitigation measures and draft EIR sections. No response has been received to date, and it is assumed that Soboba does not have comments on the documents provided for review.

Table 4.16-3. Senate Bill 18 Native American Tribal Outreach Results

Native American Tribal Representatives	Method of Notification/ Date	Response to City Notification Letters	Consultation Date
Molly Earp-Escobar, Cultural Planning Specialist, Pechanga Cultural Resources Department	Certified mail sent April 25, 2024	N/A	The window to request SB 18 consultation has closed.
Tina Thompson Mendoza, Office Manager, Pechanga Cultural Resources Department	Certified mail sent April 25, 2024	N/A	The window to request SB 18 consultation has closed.

4.16.2 Regulatory Requirements

4.16.2.1 Federal

There are no applicable federal requirements.

4.16.2.2 State

California Register of Historical Resources

In California, the term "historical resource" includes, but is not limited to, "any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (PRC Section 5020.1[j]). In 1992, the California legislature established the CRHR "to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Section 5024.1[a]). The criteria for listing resources on the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP, enumerated as follows. According to California Public Resources Code (PRC) Section 5024.1(c)(1–4), a resource is considered historically significant if it (i) retains "substantial integrity" and (ii) meets at least one of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

To understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than 50 years old may be

considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance (14 CCR 4852[d][2]).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. The criteria for the CRHR are nearly identical to those for the NRHP, and properties listed or formally designated as eligible for listing in the NRHP are automatically listed in the CRHR, as are the state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

California Environmental Quality Act

Cultural Resources

The following California Environmental Quality Act (CEQA) statutes (PRC Section 21000 et seq.) and CEQA Guidelines (14 CCR 15000 et seq.) are of relevance to the analysis of archaeological, historic, and tribal cultural resources:

- PRC Section 21083.2(g) defines "unique archaeological resource."
- PRC Section 21084.1 and CEQA Guidelines Section 15064.5(a) defines "historical resources." In addition, CEQA Guidelines Section 15064.5(b) defines the phrase "substantial adverse change in the significance of a historical resource;" it also defines the circumstances when a project would materially impair the significance of a historical resource.
- PRC Section 21074(a) defines "tribal cultural resources."
- PRC Section 5097.98 and CEQA Guidelines Section 15064.5(e) set forth standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated ceremony.
- PRC Sections 21083.2(b) and 21083.2(c) and CEQA Guidelines Section 15126.4 provide information regarding the mitigation framework for archaeological and historic resources, including examples of preservation-in-place mitigation measures. Preservation in place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context and may help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

More specifically, under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource" (PRC Section 21084.1; 14 CCR 15064.5[b]).

A "substantial adverse change in the significance of an historical resource" reflecting a significant effect under CEQA means "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired" (14 CCR 15064.5[b][1]; PRC Section 5020.1[q]). In turn, the significance of a historical resource is materially impaired when a project does any of the following (14 CCR 15064.5[b][2]):

1. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the PRC or its

identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a lead agency for purposes of CEQA.

Pursuant to these sections, the CEQA inquiry begins with evaluating whether a project site contains any historical resources, then evaluates whether that project will cause a substantial adverse change in the significance of a historical resource such that the resource's historical significance would be materially impaired.

If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that they cannot be left undisturbed, mitigation measures are required (PRC Sections 21083.2[a]–[c]).

Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria (PRC Section 21083.2[g]):

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Impacts on non-unique archaeological resources are generally not considered a significant environmental impact (PRC Section 21083.2[a]; 14 CCR 15064.5[c][4]). However, if a non-unique archaeological resource qualifies as a TCR (PRC Sections 21074[c] and 21083.2[h]), further consideration of significant impacts is required.

CEQA Guidelines Section 15064.5 assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. These procedures are detailed in PRC Section 5097.98.

California State Assembly Bill 52

AB 52 of 2014 amended PRC Section 5097.94 and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 established that TCRs must be considered under CEQA and provided for additional Native American consultation requirements for the lead agency. Section 21074 describes a TCR as a site, feature, place, cultural landscape, sacred place, or object that is considered of cultural value to a California Native American tribe and that is either:

- On or determined to be eligible for the California Register of Historical Resources or a local historic register; or
- 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 Section 5024.1.

AB 52 formalizes the lead agency–tribal consultation process, requiring the lead agency to initiate consultation with California Native American groups that are traditionally and culturally affiliated with a project site, including tribes

that may not be federally recognized. Lead agencies are required to begin consultation prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report.

Section 1 (a)(9) of AB 52 establishes that "a substantial adverse change to a tribal cultural resource has a significant effect on the environment." Effects on TCRs should be considered under CEQA. Section 6 of AB 52 adds Section 21080.3.2 to the PRC, which states that parties may propose mitigation measures "capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource." Further, if a California Native American tribe requests consultation regarding project alternatives, mitigation measures, or significant effects to TCRs, the consultation shall include those topics (PRC Section 21080.3.2[a]). The environmental document and the mitigation monitoring and reporting program (where applicable) shall include any mitigation measures that are adopted (PRC Section 21082.3[a]).

Senate Bill 18

The Local and Tribal Intergovernmental Consultation process, commonly known as SB 18, was signed into law September of 2004 and took effect March 1, 2005. SB 18 refers to PRC Section 5097.9 and 5097.995, which defines cultural places as:

- Native American sanctified cemetery place of worship, religious or ceremonial site, or sacred shrine (PRC Section 5097.9).
- Native American historic, cultural, or sacred site that is listed or may be eligible for listing in the California Register of Historic Resources pursuant to Section 5024.1, including any historic or prehistoric ruins, any burial ground, any archaeological or historic site (PRC Section 5097.993).

SB 18 established responsibilities for local governments to contact, provide notice to, refer plans to, and consult with California Native American tribes that have been identified by the NAHC and if that tribe requests consultation after local government outreach as stipulated in Government Code Section 65352.3. The purpose of this consultation process is to protect the identity of the cultural place and to develop appropriate and dignified treatment of the cultural place in any subsequent project. The consultation is required whenever a general plan, specific plan, or open space designation is proposed for adoption or to be amended. Once local governments have sent notification, tribes are responsible for requesting consultation. Pursuant to Government Code Section 65352.3(a)(2), each tribe has 90 days from the date on which they receive notification to respond and request consultation.

In addition to the requirements stipulated previously, SB 18 amended Government Code Section 65560 to "allow the protection of cultural places in open space element of the general plan" and amended Civil Code Section 815.3 to add "California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places."

California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98

CEQA Guidelines Section 15064.5 assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. As described below, these procedures are detailed in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98.

California law protects Native American burials, skeletal remains, and associated grave goods, regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. Health and Safety Code section 7050.5 requires that if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains shall occur until the County coroner has examined the remains (California Health and Safety Code Section 7050.5[b]). If the coroner determines or has reason to believe the remains are those of a Native American, the coroner must contact the NAHC within 24 hours (California Health and Safety Code Section 7050.5[c]). In accordance with California Public Resources Code Section 5097.98(a), the NAHC will notify the Most Likely Descendant (MLD). With the permission of the landowner, the MLD may inspect the site of discovery. Within 48 hours of being granted access to the site, the MLD may recommend means of treatment or disposition, with appropriate dignity, of the human remains and associated grave goods.

4.16.2.3 Local

City of Calimesa 2014 General Plan

Chapter 6 of the City's General Plan describes the resource management for cultural and historic resources (City of Calimesa 2014). With respect to TCRs, the following General Plan goals, policies, and action items listed below are applicable to the Project.

Goal RM-4. Preserve the city's historical, cultural, archaeological, paleontological, and architectural resources.

Policy RM-16. Identify, protect, and preserve the historical and cultural resources of the city. (MM).

Action Item RM-16.1: Increase public awareness of Calimesa's cultural heritage and resources through development of education programs. (MM)

Action Item RM-16.2: Require the preservation of identified cultural resource to the extent possible, through dedication, removal, transfer, reuses, or other means. (MM)

Action Item RM-16.3: Review all proposed development for the possibility of cultural/archaeological/paleontological sensitivity. When existing information indicates that a site proposed for development may contain paleontological resources, a report stating the extent and potential significant of the resources that may exist within the proposed development shall be prepared and include mitigation measures as appropriate. (MM)

Action Item RM-16.4: The City will work with the Native American community and others to adopt an appropriate process and procedure for the monitoring of excavation in cultural and paleontological sensitive areas and adopt a process for ensuring the appropriate curation of any cultural or paleontological resources discovered. (MM)

4.16.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts to TCRs are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to TCRs would occur if the Project would:

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

   i. 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).

   ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

4.16.4 Impacts Analysis

4.16.4.1 Summary of Previous Impact Analysis

Mesa Verde Estates Specific Plan EIR (2007)

AB 52 went into effect on July 1, 2015, and did not apply to the project in 2007.

Addendum to the Mesa Verde Specific Plan EIR (2017)

On July 1, 2015, AB 52 went into effect amending CEQA to include TCRs as a new class of resources and requiring additional considerations relating to Native American consultation. Because addendums do not require noticing that would trigger the requirement for AB 52, no tribal consultation in accordance with AB 52 was conducted. The addendum does not include an analysis of TCRs; however, there are mitigation measures carried forward from the 2007 Final EIR that address TCRs.

4.16.4.2 Proposed Project Impact Analysis

Threshold 4.16a(i) ***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 listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?***

Less-than-Significant Impact with Mitigation**.** As discussed in Section 4.4, Cultural Resources, no previously recorded archaeological resources of Native American origin or TCRs listed in the CRHR or a local register were identified within the Project area as a result of the EIC or South Central Coastal Information Center records searches. A search of the

NAHC Sacred Lands File was conducted and the NAHC replied on June 8, 2022, with positive results. Dudek mailed tribal outreach letters to all Native American group representatives included on the NAHC contact list, and no sacred lands were identified within the Project area. The pedestrian survey did not result in the identification of archaeological sites of Native American origin; however, a prehistoric isolate, MV-I-001, consisting of two isolated shell fragments were identified within the Project area. As an isolate, MV-I-001 does not have sufficient data potential or other attributes required to address CRHR Criteria. In addition, it is not a "unique" resource, as defined under CEQA. As such, it is not eligible for listing in the CRHR or the local register and is not significant under CEQA. Additionally, the City notified California Native American Tribal representatives who are traditionally or culturally affiliated with the geographic area of the Project pursuant to AB 52.

At the request of the YSMN, an extended Phase I subsurface testing effort was conducted to determine the presence or absence of subsurface TCRs in seven areas with high potential for TCRs. A total of 14 shovel test pits and six auger borings were excavated and all shovel test pits and augers were negative for cultural material.

No TCRs were identified as a result of information provided from consulting tribes: the Morongo Band of Mission Indians, the YSMN (formally the San Manuel Band of Mission Indians), the Agua Caliente Band of Mission Indians, and the Soboba Band of Luiseño Indians. Therefore, the Project would not adversely affect TCRs that are listed or eligible for listing in the state or local register. However, the discovery of TCRs during construction of the Project poses a potential significant impact to TCRs

As such, the following mitigation measures are recommended to ensure that unknown TCRs that are inadvertently encountered during Project implementation are assessed, evaluated (if necessary) and treated in accordance with CEQA: MM-TCR-1 through MM-TCR-3.

MM-TCR-1 is a new measure that requires the establishment of an environmentally sensitive area around a TCR if discovered during ground disturbing activities. MM-TCR-2 is a new measure that sets forth requirements for the evaluation and treatment if a TCR is discovered during ground disturbing activities. MM-TCR-3 is a new measure that sets forth requirements for the disposition of TCRs.

These measures are provided in greater detail below, in Section 4.16.6, Mitigation Measures, below. With implementation of MM-TCR-1, MM-TCR-2, and MM-TCR-3, impacts related to TCRs would be less than significant. As stated under Section 4.16.4.1, Summary of Previous Impact Analysis, the previously approved project did not include tribal consultation in compliance with AB 52 or SB 18; therefore, the impacts described above and the requirement for mitigation would be considered a new impact.

Threshold 4.16a(ii) 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 resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)

Less-than-Significant Impact with Mitigation**.** Under AB 52, TCRs are defined as resources that the lead agency determines to be a TCR with a substantial burden of evidence. To date, no TCRs have been identified through

consultation with the Morongo Band of Mission Indians, the YSMN, the Agua Caliente Band of Mission Indians, and the Soboba Band of Luiseño Indians that would be impacted by project implementation. However, the discovery of TCRs during construction of the Project poses a potential significant impact to TCRs and implementation of MM-TCR-1 through MM-TCR-3 would be required. With mitigation, potential impacts related to TCRs would be less than significant. As stated under Section 4.16.4.1, Summary of Previous Impact Analysis, the previously approved project did not include tribal consultation in compliance with AB 52 or SB 18; therefore, the impacts described above and the requirement for mitigation would be considered a new impact.

4.16.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of past, present, and reasonably foreseeable future projects are significant, the lead agency must then determine whether the project has any contribution to the cumulative impact, and if so, whether the project's incremental effect is "cumulatively considerable." The cumulative geographic study area used to assess potential cumulative tribal cultural resources impacts is the traditional use areas of the consulting tribes: Morongo Band of Mission Indians, the YSMN, the Agua Caliente Band of Mission Indians, and the Soboba Band of Luiseño Indians. However, impacts to TCRs, if any exist, tend to be site-specific. The Project would have a cumulatively considerable effect on TCRs if the Project would contribute to an existing cumulative impact and substantially diminish the number of TCRs within the same or similar context or property type. The full list of related projects applicable to this Project's cumulative analyses is provided in Section 2.6, Cumulative Projects and illustrated on Figure 2-4, Cumulative Projects, in Chapter 2, Environmental Setting of this Draft SEIR.

Thresholds 4.16a and 4.16b - Cumulative

Not Cumulatively Considerable. As discussed above, no TCRs were identified as a result of information provided from the consulting tribes: the Morongo Band of Mission Indians, the YSMN, the Agua Caliente Band of Mission Indians, and the Soboba Band of Luiseño Indians. However, as indicated through consultation efforts with the consulting tribes, it was determined that the Project has the potential to result in impacts to TCRs that may be present beneath the ground surface of the Project site. Other ground-disturbing activities in the traditional-use areas of these tribes also have the potential to result in impacts to their TCRs, including sites or resources that may be buried beneath the ground surface. As such, the Project's potential impacts to TCRs would be cumulatively considerable prior to mitigation. Therefore, the Project is required to implement MM-TCR-1, MM-TCR-2, and MM-TCR-3, which would reduce Project-related cumulative impact to a less than significant level.

4.16.6 Mitigation Measures

4.16.6.1 Previously Adopted Mitigation Measures

Measures No Longer Applicable: Deleted or Revised/Replaced

The following previously approved mitigation measures are no longer applicable and have been deleted or revised/replaced by proposed mitigation (see Section 4.16.6.2, Proposed Project Mitigation Measures, below). Revised/replaced mitigation measures are denoted by "Replaced," below.

Revised: (See MM-CUL-1 in Section 4.4 Cultural Resources)

CR-1 Tribal Monitoring. Prior to the issuance of a grading permit, the applicant shall contact the consulting Native American Tribe(s) that have requested monitoring through consultation with the City during the AB 52 process. These tribes are the Morongo Band of Mission Indians and the Soboba Band of Luiseno Indians. The applicant shall coordinate with the Tribe(s) to develop a Tribal Monitoring Agreement(s). A copy of the agreement shall be provided to the City of Calimesa Planning Department prior to the issuance of a grading permit.

Measures Applicable Carried Forward

CR-1 is Carried Forward with revisions (See MM-CUL-1 in Section 4.4, Cultural Resources of this Draft SEIR)

4.16.6.2 Project Mitigation Measures

MM-TCR-1 Discovery of Tribal Cultural Resources. If a Tribal Cultural Resource is discovered during project implementation, ground-disturbing activities shall be suspended within a 60 foot-radius area around the resource(s), and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. No unauthorized person may enter the ESA area.

Representatives from the Consulting Tribes and the Lead Agency shall confer regarding significance of the resource in accordance with PRC §21074, potential necessity for development of a Research Design, as well as any testing efforts. Following the completion of evaluation efforts, all parties shall confer regarding the treatment and disposition of the Tribal Cultural Resource (TCR), including avoidance (or other appropriate treatment) of the discovered resource under PRC Section 21080.3.2.

MM-TCR-2 Treatment of Tribal Cultural Resources. In the event Tribal Cultural Resources are discovered during the course of ground-disturbing activities, these discoveries shall be properly recorded and if feasible, reburied *in situ, for preservation in perpetuity* if determined significant in accordance with CEQA. Evaluation of significance under for Tribal Cultural Resources under PRC §21074 criteria shall be based on the substantial information provided by the Consulting Tribes for the identified Tribal Cultural Resource. If reburial in-place is not feasible, representatives from the Consulting Tribes, the Project Archaeologist, Permit Holder, and the Lead Agency shall confer regarding a Research Design and/or a Treatment Plan, as well as any testing efforts. Following the completion of evaluation efforts, all parties shall confer regarding the both the Native American and archaeological significance of the resource, its potential as a Tribal Cultural Resource (TCR) under PRC §21074, and if measures are not otherwise identified in the consultation process, the Public Resources Code describes Mitigation Measures that may avoid or minimize the significant adverse impacts. Examples include:

(1) Avoidance and preservation of the resources in place, including planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

(2) Treating the resource with culturally appropriate dignity, considering the tribal cultural values, and meaning of the resource, including the following: (a) Protecting the cultural character and

integrity of the resource; (b) Protecting the traditional use of the resource; and (c) Protecting the confidentiality of the resource.

(3) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

(4) Protecting the resource.

Avoidance of the discovered resource is the preferred method for preservation. Public agencies must, when feasible, avoid damaging effects to any tribal cultural resource. However, should any significant resource and/or TCR not be a candidate for avoidance or preservation in place is determined to be infeasible, the removal of the resource(s) may be necessary to mitigate impacts. The research design shall include a comprehensive discussion of sampling strategies, resource processing, analyses, and reporting protocols/obligations. Removal of any cultural resource(s) shall be conducted with the presence of a Tribal Monitor(s). All plans for analyses shall be reviewed and approved by the applicant and Consulting Tribes prior to implementation, and all removed cultural material shall be temporarily curated on-site.

MM-TCR-3 Disposition of Tribal Cultural Resources. It is the preference of the Consulting Tribes that removed cultural material be reburied as close to its original place of discovery as possible. However, should reburial within/near the original place of discovery during project implementation not be feasible, then a reburial location for preservation of the resources in perpetuity shall be designated through consultation between the Consulting Tribes, the landowner, and the Lead Agency, and all materials of cultural origin shall be reburied within this location. Additionally, in this case, reburial shall not occur until all ground-disturbing activities associated with the project have been completed, all monitoring has ceased, all cataloging, analysis, and required recordation of cultural resources has been completed, and a final monitoring report has been issued to Lead Agency, California Historical Resources Information System (CHRIS), and Consulting Tribes. All reburials are subject to a reburial agreement that shall be developed between the landowner and Consulting Tribes outlining the designated reburial process/location and shall include measures and provisions to protect the reburial area from any future impacts.

Should it occur that avoidance, preservation in place, and on-site reburial are not an option for treatment, and this is agreed to by Consulting Tribes, the landowner shall relinquish all ownership and rights to this material and confer with Consulting Tribes to identify appropriate facilities that meet the curation standards required under 36 CFR Part 79 and the State Resources Department Office of Historic Preservation Guidelines for the Curation for Archaeological Resources. A curation agreement with an appropriately qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility. This agreement shall stipulate the payment of fees necessary for permanent curation of the collections and associated records and that it is the obligation of the Project developer/applicant to pay those fees.

4.16.7 Level of Significance Conclusion

Thresholds 4.16a and 4.16b With implementation of MM-TCR-1, MM-TCR-2, and MM-TCR-3, potential impacts related to TCRs would be less than significant.

4.16.8 References

Michael Brandman Associates 2007. *Mesa Verde Estates Specific Plan Amendment Final Impact Report SCH No. 2004071045. Prepared for the City of Calimesa.*

Montifolca and Giacinto. 2022. *Section 106 NHPA Historic Resources Study for the Mesa Verde Permitting Project, City of Calimesa, California.* On file at Dudek.

Montifolca and Giacinto. 2024. *Cultural Resources Inventory and Evaluation Report for the Mesa Verde Specific Plan Area 2 Amendment 2 Project, City of Calimesa, California.* On file at Dudek.

Placeworks. 2017. *Addendum to the Mesa Verde Specific Plan Environmental Impact Report SCH No. 2004071045 Screencheck.* Prepared for the City of Calimesa.

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4.17 Utilities and Service Systems

This section describes the existing utilities and service systems conditions of the Mesa Verde Specific Plan Area 2 Amendment 2 Project (Project or Specific Plan Amendment) site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed Project compared to the previously approved Mesa Verde Estates Specific Plan, as amended by the 2017 Mesa Verde Specific Plan Area 2 Amendment 1 (2017 Specific Plan or previously approved project). The following analysis is based in part upon the following documents:

- Preliminary Water Quality Management Plan, "Mesa Verde" Tentative Tract Map No. 33931, prepared by Hunsaker & Associates Irvine, Inc., included as Appendix G-1 of this Draft Subsequent Environmental Impact Report (SEIR)
- Preliminary Hydrology Report for Mesa Verde Estates Development Project, prepared by Hunsaker & Associates Irvine, Inc., included as Appendix G-3 of this Draft SEIR
- Water Supply Assessment (WSA) and Written Verification of Supply, prepared by the Yucaipa Valley Water District, included as Appendix K-1 of this Draft SEIR; and
- Yucaipa Valley Water District Preliminary Project Service Evaluation, prepared by the Yucaipa Valley Water District, included as Appendix K-2 of this Draft SEIR.

4.17.1 Existing Environmental Conditions

4.17.1.2 Project Site and Surrounding Area

As shown in Figure 2-1, Regional Location and Local Vicinity, in Chapter 2, Environmental Setting of this Draft SEIR, the Project site is comprised of 1,463.1 acres of undeveloped land located in the northwestern portion of the City of Calimesa (City), in the County of Riverside, California. Per the 2017 Specific Plan, the Project site is currently zoned to allow for a mix of residential, mixed-use, school, public/private park, infrastructure, and open space land uses.

Water Supply

Water is currently supplied to the Project site by the Yucaipa Valley Water District (YVWD). As discussed in Section 4.9, Hydrology and Water Quality, the YVWD sources water supplies from the Yucaipa Groundwater Subbasin, imported State Water Project (SWP) water from the San Bernardino Valley Municipal Water District and San Gorgonia Pass Water Agency, surface water diverted from Oak Glen Creek, recycled water from the YVWD Henry N. Wochholz Regional Water Reclamation Facility (WRWRF), and captured stormwater at the Oak Glen Creek spreading basins (and Wilson Creek basins during significant runoff events) (Dudek 2022; YVWD 2021c; City of Calimesa 2014). Historically, the majority of YVWD's potable water supply has come from groundwater (YVWD 2024). However, investments in infrastructure have improved the flexibility and redundancy of the water system, allowing for a more diverse water supply portfolio (YVWD 2024). In 2022 (the most recent year for which data was available), the YVWD's water supply portfolio consisted of 63.2% groundwater, 20.8% imported water, 15.0% recycled water, and 1.0% surface water diverted from Oak Glen Creek (YVWD 2024). By comparison, in 2005, approximately 95% of the YVWD's drinking water supply was from groundwater sources and the remaining 5% was from local surface sources (YVWD 2024).

Groundwater Supply

In accordance with the Sustainable Groundwater Management Act (SGMA), the Yucaipa Subbasin is considered by the Department of Water Resources (DWR) to be a high-priority groundwater basin and subject to the requirements of SGMA. The Yucaipa Groundwater Sustainability Agency was established in 2017 to manage groundwater within the subbasin, in support of the development of the required Groundwater Sustainability Plan, which was finalized in 2022 (Dudek 2022).

According to the Groundwater Sustainability Plan, the estimated safe yield or sustainable yield for the subbasin is 10,980 acre-feet per year (AFY), which would avoid undesirable results associated with chronic lowering of groundwater levels and reduction of groundwater in storage (Dudek 2022). From 2007 to 2012, artificial recharge efforts increased the total groundwater storage in the Yucaipa Basin to 1998 levels. Information utilized by the Yucaipa-SGMA indicates that the subbasin is currently being sustainably managed.

Groundwater elevations in the subbasin during the period of 1966 to 2016 had the highest elevations in the spring of 1988 and the lowest elevations occurred in the fall of 2007 (Dudek 2022). The historical low occurred immediately prior to the marked increase in SWP that was imported into the subbasin by YVWD and subsequent decline in groundwater production from 13,000 AFY in 2007 to 10,000 AFY in 2009. The estimated volume of groundwater in storage in the Yucaipa Subbasin at the end of the 2016 water year was 2,233,000 AF (Dudek 2022).

The San Timoteo subbasin (DWR 8-02.08), located south of the Yucaipa Subbasin is also one of the sources used by YVWD and South Mesa Water Company. The subbasin includes an adjudicated (Beaumont Watermaster) and non-adjudicated portion and generally underlies Cherry Valley and the City of Beaumont in southwestern San Bernardino and northwestern Riverside Counties. There is not a groundwater sustainability plan for this subbasin (Dudek 2022).

Surface Water Supply

The YVWD traditionally received about 1,000-acre-feet of surface water supplies from the Oak Glen watershed. However, production from this watershed has declined to about 250-acre-feet annually (YVWD 2024). These sources are both minor and relatively unreliable due to their greater availability only in wet periods (YVWD 2024). The San Bernardino Valley Municipal Water District and the San Gorgonio Pass Water Agency are the main suppliers of imported water to the YVWD (YVWD 2024). The San Bernardino Valley Municipal Water District has an entitlement to 102,600-acre-feet of water annually from the SWP, while the San Gorgonio Pass Water Agency has an entitlement of 17,300-acre-feet per year (YVWD 2024). The Yucaipa Valley Regional Water Filtration Plant treats and delivers this water to areas in San Bernardino and Riverside counties. The YVWD acknowledges that the SWP may not always be able to deliver its full contracted amounts of water. Therefore, the YVWD plans to use SWP water primarily in average or wet years and intends to increase the capacity of its filtration plant from 12 million gallons per day (MGD) to 30 MGD to accommodate this (YVWD 2024).

The SWP allows for the carrying over of unused water allocations to the next year and offers additional supplies such as Article 56C carryover water, Article 21 water, Turnback Pool water, and Dry Year Purchase Programs (YVWD 2024). Article 21 water is available when there are excess flows in the Delta, and it is typically available only in average-to-wet years (YVWD 2024). The Turnback Pool facilitates the sale of excess Table A supplies, while Dry Year Purchase Programs provide additional supplies in critical dry years (YVWD 2024). However, the availability of these additional supplies is somewhat uncertain and not included in YVWD's supply plan (YVWD 2024).

Recycled Water Supply

On average, the YVWD consistently offsets approximately 15% of the total annual water demand with recycled water (YVWS 2024). Recycled water meeting Title 22 requirements are available at the WRWRF and treated backwash supplies are available from the Yucaipa Valley Regional Water Filtration Facility. In 2022 (the most recent year for which data was available), the District delivered about 2,000-acre-feet of recycled water (YVWD 2024). The available supply of recycled water from the WRWRF is approximately 4,500-acre-feet plus about 750-acre-feet from the Yucaipa Valley Regional Water Filtration Facility for a total available supply of 5,250-acre-feet per year (YVWD 2024).

Yucaipa Valley Water District

According to the YVWD, the district has taken proactive steps to preserve and protect water resources, including the integration of drinking water, sewer, recycled water, and salt removal systems (YVWD 2024). The YVWD manages local groundwater supplies with supplemental imported water to ensure sustainability and dependability (YVWD 2024). The YVWD has also constructed infrastructure to support the growing use of recycled water, which has significantly reduced dependency on groundwater basins and imported water. The recycled water system has reduced groundwater production by over 2 MGD since January 2016 (YVWD 2024).

The YVWD recognizes the importance of water conservation and has implemented cost-effective best management practices. On August 20, 2008, the Board of Directors adopted A Strategic Plan for a Sustainable Future - The Integration and Preservation of Resources to protect and preserve natural resources and measure organizational performance (YVWD 2024). One of the most important components of the strategic plan is the adopted prioritization of water to ensure YVWD does not provide an opportunity for new development if water supplies are not available. The priorities for water supply allocation are as follows (YVWD 2024):

- Priority One – Direct Delivery for Existing Customers
- Priority Two – Groundwater Adjudication Obligations
- Priority Three – Groundwater Banking for Future Reliability
- Priority Four – Parcel Development Process

Based on this strategy, new developments will contribute to the capital assets of the YVWD as well as the water supply strategy to ensure a long-term and reliable water supply is available (YVWD 2024). This strategy allows YVWD to serve its customer's water demands through groundwater, surface water, and recycled water, allowing YVWD to insulate itself from periodic drought by utilizing available surface waters in wetter years relying more on groundwater in dryer years when surface water is less available (YVWD 2024). The YVWD can switch between these sources, or use the sources simultaneously, depending on hydrology and water availability (YVWD 2024).

Water Treatment

The YVWD provides potable water treatment services at the Yucaipa Valley Regional Water Filtration Facility, which has a water treatment capacity of 12 MGD, with provisions for expansion to 36 MGD (W.M. Lyles Co. 2020). In addition, in October 2012, the YVWD completed the Yucaipa Valley Regional Brineline in order to produce recycled water. The YVWD is required to provide advanced water treatment, in the form of reverse osmosis, prior to the use of this recycled water to the Yucaipa Management Zone. This treatment system removes salts and minerals prior to use within the YVWD. As part of an agreement with the Regional Water Quality Control Board (RWQCB), the YVWD

has agreed to take measures to control salinity in the Yucaipa Groundwater Basin. A salinity of less than 320 milligrams per liter (mg/L) total dissolved solids (TDS) satisfies the "anti-degradation" criteria established by the RWQCB for the Yucaipa Groundwater Basin. YVWD receives water from the SWP, which has a salinity ranging from 250 mg/L to 400 mg/L TDS, with current and average TDS concentration of approximately 320 mg/L (YVWD 2021a).

YVWD's current nanofiltration water processing procedures also produces similar concentrations of TDS in the range of 500 mg/L. Thus, the flow and TDS associated with the nanofiltration system is a primary contributor of TDS to the recycled water system. The continued discharge of nanofiltration concentrate into the YVWD's recycled water supply is viewed as problematic, as the TDS associated with the process stream affects the YVWD's ability to meet the salinity objectives established by the RWQCB. In order to minimize the volume of concentrate and discharge, the YVWD is installing a "second-stage" nanofiltration system, named the Salinity Concentrate Reduction and Minimization Project. This next phase of processing will increase the overall potable water efficiency of the water filtration facility by producing approximately 1 MGD of additional potable drinking water (YVWD 2021a).

Wastewater Conveyance and Treatment

The YVWD provides sewer collection and sewer treatment services. The YVWD provides sewer service to approximately 10,000 service connections in the district's service area, which includes the cities of Calimesa and Yucaipa and portions of unincorporated Riverside and San Bernardino Counties (City of Calimesa 2014). Sewer treatment occurs at the YVWD WRWRF, which is located west of Interstate (I) 10 near the County Line Road terminus, north of the Project site. Wastewater is routed to the plant from Calimesa Boulevard and County Line Road via a series of lift stations, to facilitate gravity flow to the plant. This treatment plant provides advanced treatment, including the capability to demineralize the recycled water. The demineralization process involves a reverse osmosis system that separates small molecules from the recycled water supply, using an integrated fixed film activated sludge process, and then microfiltration for discharge to San Timoteo Creek. The wastewater effluent consists of TDS ranging from 470 to 530 mg/L. The reverse osmosis system reduces the TDS effluent that discharges into San Timoteo Creek or used as recycled water in the Yucaipa Groundwater Basin. The WRWRF is capable of treating up to 8.0 MGD of wastewater and in 2020 had an average flow of 4,237-acre-feet or approximately 3.8 MGD (Greystone Environmental 2005; YVWD 2021a, 2021b, 2021c). Therefore, the WRWRF has a remining capacity of approximately 4.2 MGD.[1] In the future, the WRWRF will be expanded to an 11 MGD wastewater treatment facility (YVWD 2021c).

Solid Waste Disposal

Solid waste collection and disposal service in Calimesa is provided through a contract with CR&R Environmental Services. The solid waste that is collected in the City is hauled to the following landfills that accept construction/demolition waste, dead animals, and mixed municipal refuse: Badlands, El Sobrante, Lamb Canyon, Olinda Alpha, and San Timoteo Sanitary Landfills (City of Calimesa 2014). Based on California Department of Resources Recycling and Recovery (CalRecycle 2023), information pertaining to the landfills is as follows:

- The Badlands Sanitary Landfill, located at 31125 Ironwood Avenue, in Moreno Valley, is located approximately 2 miles south of the Project site. As of 2020, the Badlands Sanitary Landfill had an estimated remaining capacity of 7,800,000 cubic yards, had a maximum daily throughput of 5,000 tons per day, and has a cease operation date of January 2029.

[1] 8.0 MGD – 3.8 MGD = 4.2 MGD

- El Sobrante Landfill, located at 10910 Dawson Canyon Road, in Corona, is approximately 25 miles southwest of the Project site. As of 2018, El Sobrante Landfill had an estimated remaining capacity of 143,977,170 cubic yards, had a maximum daily throughput of 16,054 tons per day, and has a cease operation date of January 2051.
- The Lamb Canyon Sanitary Landfill, located at 16411 State Hwy 79, in Beaumont, is located approximately 10 miles southeast of the Project site. As of 2015, the Lamb Canyon Sanitary Landfill had an estimated remaining capacity of 19,242,950 cubic yards, had a maximum daily throughput of 5,000 tons per day, and has a cease operation date of April 2032.
- The Olinda Alpha Landfill, located at 1942 North Valencia Avenue, in Brea, is located approximately 40 miles southwest of the Project site. As of 2020, the Olinda Alpha Landfill had an estimated remaining capacity of 17,500,000 cubic yards, had a maximum daily throughput of 8,000 tons per day, and has a cease operation date of December 2036.
- The San Timoteo Landfill, located on San Timoteo Canyon Road, in Redlands, is located approximately 7 miles west of the Project site. As of 2019, the San Timoteo Landfill had an estimated remaining capacity of 12,360,396 cubic yards, had a maximum daily throughput of 2,000 tons per day, and has a cease operation date of December 2039.

According to the 2023 Countywide Integrated Waste Management Plan Five Year Review Report, the total remaining available permitted disposal capacity in Riverside County (as of September 2022) was 62,500,000 tons (RCDWR 2023). Riverside County continues to have adequate disposal capacity equal to or greater than 15 years (RCDWR 2023).

Stormwater Drainage

The Riverside County Flood Control and Water Conservation District (RCFCWCD) owns and maintains the storm drain system in Calimesa. The City has authority over other unimproved stream courses and storm drain facilities and works in concert with the RCFCWCD. Several natural drainage systems traverse the City including Calimesa Creek, Garden Air Wash, Brookside Creek, and Singleton Canyon Wash. All of the washes essentially follow in an east to west direction and drain to San Timoteo Canyon Wash. The only wash that has been improved is a portion of Calimesa Creek. Since all of these washes, other than a portion of Calimesa Creek, are natural and unlined, they convey stormwater and recharge water simultaneously. These creeks and washes also accommodate floodwaters and help manage stormwater in heavy storm years (City of Calimesa 2014).

The RCFCWCD oversees implementation and compliance of both General and Municipal Separate Storm Sewer System permits. In addition, this agency, in part with the Coachella Valley Water District, oversees Riverside County's municipal storm drain system for conveying stormwater flows. This is done by two main planning instruments: the Master Drainage Plan (MDP) and the Area Drainage Plan. According to RCFCWCD, an MDP addresses the current and future drainage needs of a given community. The boundary of the plan usually follows regional watershed limits. The facilities proposed or covered by an MDP may include channels, storm drains, levees, basins, dams, wetlands, or any other conveyance capable of economically relieving flooding problems within the plan area. The plans also include estimates of facility capacities, sizes, and costs. MDPs are prepared for a variety of purposes. However, the Project site is not located within an MDP or Area Drainage Plan (RCFCWCD 2023).

Electric Power

Electric power in the City is provided by Southern California Edison (SCE) (City of Calimesa 2014). SCE maintains an 86-acre electrical power easement along the City's southwest boundary (Greystone Environmental 2005). SCE provides electrical service to customers within a 50,000-square mile area of central, coastal, and Southern California, including western Riverside County. Major electricity transmission lines in Riverside County are operated by SCE and the Imperial Irrigation District. Major electricity transmission lines are those that carry a minimum of 220 kilovolts (kV) of power. SCE operates a 500-kV transmission line extending east-west through most of Riverside County. The 500-kV line follows the I-10 corridor from the Arizona border west to the San Gorgonio pass area, veers south of I-10 toward Perris, and then extends west from Perris into Orange County. From the San Gorgonio Pass area, multiple 220-kV lines veer north of I-10 and follow San Timoteo Canyon into Redlands, in San Bernardino County. Portions of the SCE 220-kV transmission lines pass through the northwest corner of Riverside County. This electricity comes from a variety of sources, which include hydroelectric, oil, natural gas, and renewable sources, such as wind and solar power. SCE maintains specific criteria to determine future service demands from specific land uses and has indicated that they have the ability to meet future demands for utility services (County of Riverside 2015).

Natural Gas

Natural gas currently serving the City is provided by Southern California Gas (SoCalGas) (City of Calimesa 2014). SoCalGas maintains a network of underground natural gas pipelines serving local residential, commercial, and industrial customers throughout the City. SoCalGas provides service to 17 million people in California through three major natural gas pipelines traversing Riverside County, from east to west. Most of the major natural gas transmission pipelines in Riverside County are operated by SoCalGas. These main pipelines follow I-10 through most of the County. Dual pipelines branch off these main lines near Desert Center and extend southward into Imperial County. Another set of dual lines branch off the main pipelines near Gilman Springs Road at State Route 60 and extend southward into San Diego County. Near the I-215 interchange, one pipeline veers to the south and extends west across the County following State Route 91. Another veers to the north and follows I-215 before extending west across the County, through the City of Riverside and community of Pedley. SoCalGas pipelines also extend north-south in the western portion of Riverside County, providing system connectivity to the West San Bernardino Valley and the upper desert region in San Bernardino County. All natural gas services are regulated by the California Public Utilities Commission, and may also be affected by the actions of federal regulatory agencies (County of Riverside 2015).

Telecommunications Facilities

Telephone services to the City are provided by Verizon and cable services are provided by Spectrum.

4.17.2 Regulatory Requirements

4.12.2.1 Federal

There are no federal regulations applicable to utilities and service systems.

4.12.2.2 State

Senate Bill X7-7

Senate Bill (SB) X7-7, effective February 3, 2010, is the water conservation component to the Delta legislative package (SB 1, Delta Governance/Delta Plan). It seeks to implement water use reduction goals established in 2008 to achieve a 20% statewide reduction in urban per capita water use by December 31, 2020. The bill requires each urban retail water supplier to develop urban water use targets to help meet the 20% goal by 2020 and an interim 10% goal by 2015. The bill establishes methods for urban retail water suppliers to determine targets to help achieve water reduction targets. The retail water supplier must select one of the four compliance options. The retail agency may choose to comply with SB X7-7 as an individual or as a region in collaboration with other water suppliers. Under the regional compliance option, the retail water supplier must report the water use target for its individual service area. The bill also includes reporting requirements in the 2010, 2015, and 2020 Urban Water Management Plans (UWMPs).

Sanitary Sewer General Waste Discharge Requirements

On May 2, 2006, the State Water Resources Control Board adopted a General Waste Discharge Requirement (Order No. 2006-0003) for all publicly owned sanitary sewer collection systems in California with more than 1 mile of sewer pipe. The Order provides a consistent statewide approach to reducing sanitary sewer overflows by requiring public sewer system operators to take all feasible steps to control the volume of waste discharged into the system in order to prevent sanitary sewer waste from entering the storm sewer system, and to develop a Sewer System Management Plan. The General Waste Discharge Requirement also requires that storm sewer overflows be reported to the State Water Resources Control Board, using an online reporting system.

California Code of Regulations Title 24, Part 11

In 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code, Part 11 of Title 24, is commonly referred to as CALGreen, and establishes minimum mandatory standards as well as voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency, water conservation, material conservation, and interior air quality. The CALGreen standards took effect in January 2011 and instituted mandatory minimum environmental performance standards for all new construction of residential and non-residential buildings. CALGreen standards are updated periodically. The latest 2022 version became effective on January 1, 2023.

Mandatory CALGreen standards pertaining to water, wastewater, and solid waste include the following (24 CCR Part 11):

- Mandatory reduction in indoor water use through compliance with specified flow rates for plumbing fixtures and fittings
- Mandatory reduction in outdoor water use through compliance with a local water efficient landscaping ordinance or the California Department of Water Resources' Model Water Efficient Landscape Ordinance
- Diversion of 65% of construction and demolition waste from landfills

Executive Order B-29-15

In response to droughts in California, Executive Order B-29-15 (April 2015) set a goal of achieving a statewide reduction in potable urban water usage of 25% relative to water use in 2013. The term of the Executive Order

extended through February 28, 2016, although many of the directives became permanent water-efficiency standards and requirements. The Executive Order includes specific directives that set strict limits on water usage in the state. In response to Executive Order B-29-15, the California Department of Water Resources modified and adopted a revised version of the Model Water Efficient Landscape Ordinance that, among other changes, significantly increases the requirements for landscape water use efficiency and broadens its applicability to include new development projects with smaller landscape areas.

Assembly Bills 939 and 341

The California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939) was enacted as a result of a national crisis in landfill capacity, as well as a broad acceptance of a desired approach to solid waste management of reducing, reusing, and recycling. AB 939 mandated local jurisdictions to meet waste diversion goals of 25% by 1995 and 50% by 2000 and established an integrated framework for program implementation, solid waste planning, and solid waste facility and landfill compliance. AB 939 requires cities and counties to prepare, adopt, and submit to CalRecycle a source reduction and recycling element to demonstrate how the jurisdiction will meet the diversion goals. Other elements included encouraging resource conservation and considering the effects of waste management operations. The diversion goals and program requirements are implemented through a disposal-based reporting system by local jurisdictions, under California Integrated Waste Management Board (CIWMB) regulatory oversight. Since the adoption of AB 939, landfill capacity is no longer considered a statewide crisis. AB 939 has achieved substantial progress in waste diversion, program implementation, solid waste planning, and protection of public health, safety, and the environment, from landfills operations and solid waste facilities.

In 2011, AB 341 was passed, requiring CalRecycle to require that local agencies adopt strategies that would enable 75% diversion of all solid waste by 2020.

Assembly Bill 1327: California Solid Waste Reuse and Recycling Access Act of 1991

AB 1327, which was established in 1991, required CalRecycle to develop a model ordinance for the use of recyclable materials in development projects. Local agencies were then required to adopt the model ordinance, or an ordinance of their own, governing adequate areas for collection and loading of recyclable materials in development projects.

Senate Bill 1374: Construction and Demolition Waste Reduction

SB 1374 requires that annual reports submitted by local jurisdictions to the CIWMB include a summary of the progress made in diversion of construction and demolition waste materials. In addition, SB 1374 requires the CIWMB to adopt a model ordinance suitable for adoption by any local agency that required 50% to 75% diversion of construction and demolition waste materials from landfills by March 1, 2004. Local jurisdictions are not required to adopt their own construction and demolition ordinances, nor are they required to adopt CIWMB's model by default.

Assembly Bill 1826: Mandatory Commercial Organics Recycling

In October 2014, Governor Brown signed AB 1826 (Chapter 727, Statutes of 2014), requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste generated per week. (Organic waste is defined as food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.) This law also requires local jurisdictions across the state to

implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consists of five or more units. This law phases in the mandatory recycling of commercial organics over time. In particular, the minimum threshold of organic waste generation by businesses decreases over time, which means an increasingly greater proportion of the commercial sector will be required to recycle organic waste.

California Code of Regulations, Titles 14 and 27

Title 14 (Natural Resources, Division 7) and Title 27 (Environmental Protection, Division 2 [Solid Waste]) of the California Code of Regulations govern the handling and disposal of solid waste and operation of landfills, transfer stations, and recycling facilities.

Sustainable Groundwater Management Act

On September 16, 2014, Governor Jerry Brown signed into law a three-bill legislative package—AB 1739 (Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley)—collectively known as SGMA. SGMA requires governments and water agencies of high- and medium-priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, sustainability should be achieved by 2040. For the remaining high- and medium-priority basins, 2042 is the deadline. Through SGMA, the California Department of Water Resources provides ongoing support to local agencies through guidance, financial assistance, and technical assistance. SGMA empowers local agencies to form Groundwater Sustainability Agencies to manage basins sustainably and requires those Groundwater Sustainability Agencies to adopt Groundwater Sustainability Plans for crucial groundwater basins in California.

California Water Code Sections 1610–10656, Urban Water Management Planning Act

California urban water providers are required by state law to develop a UWMP to ensure sufficient water supplies available to meet the long-term needs of its customers during normal, dry, or multiple-dry years. The Urban Water Management Plan Act requires urban water suppliers, which provide water for municipal purposes to more than 3,000 customers or supply more than 3,000 acre-feet of water annually, to develop an UWMP every 5 years, in the years ending in 0 and 5.

In the Act, the California Legislature declared that the waters of the state are a limited and renewable resource subject to ever increasing demands; that the conservation and efficient use of urban water supplies are of a statewide concern; that successful implementation of plans is best accomplished at the local level; that conservation and efficient use of water shall be actively pursued to protect both the people of the state and their water resources; that conservation and efficient use of urban water supplies shall be a guiding criterion in public decisions; and that urban water suppliers shall be required to develop water management plans to achieve conservation and efficient use.

The YVWD, in conjunction with other local agencies, created the 2020 Integrated Regional UWMP, in compliance with these requirements of the Act, as well as the additional reporting requirements of the Water Conservation Act of 2009. The 2020 Integrated Regional UWMP is a regional effort involving many municipalities and agencies that provides a comprehensive guide for water resource management for the Upper Santa Ana River Watershed. YVWD's chapters in this document details how YVWD will ensure adequate water resources to meet demands 25 years into the future (YVWD 2021c).

Senate Bill 610 and Senate Bill 221: Water Supply Assessments and Water Supply Verifications

SB 610 and SB 221, amended into state law effective January 1, 2002, improve the linkage between certain land use decisions made by cities and counties and water supply availability. The statutes require detailed information regarding water availability and reliability with respect to certain developments to be included in the administrative record, to serve as evidentiary basis for an approval action by the City or County on such projects. Under Water Code Section 10912(a), projects subject to the California Environmental Quality Act (CEQA) requiring a WSA include residential development of more than 500 dwelling units; shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space; commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space; hotel, motel or both, having more than 500 rooms; industrial, manufacturing, or processing plants, or industrial parks planned to house more than 1,000 persons, occupying more than 40 acres of land or having more than 650,000 square feet of floor area; mixed-use projects that include one or more of the projects specified; or a project that would demand an amount of water equivalent to or greater than the amount required by a 500 dwelling unit project. A fundamental source document for compliance with SB 610 is the UWMP. The UWMP can be used by the water supplier to meet the standard for SB 610. SB 221 applies to the applicant of a subdivision map of 500 dwelling units or more to verify that the public water supplier has sufficient water available to serve the proposed development.

Distribution and Water Rights

California Water Code Section 10910(d)(2) requires the identification of existing water supply entitlements, water rights, or water service contracts; federal, state, and local permits for construction of necessary infrastructure; and any regulatory approvals required in order to be able to deliver the water supply. Extraction and distribution of groundwater resources is governed by common law and the California constitution rather than a particular agency, such as the State Water Resources Control Board, which exercises control over surface waters. However, if the groundwater basin has been adjudicated, there is a determination of specific rights to groundwater resources under the jurisdiction of a court-appointed Watermaster.

State Water Resources Control Board Cross-Connection Policy Handbook

The primary objective of the Cross-Connection Control Policy Handbook is the protection of public health through the establishment of standards intended to ensure a public water system's drinking water distribution system will not be subject to the backflow of liquids, gases, or other substances. In addition, by providing basic educational information on backflow prevention, the State Water Resources Control Board intends to build a foundation of awareness within the regulated community regarding the importance of backflow protection and cross-connection control, leading to the implementation of a robust cross-connection control program for public water systems. The Cross-Connection Control Policy Handbook and its standards apply to all California public water systems, as defined in California's Health and Safety Code (CHSC, Section 116275[h]). Compliance with the Cross-Connection Control Policy Handbook is mandatory for all California public water systems.

4.12.2.3 Local

Water Quality Control Plan for the Santa Ana River Basin

The Water Quality Control Plan for the Santa Ana River Basin (Basin Plan) contains the Santa Ana Region Board's policies for managing the Region's water quality. The Basin Plan includes the water quality standards (water quality objectives, beneficial uses, and anti-degradation policy) for the Region, regionally important water quality management and improvement initiatives, policies and practices for implementing water quality standards, and implementation plans. The Clean Water Act requires review of water quality management plans every three years, and the California Water Code, basin plans are reviewed periodically for areas where improvements or updates are needed.

The Basin Plan for the Santa Ana Region includes the upper and lower Santa Ana River watersheds, the San Jacinto River watershed, and several other small drainage areas. The Santa Ana Region covers parts of southwestern San Bernardino County, western Riverside County, and northwestern Orange County. The Basin Plan establishes water quality standards for the ground and surface waters of the region. The Basin Plan includes an implementation plan describing the actions by the Regional Board and others that are necessary to achieve and maintain the water quality standards.

Solid Waste

Policies and goals of the County of Riverside Source Reduction and Recycling Element would apply to the Project. The Source Reduction and Recycling Element is composed of the following nine components: Waste Generation Study Analysis, Source Reduction, Recycling, Composting, Special Wastes, Education and Public Information, Disposal Facility Capacity, Funding, and Integration. Each component includes specific goals and objectives. The goals are broad targets, whereas the objectives provide short and/or medium-term targets that are quantifiable. The alternative programs contained within each component provides the mechanism for attaining the selected objectives and the broader goal.

City of Calimesa 2014 General Plan

Chapter 4, Infrastructure and Public Services, of the Calimesa General Plan includes goals and policies related to utilities and service systems. The following goals and policies from the Calimesa General Plan apply to the Project (City of Calimesa 2014). Consistency with these goals and policies is discussed in Section 4.10, Land Use and Planning, of this EIR.

Goal IPS-1. Ensure that existing and future land uses have an adequate water supply system.

Goal IPS-2. Ensure that existing and future land uses have a safe and efficient wastewater collection, treatment, and disposal system.

Goal IPS-3. Ensure that adequate flood control facilities are provided prior to or concurrent with development.

Goal IPS-4. Ensure adequate service from utility purveyors of natural gas, electricity, and communication services.

Goal IPS-5. Plan and provide adequate infrastructure for all new development, including but not limited to, integrated infrastructure planning, financing, and implementation.

Goal IPS-6. Plan for the convenient location and adequate size of public facilities.

Goal IPS-8. Maintain a Capital Improvement Plan and impact fee program that will provide the necessary services and facilities to meet the needs of the city.

Policy IPS-1. The City will work with water providers and developers to ensure that water supply and delivery systems are capable of meeting normal and emergency needs.

Policy IPS-2. Groundwater supplies should be protected from septic system contamination. The City will encourage existing development to connect to the public sewer system.

Policy IPS-3. Continue to meet the goals of the County Solid Waste Management Plan.

Policy IPS-4. Require the designation, preservation, maintenance, and acquisition of land and improvements necessary for flood control facilities, in accordance with the City's Master Flood Control and Drainage Plan.

Policy IPS-5. The City will work with service providers to ensure adequate, and aesthetically pleasing, utility structures.

Policy IPS-6. The City will coordinate the provision of all public utilities and services to ensure a consistent, complete, and efficient system of service to all residents.

Policy IPS-7. The City will encourage other agencies and districts responsible for infrastructure in the city to involve Calimesa in the preparation of their capital improvement plans.

Calimesa Municipal Code

Title 13 of the Calimesa Municipal Code (CMC) outlines general provisions on public utilities and services within the City, including CMC Chapter 13.05, which outlines requirements for installation of underground utilities. Chapter 8.30 of the CMC addresses waste management, refuse collection, and disposal services. Title 16 of the CMC outlines provisions regarding the environment, including CMC Chapter 16.10, which specifies stormwater/urban runoff management and discharge controls. CMC Title 18 includes zoning, land use, and development regulations.

4.17.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to utilities and service systems are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to utilities and service systems would occur if the Project would:

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) Not 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 does not have 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) Not comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

4.17.4 Impacts Analysis

4.17.4.1 Summary of Previous Impact Analysis

Mesa Verde Estates Specific Plan EIR (2007)

Water Supply and Water Infrastructure

Based on a project WSA, the 2007 Final EIR concluded that YVWD is in a position to provide a safe and secure water supply to the proposed Project, including recycled and potable water, through 2025. The impacts associated with increased demands for potable and recycled water would be mitigated through Goal 6 of the Mesa Verde Estates Project Specific Plan, which states: Goal 6 (Public Services) – Ensure existing and future land uses have an adequate water supply system capable of meeting normal and emergency demands. In addition, Mitigation Measures PS-10 through PS13 would be implemented to reduce impacts to less than significant.

Wastewater Services

The 2007 Final EIR indicated that the sewer system design is based on the number of residential units and an acreage factor for developed facilities and sized for peak flows. Phase I sewer flows would be conveyed by gravity to an existing interceptor sewer located north of the Proposed Project using gravity and force mains. Sewer generation from Phases II and III would be conveyed to an expanded treatment facility via gravity lines and force mains. Two lift stations would be constructed on site and possibly other lift stations would be constructed off-site. The EIR concluded that after build-out, the proposed Project would be adequately served by the proposed wastewater reclamation facilities. The impacts associated with increased wastewater generation would be mitigated through Goal 7 of the Mesa Verde Estates Project Specific Plan, which states: Goal 7 (Sewer Services) – Establish, extend, maintain and finance a safe and efficient wastewater collection, treatment and disposal system which maximizes treatment and water recharge, minimizes water use, and prevents groundwater contamination. In addition, Mitigation Measures PS-14 and PS-16 would be implemented to reduce impacts to less than significant.

Solid Waste Disposal

The 2007 Final EIR indicated that solid waste debris generation during construction of the various phases of the Mesa Verde Estates Project would gradually occur over a number of years. As a result, significant daily, weekly, or monthly generation of construction debris would not impact County landfills. Therefore, impacts associated with construction debris would not be significant. With respect to construction and operations, Mr. Mark Moreau, Operations Manager for CR&R Environmental Services, indicated that their company could handle the projected solid waste generated by the Mesa Verde Estates Project. The impacts associated with increased solid waste generation would be mitigated through Goal 8 of the Mesa Verde Estates Project Specific Plan, which states:

Goal 8 (Solid Waste Disposal) – In compliance with state law, ensure solid waste collection, siting and construction of transfer and/or disposal facilities operation of waste reduction and recycling programs, and household hazardous waste disposal programs and education are consistent with the County Solid Waste Management Plan.

The 2007 Final EIR indicated the proposed Project would meet all applicable local, state, and federal guidelines for safe and adequate solid waste collection. Therefore, impacts associated with municipal solid waste would be less-than-significant.

Stormwater Infrastructure

The 2007 Final EIR indicated that the proposed drainage system for the Mesa Verde Estates Project would either maintain or reduce the 100-year peak runoff discharges from the site boundaries. Proposed mitigation to decrease runoff caused by the proposed Project would consist of a reduction to the overall drainage area tributary to individual drainage courses. The proposed Project would also use onsite retention basins to reduce stormwater flows or other control methods. All storm-drain outlets would be designed to minimize erosion at their point of discharge. The impacts associated with increased stormwater runoff would be mitigated through Goal 9 of the Mesa Verde Estates Project Specific Plan, which states: Goal 9 (Storm Drainage) – Ensure that adequate flood control facilities are provided prior to or concurrent with development, in order to protect the lives and property of Calimesa residents. In addition, Mitigation Measures PS-15 and PS-17 would be implemented to reduce impacts to less than significant.

Natural Gas

The 2007 Final EIR indicated that all gas lines and related equipment would be provided in accordance with SoCalGas requirements or would be installed by SoCalGas. The impacts associated with natural gas supplies would be mitigated through Goal 10 of the Mesa Verde Estates Project Specific Plan, which states: Goal 10 (Utilities) – Ensure the provision of adequate supplies of natural gas and electricity from public utility purveyors and the availability of communication services to the residents of Calimesa, while protecting natural vistas and night skies.

The 2007 Final EIR indicated the proposed Project would ensure provisions of adequate and safe natural gas, electricity, telephone, and cable to its future residents. Therefore, impacts associated with natural gas would be less-than-significant.

Electricity

The 2007 Final EIR indicated that SCE would provide electricity to the proposed Project site. The impacts associated with electrical supplies would be mitigated through Goal 10 of the Mesa Verde Estates Project Specific Plan, as described above. Therefore, impacts associated with electricity would be less-than-significant.

Telecommunications

The 2007 Final EIR indicated that Adelphia and Verizon Communications would provide telephone service to the Mesa Verde Estates Project. Therefore, impacts associated with cable television and telephone services would not result in an impact to the Calimesa area.

Addendum to the Mesa Verde Specific Plan EIR (2017)

Water Supply and Water Infrastructure

With respect to water infrastructure, the 2017 Addendum indicated that the scale and location of proposed infrastructure improvements would be similar to those approved for the 2007 Approved Project. Therefore, there would be no additional impacts related to construction of water improvements required to serve the 2016 Modified Project. In accordance with CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the 2016 Modified Project when compared to the 2007 Approved Project would not result in any new impacts, or substantially increase the severity of impacts, with respect to construction of water facilities.

With respect to water supply, an updated WSA indicated that due to changes in the proposed mix of land uses, the water demand was approximately 121 AF less than the 3,412 AF estimated for the 2007 Approved Project. As a result, the WSA concluded that, based on an analysis of available water supplies, projected demand, and the water supply reliability efforts made by YVWD, there would be adequate water supplies to serve the project over the next 20 years under all water year conditions. In accordance with CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the 2016 Modified Project when compared to the 2007 Approved Project would not result in any new impacts, or substantially increase the severity of impacts, with respect to water supply.

Wastewater Services

With respect to wastewater infrastructure, the 2017 Addendum indicated that the scale and location of proposed infrastructure improvements would be similar to those approved for the 2007 Approved Project. Therefore, there would be no additional impacts related to construction of wastewater improvements required to serve the 2016 Modified Project. In accordance with CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the 2016 Modified Project when compared to the 2007 Approved Project would not result in any new impacts, or substantially increase the severity of impacts, with respect to construction of wastewater facilities.

With respect to wastewater treatment, the 2017 Addendum indicated that the 2007 Approved Project would generate approximately 3.45 MGD of wastewater and the 2016 Modified Project would generate an increase of approximately 0.9 MGD of wastewater. The planned expansion of the WRWRF, located north of the Project site, would accommodate wastewater generated by the 2016 Modified Project. Furthermore, YVWD planned to construct a new water reclamation facility south of the project site that, at buildout, would have a capacity of 12 MGD. As a result, no new impact related to wastewater treatment capacity would occur. In accordance with CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the 2016 Modified Project when compared to the 2007 Approved Project would not result in any new impacts, or substantially increase the severity of impacts, with respect to wastewater treatment capacity.

Solid Waste Disposal

The 2017 Addendum indicated that the 200 additional units proposed by the 2016 Modified Project would collectively generate approximately 0.58 tons of municipal solid waste per day. This does not represent a substantial increase from the 9.97 tons of waste estimated to be generated by the 2007 Approved Project. Furthermore, this amount would be reduced by the removal of recyclable waste and offset by the reduction of nonresidential solid waste generated by the 100,000 square foot reduction in commercial uses. In accordance with CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the 2016 Modified Project

when compared to the 2007 Approved Project would not result in any new impacts, or substantially increase the severity of impacts, with respect to solid waste landfill capacity.

Stormwater Infrastructure

The 2017 Addendum indicated that the scale and location of proposed storm drain improvements for the 2016 Modified Project would be similar to those required for the 2007 Approved Project. The overall development footprint and land use pattern of the 2007 Approved Project and 2016 Modified Project are nearly identical. Correspondingly, the geographic range, scale, and impacts of required drainage improvements would be nearly identical between the two projects. Therefore, no new or substantially greater impacts would occur. In accordance with CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the 2016 Modified Project when compared to the 2007 Approved Project would not result in any new impacts, or substantially increase the severity of impacts, with respect to stormwater infrastructure.

Natural Gas, Electricity, and Telecommunication

The environmental thresholds used in the 2017 Addendum did not include natural gas, electricity, and telecommunication. Therefore, the capacity of these utilities was not evaluated.

4.17.4.2 Proposed Project Impact Analysis

Threshold 4.16a ***Would the project require or result in the relocation or construction of new or expanded water, waste water 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 with Mitigation. For the reasons discussed below, impacts related to the construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities would be less than significant with mitigation incorporated.

Water Conveyance, Wastewater Conveyance, Stormwater Drainage, Electric Power, Natural Gas, and Telecommunications Facilities

Water Conveyance

The YVWD would provide potable water and recycled water services for the Project. Recycled water would be used for the non-potable water demands for the Project, including for irrigation of residential landscaping and common areas. As shown in Figure 3-7, Conceptual Potable Water Plan, in Chapter 3, Project Description of this Draft SEIR, on-site water infrastructure would include pipes for backbone services ranging in size from 8 inches to 24 inches for potable water in backbone streets. Standard water line sizes would extend into the individual planning areas as they develop. As shown on Figure 3-8, Conceptual Recycled Water Plan, recycled water would be provided by pipes for backbone services also ranging in size from 8 inches to 24 inches for irrigation or other applicable uses in backbone roads as well. In addition to pipelines, other required facilities for water conveyance include up to three pressure reducing stations (off site, to be constructed by YVWD at the WRWRF), a recycled water booster station and hydropneumatic tank (off site north of County Line Lane), potable water reservoir (on site in Planning Area 59), recycled water reservoir (off site, to be constructed by YVWD north of County Line Lane), and two wells with well pumping plants (on site in Planning Areas 65 and 67) (Appendix K-1).

Off-site improvements would be required, including pipeline extensions to the Project site from County Line Road, Sandalwood Drive, northward to the wastewater facility property, and from future connections through the Summerwind Ranch Specific Plan property (refer to Figure 3-12b, Off-Site Potable Water Facilities and Figure 3-12c, Off-Site Recycled Water Facilities in Chapter 3, Project Description, of this SEIR for proposed off-site potable and recycled water improvements).

Wastewater Conveyance

The YVWD would provide wastewater services for the Project. As shown on Figure 3-9, Conceptual Wastewater System, wastewater pipelines would be located within backbone streets throughout the Project site. The proposed system maximizes the use of gravity flow lines with a few exceptions where the Project site has a few planned topographic low spots that require a sewer lift station or forced main sewer lines. These areas include the north side of Street A (between Street E and Street F), as well as along 7th Street, Roberts Road, Sandalwood Drive, and a portion of Street M. The sewer lift station would be located within Planning Area 57. These improvements are necessary to ensure a more efficient wastewater system.

There may be an occasional need for temporary sewer pipe systems to connect to gravity flow lines on an interim basis where private sewer lines may need to connect to public sewer lines until the gravity line public wastewater system is in place and fully functional. This situation would be coordinated with YVWD on a case-by-case basis but integrated into the overall plan for the Project.

All on-site wastewater flows would ultimately connect to a proposed off-site pipeline running north from the Street A/Street E roundabout and connecting to the YVWD water treatment plant north of the Project boundary in San Bernardino County. Off-site grading would be required to make the pipeline connection. This off-site earthwork and construction would occur in coordination with the YVWD and within the YVWD water treatment plant property.

In addition, in a separate action from the Project, a regional sewer forced line system (two 12-inch lines) is to be extended from Summerwind Ranch Specific Plan south of the Project. The planned alignment is from the Project site's south boundary, traversing to the north from Roberts Road Bridge, continuing north on Roberts Road, then east on Sandalwood Drive, then north and off-site on 7th Street. The two forced sewer lines would ultimately connect to County Line Road and the Water Treatment Facility in San Bernardino County. Right of way and easements on the Project site are provided for the regional system that supports Summerwind Ranch Specific Plan. Furthermore, as part of the Development Agreement between the Project Applicant and the YVWD, and consistent with the Project's WSA, additional sewer infrastructure improvements may be required, which would be constructed by the YVWD. The Applicant/Developer would be responsible for the Project's fair share improvement costs for implementation of all off-site infrastructure constructed by others.

Electric Power, Natural Gas, and Telecommunications

All on-site electric, telephone, and cable television (telecommunication) lines would be installed underground. The Project would not implement any extensions of natural gas infrastructure to the Project site. Utility lines would primarily follow street alignments and connect into existing lines located in the Project site vicinity. The Project would require upgrades to existing electrical infrastructure, including but not limited to utility pole upgrades and substation upgrades, to be completed by Southern California Edison.

As part of the Project-related redevelopment of County Line Road from the Project site boundary to the I-10 interchange, the redevelopment to the full width of the existing 60-foot right-of-way may require the relocation of

the utility lines along County Line Road from overhead lines to underground lines. Utility providers, including but not limited to Southern California Edison, Spectrum, and Verizon, would conduct the undergrounding of the utilities.

Stormwater

For stormwater, the Project would include on-site detention and water quality basins, which would eventually discharge into the natural drainages. The Project's proposed drainage improvements would maintain or reduce the 100-year peak runoff rates presently running off of the Project site and into adjacent areas. Figure 3-10, Storm Drains and Basin Plans, shows the post-Project drainage boundaries and the location of the proposed detention basins; however, these facilities are subject to change until final review and approval. There would be a variety of drainage basins that include maintenance access to private and public detention basins, water quality basins, and additional storm related basins that would be finalized during the final improvement plan process as engineering design are refined. Maintenance requirements would be coordinated with and reviewed by the RCFCWCD. The drainage system would be constructed according to standard regulatory requirements. Storm water within the Project site would be conveyed by streets and local storm drains to points of discharge to existing drainage courses or proposed detention basins.

All storm drain outlets and detention basins are designed to minimize or avoid impacts to natural stream courses that are considered jurisdictional by the U.S. Army Corps of Engineers and/or the California Department of Fish and Wildlife. Proposed storm drain outlets are designed to protect against erosion at the point of discharge. Existing drainage systems that transverse the Project site are crossed in a manner that minimizes or avoids impacts to natural creek bottoms.

Off-site roadway improvements, including the expansion of paved roadways at County Line Road and at 7th Street, would be required to construct stormwater infrastructure along the roads that are capable of handling run-off from the roadways, in compliance with applicable design standards. Section 4.9, Hydrology and Water Quality discusses the drainage and water quality requirements for storm drain infrastructure.

Conclusion

Undergrounding of water lines, sewer lines, storm drain lines, electrical lines, and telecommunication lines would consist of either trenching to the depth of pipe/cable placement or using a variety of different trenchless technology, which causes substantially less ground disturbance. Trenching results in a temporary stockpiling of soil along the length of the trench, pending backfilling, which could result in potential short-term soil erosion. Similarly, construction of stormwater detention basins, aboveground stormwater culverts, lift stations, potable water reservoirs, electrical substation upgrades, and other utility-related aboveground infrastructure could result in potential short-term soil erosion. However, construction of all utilities infrastructure would occur in accordance with the requirements of the Construction General Permit (National Pollutant Discharge Elimination System General Permit for Storm Water Associated with Construction Activities, Order No. 2009-0009-DWQ, NPDES No. CAS000002), including Attachment A, Linear Underground/Overhead Requirements (see Section 4.9, Hydrology and Water Quality, of this SEIR for additional details on water quality regulations). In accordance with this permit, best management practices and pollutant control measures would be employed during construction to minimize pollutants, including erosion-induced siltation of downstream drainages and incidental spills of petroleum products from construction equipment.

The 2017 Addendum included a variety of mitigation measures confirming that the Project would comply with existing regulatory requirements regarding utility infrastructure. As compliance with existing regulations is a

requirement, the following mitigation measures have not been carried forward: PS-12, PS-13, PS-15, PS-16, and PS-17. These deleted measures are detailed in Section 4.17.6, Mitigation Measures.

In accordance with the 2024 Project WSA, provided as Appendix K-1 of this Draft SEIR, various on- and off-site infrastructure improvements are required to ensure the safe and reliable drinking water, recycled water, and sewer service to the Project site. As such, MM-UTIL-1 is required. MM-UTIL-1 replaces mitigation measures PS-10 and PS-14 from the 2017 Mitigation Monitoring and Reporting Program. MM-UTIL-1 requires the Project Applicant/Developer to coordinate with the YVWD to execute a Development Agreement that will provide details and fees required for water and sanitary sewer infrastructure improvements. The provision of water and/or sewer service is contingent upon the Applicant/Developer meeting the requirements of the Yucaipa Valley Water District as provided in a Development Agreement, which shall be executed before the issuance of any building permits related to the Project. PS-11 has been deleted, as payment of water-related fees and charges are required, per the YVWD's Preliminary Project Service Evaluation, provided as Appendix K-2 of this Draft SEIR. Payment of fees would also be negotiated in the Development Agreement with YVWD, required per MM-UTIL-1.

Other potential impacts associated with construction of the Project's proposed on- and off-site utility infrastructure have been evaluated throughout this SEIR (e.g., air quality, biological resources, etc.). Where significant impacts have been identified, mitigation measures have been imposed to reduce the Project's impacts to less than significant levels. For example, Section 4.3, Air Quality of this SEIR accounts for construction-related emissions and odors, including emissions associated with the construction of utility infrastructure, while Section 4.13, Noise, evaluates potential construction-related noise impacts. Furthermore, SEIR Sections 4.4, Biological Resources, 4.5, Cultural Resources, and 4.18, Tribal Cultural Resources, evaluate potential physical impacts associated with Project construction activities.

In addition, the overall development footprint and land use pattern of the 2017 Specific Plan is similar to the proposed Project. Correspondingly, the geographic range, scale, and impacts of required utility improvements would be similar. Therefore, no new or substantially greater impacts would occur. The changes proposed by the Project compared to the previously approved project would not result in any new impacts, or substantially increase the severity of impacts, with respect to construction of water, sewer, stormwater drainage, electric power, natural gas, and telecommunications facilities. With implementation of MM-UTIL-1 and additional construction-related mitigation measures discussed throughout this Draft SEIR, potential Project impacts associated with utility infrastructure would be less than significant with mitigation incorporated, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Wastewater Treatment

Wastewater from the Project site would be conveyed to the YVWD WRWRF, which has a treatment capacity of 8.0 MGD. In 2020, this facility had an average flow of 3.8 MGD, resulting in a remaining treatment capacity of 4.2 MGD (YVWD 2021c). As determined in the WSA prepared for the Project by the YVWD (provided as Appendix K-1 of this Draft SEIR) the Project would generate an estimated 1,415,537 gallons per day, or approximately 1.42 MGD of wastewater.[2] By comparison, the 2017 Addendum concluded that buildout of the 2017 Specific Plan would generate a total of 912,500 gallons per day of wastewater or approximately 0.91 MGD and determined there would be no additional impacts related to construction of wastewater improvements.

[2] The wastewater generation is assumed to be equivalent to the Project's potable water demand, as estimated in the WSA (Appendix K-1).

Table 4.17-1 compares the Project's wastewater generation with the 2005 EIR and 2017 Addendum. Overall, the Project would increase wastewater generation by approximately 0.5 MGD compared to the 2017 Specific Plan.

Table 4.17-1. Project Wastewater Generation Compared to the 2017 Specific Plan

Description	Wastewater Generation (gallons per day)	Wastewater Generation (million gallons per day)
2017 Specific Plan	912,500	0.91
Proposed Project	1,415,537	1.42
Change in Wastewater Generation	**+503,037**	**+0.5**

Source: Appendix K-1

The Project's total wastewater generation represents approximately 33.7% of the estimated total remaining 4.2 MGD treatment capacity and approximately 17.7% of the overall 8.0 MGD capacity of the WRWRF. As such, the amount of wastewater generated by the Project of 1.42 MGD at full buildout would be within the existing treatment capacity of the WRWRF. However, wastewater infrastructure improvements to the WRWRF may be required to serve the Project. As such, MM-UTIIL-1 is required. MM-UTIL-1 replaces mitigation measures PS-10 and PS-14 from the 2017 Mitigation Monitoring and Reporting Program. MM-UTIL-1 requires the Project Applicant/Developer to coordinate with the YVWD to execute a Development Agreement that will provide details and fees required for sanitary sewer infrastructure improvements. The provision of sewer service is contingent upon the Applicant/Developer meeting the requirements of the YVWD as provided in a Development Agreement, which must be executed before the issuance of any building permits related to the Project. Thus, similar to the prior approval, Project impacts would be less than significant with mitigation incorporated, which is consistent with the findings of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.16b ***Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?***

Less-than-Significant Impact with Mitigation. The YVWD would provide water service for the Project, including a dual water system for potable and recycled water. The YVWD prepared a WSA for the Project in March 2024 (Appendix K-1) pursuant to Water Code Section 10910 et seq. and Government Code Section 66473.7, as amended by SB 610 and SB 221 in 2001. As shown in Table 4.17-2, based on YVWD calculations, the Project would result in a total demand of 4,250 AFY, of which approximately 1,586 AFY would be potable water and approximately 2,664 AFY would be recycled water (Appendix K-1).

Table 4.17-2. YVWD WSA's Project-Specific Demand Estimate

Pressure Zone	Gallons Per Day	Acre Feet Per Year
Potable Water		
Pressure Zone 11	1,214,837	1,361
Pressure Zone 12	200,700	225
Subtotal	*1,415,537*	*1,586*
Recycled Water		
Pressure Zone 11	2,092,330	2,344
Pressure Zone 12	286,013	320
Subtotal	*2,378,343*	*2,664*

Table 4.17-2. YVWD WSA's Project-Specific Demand Estimate

Pressure Zone	Gallons Per Day	Acre Feet Per Year
Project Total (Potable + Recycled)	**3,793,880**	**4,250**

Source: Appendix K-1

The YVWD 2020 UWMP is a strategic planning document used by the water agency to assess the long-term resource planning necessary to ensure that adequate water supplies are available to meet existing and future water needs. The UWMP calculated water use projections by calculating actual 2020 water use and projecting planned development projects estimates to extrapolate annual projections to 2045 (YVWD 2021c). Water use projections also considered codes, ordinances and land use plans in order to refine the estimates (YVWD 2021c). As the 2017 Specific Plan was approved in 2017, it was included in the supply and demand projections set forth in the 2020 UWMP. According to the UWMP, YVWD has the ability to meet current and projected water demands through 2045 during normal, historic single-dry and historic multiple-dry year scenarios (YVWD 2021c).

As shown in Table 4.17-3, compared to the 2017 Addendum, the YVWD estimates that the proposed Project would increase total water demand by approximately 959 AFY. The 2017 Addendum evaluated the then-estimated water demand of the project at buildout to be 3,291 AFY, compared to the current Project's demand of 4,250 AFY. The 2017 Addendum found impacts to water supply would be less than significant with mitigation incorporated.

Table 4.17-3. Project Water Demand Compared to the 2017 Specific Plan

Description	Acre Feet Per Year
2017 Specific Plan	3,291
Proposed Project	4,250
Change in Water Demand	**+959**

Source: Appendix K-1

According to the WSA, the YVWD maintains "a resilient, robust, and reliable drinking water and recycled water supply for the community, including the proposed Project" (Appendix K-1). In the near term, YVWD will continue to stabilize its demand on the local groundwater basins while continuing to develop recycled water infrastructure, regional conjunctive use programs, and aquifer storage and recovery projects. This allows the YVWD to insulate itself from periodic drought by utilizing available surface waters in wetter years and relying more on groundwater in dryer years when surface water is scarce. The YVWD will maximize the use of surface water supplies from the SWP, the San Bernardino Basin Bunker Hill Pressure Zone, Seven Oaks Dam, Mill Creek, and Santa Ana River which all can be used interchangeably, depending upon local and statewide hydrology, to supplement a stable local groundwater yield (Appendix K-1). Additionally, the YVWD will incorporate recycled water delivery systems into new developments to provide irrigation demands with recycled water. Recycled water will give the YVWD a drought proof local source of water of high reliability, which will lessen the dependence on imported sources and increase the reliability of our total supply (Appendix K-1). Overall, as noted in the YVWD UWMP, there are sufficient water resources to meet the current and projected growth in demands, including the Project and other projected development (Appendix K-1).

As with all new developments, the YVWD will require capital-funding contributions though facility capacity charges to offset the demand for drinking water, recycled water, and sewer infrastructure. As such, MM-UTIL-1 is required. MM-UTIL-1 requires the Project Applicant/Developer to coordinate with the YVWD to execute a Development Agreement that will provide details and fees required for water infrastructure improvements. The provision of water service is contingent upon the Applicant/Developer meeting the requirements of the YVWD as provided in a

Development Agreement, which must be executed before the issuance of any building permits for the Project. Therefore, as with the prior approvals, the Project would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years and impacts would be less than significant with mitigation incorporated, which is consistent with the findings of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.16c ***Would the project result in a determination by the waste water 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?***

Less-than-Significant Impact with Mitigation. As discussed above under Threshold 4.16(a), the Project's wastewater generation represents approximately 33.7% of the estimated total remaining 4.2 MGD treatment capacity and approximately 17.7% of the overall 8.0 MGD capacity of the WRWRF. As such, the amount of wastewater generated by the Project of 1.42 MGD at full buildout would be within the existing treatment capacity of the WRWRF. However, wastewater infrastructure improvements to the WRWRF may be required to serve the Project. As such, MM-UTIIL-1 is required. In accordance with MM-UTIL-1, the Project Applicant will coordinate with the YVWD to execute a Development Agreement that provides details and fees required for wastewater infrastructure improvements. The provision of sewer service is contingent upon the Applicant/Developer meeting the requirements of YVWD as provided in a Development Agreement, which must be executed before the issuance of any building permits for the Project. Thus, similar to the prior approval, Project impacts would be less than significant with mitigation incorporated, which is consistent with the findings of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.16d ***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?***

Less-than-Significant Impact. As discussed in Section 4.17.1, solid waste collection from the Project would be transported to one of five landfills in Riverside County, including the Badlands, El Sobrante, Lamb Canyon, Olinda Alpha, and San Timoteo landfills. These landfills have remaining capacities varying from 7,800,000 to 143,977,170 cubic yards, with operations expected to continue through 2029 to 2051. The total remaining available permitted disposal capacity in Riverside County (as of September 2022) was 62,500,000 tons (RCDWR 2023).

According to California Emissions Estimator Model calculations, the Project would generate approximately 23.7 tons of solid waste per day or 8,638 tons of waste per year (refer to Appendix B-1, Air Quality Report of this Draft SEIR for California Emissions Estimator Model data). The 2007 Final EIR estimated that the Mesa Verde Estates Specific Plan would generate 9.97 tons per day or approximately 3,639 tons per year. The 2017 Amendment to the Mesa Verde Specific Plan EIR did not provide an estimated update for solid waste generation. The Project would result in an increase of 13.7 tons per day or 4,999 tons per year compared to the analysis in the 2007 Final EIR.

The Project's total solid waste generation of 8,638 tons per year represents 0.01% of the remaining permitted disposal capacity of the Riverside County landfills. According to the 2023 Countywide Integrated Waste Management Plan Five Year Review Report, Riverside County continues to have adequate disposal capacity equal to or greater than 15 years (RCDWR 2023). Given the above, the available capacity of these landfills would be able to accommodate the Project. Thus, similar to prior approvals, impacts related to solid waste generation would be less than significant, which is consistent with the findings of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.16e ***Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

Less-than-Significant Impact. For the reasons discussed below, the Project would have a less than significant impact related to compliance with federal, state, and local management and reduction statutes and regulations related to solid waste, which is consistent with the findings of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Construction

As described in Section 4.17.1, Existing Environmental Conditions, the solid waste that is collected in the City is hauled to the following landfills that accept construction/demolition waste: Badlands, El Sobrante, Lamb Canyon, Olinda Alpha, and San Timoteo Sanitary Landfills. These facilities are regulated under federal, state, and local laws. Project building contractors would be required to comply with all applicable federal, state, and local requirements involving solid waste. As discussed in Section 4.17.2, Regulatory Requirements, Project construction waste would comply with the solid waste reduction and diversion requirements set forth in AB 341, AB 939, AB 1327, and SB 1374. Project solid waste disposal would also be completed in compliance with California's 2022 Green Building Standards Code, which sets forth recycling requirements for construction and demolition projects. For residential and non-residential construction projects, 65% of the debris generated (by weight) must be recycled and/or salvaged for reuse. Project solid waste disposal would also be in compliance with policies and goals of the County of Riverside Source Reduction and Recycling Element, which is composed of the following nine components: Waste Generation Study Analysis, Source Reduction, Recycling, Composting, Special Wastes, Education and Public Information, Disposal Facility Capacity, Funding, and Integration.

In addition, the scale of construction related solid waste generation would be similar between the 2007 Mesa Verde Estates Specific Plan, the 2017 Specific Plan, and the Project. Therefore, the changes proposed by the proposed Project compared to the 2007 Mesa Verde Estates Specific Plan and the 2017 Specific Plan would not result in any new impacts, or substantially increase the severity of impacts, with respect to solid waste generation and disposal during construction. In addition, as a result of Project compliance with federal, state, and local management and reduction statutes and regulations related to solid waste, construction impacts are considered less than significant, which is consistent with the findings of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Operations

Similar to that described for construction, Project waste disposal would be completed in accordance with federal, state, and local statutes and regulations related to solid waste. In addition to the regulations cited for construction, AB 1826 (Chapter 727, Statutes of 2014) requires businesses to recycle their organic waste and requires local jurisdictions across the state to implement an organic waste recycling program to divert organic waste generated by businesses. This law phases in the mandatory recycling of commercial organics over time. In particular, the minimum threshold of organic waste generation by businesses decreases over time, which means an increasingly greater proportion of the commercial sector will be required to recycle organic waste.

In addition, as discussed above under Threshold 4.16(d), Riverside County continues to have adequate disposal capacity to serve the Project. As a result of Project compliance with federal, state, and local management, reduction statutes, and regulations related to solid waste, operational impacts are considered less than significant, which is consistent with the findings of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

4.17.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of past, present, and reasonably foreseeable future projects are significant, the lead agency must then determine whether the project has any contribution to the cumulative impact, and if so, whether the project's incremental effect is "cumulatively considerable." The full list of related projects applicable to this Project's cumulative analyses is provided in Section 2.6, Cumulative Projects and illustrated on Figure 2-4, Cumulative Projects, in Chapter 2, Environmental Setting of this Draft SEIR. For purposes of utilities and service systems, the geographical area of cumulative impacts varies by threshold, further detailed below.

Threshold 4.16a - Cumulative

Not Cumulatively Considerable.

Water Facilities

Cumulative water infrastructure impacts are considered on a system-wide basis and are associated with the capacity of existing and planned infrastructure. The geographic scope for cumulative impacts related to water infrastructure include the jurisdiction of the YVWD, which supplies 51,558 customers throughout a 40-square mile area in the cities of Yucaipa and Calimesa. Many of the related projects are located within the YVWD service area and sphere of influence.

Completion of projects within the YVWD service area would involve construction of water distribution infrastructure (i.e., pipes, valves, meters, etc.) on the related project sites. The cumulative project facilities would be connected to off-site water lines in the adjacent rights-of-way. All water infrastructure construction work within the public rights-of-way and on private property would be subject to applicable City and/or County code requirements. For example, for cumulative projects with new water distribution reservoirs with a capacity in excess of 100,000 gallons, an amended domestic water supply permit would be submitted to and approved by the SWRCB prior to construction, pursuant to Section 64556, Title 22 of the California Code of Regulations. In addition, based on Title 22, Chapter 16, California Waterworks Standards, Article 4, Materials and Installation of Water Mains and Appurtenances, the layouts of new water pipelines would be required to comply with the Water Main Separation requirements, which include minimum separation distances from other utilities, wastewater facilities, and hazardous materials storage areas.

In addition, for cumulative projects involving ground disturbance in excess of 1.0 acre, cumulative project construction would be required to occur in accordance with the requirements of the Construction General Permit, which includes implementation of a Stormwater Pollution Prevention Plan and related best management practices the discharger would use to protect stormwater runoff, including erosion-induced siltation of downstream drainages and incidental spills of petroleum products from construction equipment. As a result, cumulative impacts associated with upgrades of water conveyance infrastructure for cumulative project sites would not be cumulatively considerable. Cumulative impacts would be less than significant.

Wastewater Conveyance and Treatment

The geographic scope for cumulative wastewater conveyance and treatment would include the jurisdiction of the YVWD, as described above for water facilities. The proposed Project and each related project would incrementally increase the amount of wastewater that is being generated in the area. With respect to wastewater conveyance,

sewer plans have been provided depicting wastewater lines within the Project site and off-site leading into the YVWD WRWRF. Similar to the Project, the capacity of receiving sewer lines associated with cumulative project development would be determined on a project-specific basis. As indicated in the Calimesa General Plan, Action Item IPS-2.4 requires that development participate in improvements to the YVWD sewage collection system and subregional treatment plant system through sewer connection fees, construction, and improvement of sewer system facilities. As a result, expanded sewer conveyance infrastructure for related projects would be funded through General Plan policies and would be subject to project specific environmental review. In the event that sewer upgrades are required, all construction work within the county/city public rights-of-way would be subject to local municipal code requirements. As a result, indirect cumulative impacts associated with off-site upgrades to sewer mains from the Project would not be cumulatively considerable. Impacts would be less than significant.

With respect to wastewater treatment, the YVWD WRWRF has a treatment capacity of 8.0 MGD. In 2020, this facility had an average flow of 3.8 MGD, resulting in a remaining capacity of 4.2 MGD. Ultimately, the facility will be expanded such that it is capable of treating up to 11 MGD of wastewater (YVWD 2021c). The Project and cumulative development projects may require that the WRWRF be further expanded or improved to facilitate the increase in wastewater generation. However, as stated in the YVWD Preliminary Project Service Evaluation (Appendix K-2) the Applicant/Developer will be responsible for all fees and charges established by YVWD. The Applicant/Developer will also be required to execute a Development Agreement (in accordance with MM-UTIL-1) outlining specific requirements and fees for sanitary sewer infrastructure improvements (including any necessary updates to the wastewater facility). As such, the Project would not result in cumulatively considerable impacts with respect to potential relocation, construction, or expansion of wastewater treatment facilities. Cumulative impacts would be less than significant and would not be cumulatively considerable.

Stormwater Drainage

The geographic scope of cumulative impacts related to stormwater drainage infrastructure is the watersheds of San Timoteo Canyon Wash and Yucaipa Creek, which lead to the Santa Ana River. Each cumulative project would be required to demonstrate through the CEQA process, as well as in compliance with City and/or County regulations, that adequate stormwater conveyance capacity would be sufficient to accommodate each of the cumulative projects within the watersheds of the Timoteo Canyon Wash and Yucaipa Creek.

Most related development projects, including the Project, would be subject to the most recent Municipal Separate Storm Sewer System Permit requirements, which includes a requirement to minimize the percentage of impervious surfaces on land developments by minimizing soil compaction during construction, designing projects to minimize the impervious area footprint, and employing low-impact development design principles to mimic predevelopment water balance hydrology through infiltration, evapotranspiration, and rainfall harvest and reuse (See Section 4.9, Hydrology and Water Quality). Compliance with this permit generally results in a reduction in stormwater runoff from redevelopment and infill sites, when compared with existing conditions. Upon Project implementation, stormwater runoff from the Project site would be less than or equal to runoff that occurs under existing conditions. As such, the Project would not contribute to a cumulatively considerable impact. For most of the cumulative projects, stormwater runoff would be expected to be equal to or less than runoff under existing conditions. Therefore, it is unlikely that downstream flood control improvements would be required as a condition of cumulative project completion.

In addition, as described for water facilities, cumulative project construction would comply with applicable regulatory requirements. As a result, indirect impacts associated with new storm drain construction on cumulative project sites would not be cumulatively considerable. Impacts would be less than significant.

Electric Power, Natural Gas, and Telecommunication

The geographic scope for cumulative impacts related to electric power, natural gas, and telecommunication facilities is the City of Calimesa Planning Area. Completion of the Project would require installation of new electric power, natural gas, and telecommunication infrastructure in roadways and rights-of-way associated with the development. Cumulative project development would occur incrementally on a project-by-project basis. Trenching and excavations completed for the new connections to existing electric, natural gas, and telecommunication infrastructure could result in potential short-term soil erosion, as excavated and temporarily stockpiled soils would be susceptible to rainfall. However, standard best management practices and pollutant control measures would be employed during construction to minimize pollutants, including erosion-induced siltation of downstream drainages and incidental spills of petroleum products from construction equipment. Individual projects would be required to comply with regulatory requirements to address construction impacts for specific project needs. Impacts of the Project associated with upgrades of electric, natural gas, and telecommunication facilities would not be cumulatively considerable. Cumulative impacts would be less than significant.

Threshold 4.16b - Cumulative

Not Cumulatively Considerable. The geographic scope for cumulative water supply impacts is the jurisdiction of YVWD, which supplies customers throughout the Calimesa and Yucaipa region, as described above in Threshold 4.16a for water facilities. The YVWD has implemented a diversified portfolio of available water resources as a strategy to maintain a reliable water supply for existing and future customers, including groundwater, local surface water, imported water, and recycled water.

Together, the Project and cumulative projects would result in increased demand for potable and recycled water supplies within YVWD's service area. However, the YVWD's 2020 UWMP uses population projections to anticipate demand and plan for future water supply reliability. The area-wide population projections are based on land use dwelling unit projections, using buildout estimates and persons per household estimates. YVWD calculates water use projections by calculating actual 2020 water use and projecting planned development projects estimates to extrapolate annual projections to 2045. For the 2020 UWMP, water use projections also considered codes, ordinances, and land use plans to refine the estimates. By carefully planning and constructing an integrated system, the YVWD has been able to store over two billion gallons of high-quality water in the local groundwater basin (Appendix K-1). This additional water supply will be used to help protect the service area from future water shortages and long-term droughts. Because of its continued recharge/storage efforts and the increasing use of recycled water, YVWD anticipates success in meeting the needs of its service area in the future even as the population continues to grow and the likelihood of severe droughts persist (YVWD 2021c).

The WSA prepared for the Project by the YVWD includes a review of the water supplies and demands for existing and future development as described in the YVWD's Master Plan, 2020 UWMP, and Integrated Regional Water Management Plan, all of which are based on the land use plans prepared by the City of Yucaipa and the City of Calimesa. The WSA analyzes the specific water supplies to meet the water demands of the Project in normal, single dry, and multiple dry years. Overall, as noted in the WSA, the YVWD determined that there are sufficient water resources to meet its current and projected growth in demands, including the Project and other projected development (Appendix K-1). As with all new developments, the YVWD will require the Project to make capital-funding contributions though facility capacity charges to offset the demand for drinking water and recycled water. With the implementation of MM-UTIL-1, which requires the Project to execute a Development Agreement with YVWD that will provide details and fees required for domestic water, recycled water, and sanitary sewer infrastructure

improvements. The Project would not result in a cumulatively considerable impact related to water supply, and impacts would be less than significant.

Threshold 4.16c - Cumulative

Not Cumulatively Considerable. As described above in Threshold 4.16a for wastewater treatment facilities, the YVWD WRWRF has a treatment capacity of 8.0 MGD. In 2020, this facility had an average flow of 3.8 MGD, resulting in a remaining capacity of 4.2 MGD. Ultimately, the facility will be expanded such that it is capable of treating up to 11 MGD of wastewater (YVWD 2021c). Because the wastewater treatment plant that would serve the Project and many of the related projects are subject to existing permits, because the Project and related projects would be required to pay development fees that fund updates to wastewater facilities, and because the Project falls within regional growth projections, the Project would not result in cumulatively considerable impacts with respect to potential relocation, construction, or expansion of wastewater treatment facilities. Cumulative impacts would be less than significant.

Threshold 4.16d - Cumulative

Not Cumulatively Considerable. The geographic scope for cumulative solid waste impacts is the Inland Empire area, including western Riverside County and southwest San Bernardino County. As discussed in Section 4.17.1, solid waste collection from the Project would be transported to one of five landfills that serve the City, including the Badlands, El Sobrante, Lamb Canyon, Olinda Alpha, and San Timoteo Landfills. These landfills have remaining capacities varying from 7,800,000 to 143,977,170 cubic yards, with operations expected to continue through 2029 to 2051. The Project would generate approximately 23.7 tons of solid waste per day or 8,638 tons of waste per year. The 2007 EIR estimated that the Mesa Verde Estates Specific Plan would generate 9.97 tons per day or approximately 3,639 tons per year. The 2017 Amendment to the Mesa Verde Specific Plan EIR did not provide an estimated update for solid waste generation. The Project would result in an increase of 13.7 tons per day or 4,999 tons per year compared to the analysis in the 2007 EIR.

For residential and non-residential construction projects, AB 939, or the Integrated Waste Management Act of 1989, mandates that 65% of the debris generated (by weight) must be recycled and/or salvaged for reuse. In order to maintain state requirements of diverting 65% of solid waste and to offset impacts associated with solid waste, the proposed Project and all related projects would be required to implement waste reduction, diversion, and recycling during both construction and operation. Project solid waste disposal would also be in compliance with policies and goals of the County of Riverside Source Reduction and Recycling Element, which is composed of the following nine components: Waste Generation Study Analysis, Source Reduction, Recycling, Composting, Special Wastes, Education and Public Information, Disposal Facility Capacity, Funding, and Integration. Through compliance with goals and policies related to solid waste and state solid waste diversion requirements, solid waste impacts would not be cumulatively considerable. Impacts would be less than significant.

Threshold 4.16e - Cumulative

Not Cumulatively Considerable. The regional landfills that would accept solid waste for the proposed Project and related projects are regulated under federal, state, and local laws. Project and related project building contractors would be required to comply with all applicable federal, state, and local requirements involving solid waste. As discussed in Section 4.17.2, Regulatory Requirements, Project construction and operation waste would comply with the solid waste reduction and diversion requirements set forth in AB 341, AB 939, AB 1327, AB 1826, and SB 1374. Project solid waste disposal would also be completed in compliance with California's 2022 Green Building

Standards Code, which sets forth recycling requirements for construction and demolition projects. Related project waste would similarly be subject to these regulations. For residential and non-residential construction projects, 65% of the debris generated (by weight) must be recycled and/or salvaged for reuse. As a result of Project and related project compliance with federal, state, and local management and reduction statutes and regulations related to solid waste, solid waste impacts would not be cumulatively considerable. Impacts would be less than significant.

4.17.6 Mitigation Measures

4.17.6.1 Previously Adopted Mitigation Measures

Measures No Longer Applicable: Deleted or Revised/Replaced

Replaced: (See MM-UTIL-1)

PS-10. The YVWD has determined that adequate sources of water are available for domestic and recycled water supplied for the Proposed Project. The developer shall be responsible for the construction or supplemental production, transmission, and storage facilities needed to serve the Proposed Project in accordance with the supply assessment.

Deleted: PS-11. Water-related development impact fees and water-related charges in effect during construction shall be paid to YVWD.

Deleted: PS-12. The Proposed Project developer shall be responsible for installing the necessary infrastructure to achieve fire protection and the maximum/minimum water pressure service standards as provided by the YVWD.

Deleted: PS-13. The Proposed Project developer shall be required to install as necessary both potable water and recycled water to each residential, public institution, and mixed-use lots as required by the YVWD and as set forth in SB 221 and SB 610. All connections to the recycled water system will be the responsibility of the developer and shall be in accordance with the development of the Cross-Connection Prevention Plan.

Replaced: (See MM-UTIL-1)

PS-14. The Proposed Project developer shall pay all YVWD impact fees associated with wastewater-related charges resulting from the Proposed Project, as determined by the water supply assessment at the time of permit issuance. These fees shall include, but not be limited to, sewer treatment expansion fees and necessary permits.

Deleted: PS-15. The Proposed Project developer shall be responsible for complying with the RWQCB 2004 Basin Plan and Maximum Benefit demonstration as adopted by the RWQCB.

Deleted: PS-16. The proposed project shall be serviced by the existing YVWD plant to the north of the project site.

Deleted: PS-17. The Proposed Project developer shall obtain all necessary NPDES permits from the RWQCB related to construction and operation of the Proposed Project.

Measures Applicable Carried Forward

No mitigation measures were carried forward as written in the 2017 Mitigation Monitoring and Reporting Program.

4.17.6.2 Project Mitigation Measures

MM-UTIL-1 Utility Connections and Service. The Project Applicant/Developer shall coordinate with the Yucaipa Valley Water District to execute a Development Agreement to provide drinking water, recycled water, and sewer service to Mesa Verde, Tentative Tract Map Number 33931 in the City of Calimesa, County of Riverside. The provision of water and/or sewer service is contingent upon the Applicant/Developer meeting the requirements of the Yucaipa Valley Water District as provided in a Development Agreement, which shall be executed before the issuance of any building permits related to the Project.

4.17.7 Level of Significance Conclusion

Threshold 4.16a With implementation of MM-UTIL-1, impacts related to water conveyance, wastewater conveyance/treatment, stormwater infrastructure, and dry utilities would be less than significant within mitigation incorporated.

Threshold 4.16b With implementation of MM-UTIL-1, impacts related to water supply would be less than significant with mitigation incorporated.

Threshold 4.16c With implementation of MM-UTIL-1, impacts related to wastewater treatment would be less than significant with mitigation incorporated.

Threshold 4.16d No mitigation is required with respect to solid waste disposal and impacts would be less than significant.

Threshold 4.16e No mitigation is required with respect to solid waste disposal, and impacts would be less than significant.

4.17.8 References

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YVWD. 2024. “Drinking Water”. Accessed December 2024. https://www.yvwd.us/services/drinking_water/index.php.

4.18 Wildfire

This section describes the existing wildfire conditions of the Mesa Verde Specific Plan Area 2 Amendment 2 Project (Project or Specific Plan Amendment) site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed Project compared to the previously approved Mesa Verde Estates Specific Plan, as amended by the 2017 Mesa Verde Specific Plan Area 2 Amendment 1 (2017 Specific Plan or previously approved project).

Information contained in this section is based on the Fire Protection Plan for the Mesa Verde Specific Plan, prepared by Dudek dated May 2025 (Appendix L-1) and a Wildfire Evacuation Study for the Mesa Verde Specific Plan prepared by Dudek dated June 2025 (Appendix L-2). Other sources consulted are listed in Section 4.18.8, References.

4.18.1 Existing Environmental Conditions

4.18.1.1 Project Site

The approximately 1,475-acre Project site is located immediately west of the Interstate 10 (I-10) Freeway and south of the Riverside and San Bernardino County line. The Project site is currently undeveloped with the exception of a portion of Sandalwood Drive, and is incised by drainages and dirt roads, covered by grasslands, chaparral, and woodlands that are considered susceptible to wildfires.

The Project site is located within the City and is surrounded by a mix of land uses, including open space, residential, commercial, and industrial areas. Figure 4.18-1, Aerial View of the Project Site and Surrounding Areas depicts the Project site and surrounding area, which as shown, includes large areas of undeveloped hillsides and open spaces to the north, south, and west. The Project is located in a wildland-urban interface (WUI) and is designated Very High Fire Hazard Severity Zone (VHFHSZ) local responsibility area (LRA) by California Department of Forestry and Fire Protection (CAL FIRE), as shown in Figure 4.18-2, Fire Hazard Severity Zone Map (CAL FIRE 2025).

Topography influences fire risk by affecting fire spread rates. Typically, steep terrain results in faster fire spread up-slope and slower spread down-slope in the absence of wind. Terrain that forms a funneling effect, such as chimneys, chutes, or saddles on the landscape can result in especially intense fire behavior. Conversely, flat terrain tends to have little effect on fire spread, resulting in fires that are driven by vegetation and wind. The Project site contains flat mesas and ridges transected by primarily southwesterly draining valleys and canyons. The mesas and ridges lie at approximately the same elevation, creating a relatively flat to undulating topography and a gently southwest-facing sloping surface. Elevations in the northeastern parts of the Project site are approximately 2,300 feet above sea level and gradually decrease toward the southwest providing an elevation difference across the Project site of about 200 feet (Appendix D-1).

4.18.1.2 Surrounding Land Uses

As shown in Figure 4.18-1, the Project site is bordered to the north by undeveloped hillsides, a wastewater treatment facility, and rural development, with its northern boundary aligning with the boundary between Riverside and San Bernardino counties. Land uses to the east of the Project site include residential, school, and urban uses in the City, while the areas to the south and west comprise mainly of undeveloped hillsides with some rural development, including roadways. Areas to the west and south of the Project site are lands that are designated as VHFHSZ within LRA and SRA, as shown in Figure 4.18-2, Fire Hazard Severity Zone Map.

The Project site is within the Riverside County Operational Area EOP, which identifies Riverside County Sheriff's Department (RCSD) as the lead agency for executing evacuations of the unincorporated areas of Riverside County. In the incorporated cities, local law enforcement (or the Sheriff in contracted cities) is the lead agency for executing evacuations. The City of Calimesa contracts RCSD to provide law enforcement services; as such, RCSD is responsible for evacuations within City limits. Additionally, as part of the Unified Incident Command System, the RCSD is responsible for identifying available and appropriate evacuation routes and coordinating evacuation traffic management with Caltrans, CHP, other supporting agencies, and all impacted jurisdictions.

4.18.1.3 Regional Conditions

Climate and Weather

The fire risk in southern California can be divided into three distinct "seasons". The first season, the most active season and covering the summer months, extends from late May to late September. This is followed by an intense fall season characterized by fewer but larger fires. This season begins in late September and continues until early November. The remaining months, November to late May cover the mostly dormant, winter season. Studies have found that large fires in the region consistently occur at the end of wet periods and the beginning of droughts (Appendix L-1). Wildfires that occur while Santa Ana winds (i.e., strong, extremely dry downslope winds that originate inland and affect coastal Southern California) represent a worst-case fire suppression scenario (City of Calimesa 2014). As a result of dry vegetation conditions and Santa Ana winds, the fire danger for Riverside County is considered extremely high for 25 percent of each year (City of Calimesa 2014).

Throughout southern California, including the Project site, climate has a large influence on fire risk. The climate of the City of Calimesa within Riverside County is typical of a Mediterranean area, with hot, arid, and mostly clear summers and long, cold, wet, and partly cloudy winters. The hot season typically lasts from June to September with average daily high temperatures above 87°F. The hottest month of the year in Calimesa typically is August with an average high of 93°F and low of 63°F. The cool season typically lasts from November to March with average daily high temperatures below 68°F. The coldest month of the year in Calimesa typically is December with an average low of 39°F and high of 62°F. Precipitation in the region has been averaging less than 10 inches and typically occurs between November and March (Appendix L-1).

The prevailing wind pattern in Calimesa is from the west (onshore), but the presence of the Pacific Ocean causes a diurnal wind pattern known as the land/sea breeze system. During the day, winds are from the west–southwest (sea), and at night winds are from the northeast (land). The highest wind velocities are associated with downslope, canyon, and Santa Ana winds. The windier part of the year lasts from November to June, with average wind speeds of more than 6.3 miles per hour. The windiest month of the year in Calimesa is April, with an average hourly wind speed of 7.2 miles per hour. The calmer time of year occurs from June to November. The calmest month of the year in Calimesa is September, with an average hourly wind speed of 5.4 miles per hour (Appendix L-1).

Fires tend to occur in the region during summer and fall, before the rainy period, especially during dry Santa Ana wind events. The seasonal Santa Ana winds can be particularly strong in the Project area as warm and dry air is channeled through the San Gorgonio Pass from the dry, desert land to the east. Although Santa Ana events can occur anytime of the year, they generally occur during the autumn months, although the last few years have resulted in spring (April - May) and summer events. Santa Ana winds may gust up to 75 miles per hour (mph) or higher. This phenomenon markedly increases the wildfire danger and intensity in the Project area by drying out and preheating vegetation (fuel moisture of less than 5% for 1-hour fuels is possible) as well as accelerating oxygen supply, and

thereby, making possible the burning of fuels that otherwise might not burn under cooler, moister conditions (Appendix L-1).

Vegetation and Land Cover

Vegetation plays a significant role in fire behavior. Variations in vegetative cover type and species composition have a direct effect on fire behavior. Some plant communities and their associated plant species have increased flammability based on plant physiology (resin content), biological function (flowering, retention of dead plant material), physical structure (bark thickness, leaf size, branching patterns), and overall fuel loading. For example, non-native grass-dominated plant communities become seasonally prone to ignition and produce lower intensity, higher spread rate fires. In comparison, sage scrub and chaparral vegetation communities can produce higher heat intensity and higher flame lengths under strong, dry wind patterns, but does not typically ignite or spread as quickly as light, flashy grass fuels. Vegetation distribution throughout the Project site varies by location and topography. Areas where the development footprint is located are primarily low growing ruderal/grazed lands, non-native grassland vegetation, and chamise chaparral.

The study area consists predominantly of open space and is intersected by incised drainages and numerous dirt roads, and a paved portion of Sandalwood Drive. Evidence of motor vehicle off-roading (i.e., tire tracks and road ruts) is present throughout the study area. While trails intersect the majority of the study area, the southwestern portion of the site is subject to the highest disturbance as a result of illegal dumping and trespassing. These unpermitted activities have led to areas of exposed bare soils, where trails have formed, and several debris piles.

The Project property and surrounding areas primarily support sage scrub plant community, non-native grasslands and disturbed habitat. Vegetation types were derived from on-site biological field surveys of the Project site conducted by a Dudek Biologist between March 2022 and February 2024. Table 4.3-1 and Figure 4.3-2 in the Biological Resources section depict the vegetation communities and land cover in the project study area. Table 4.3-1 also includes the acreages of burned versus unburned vegetation communities. Thirty-three vegetation communities or land cover types were mapped within the study area. Predominant species include non-native grasslands, chamise chaparral, chamise-sage chaparral, brittle bush scrub, brush mallow scrub, California buckwheat scrub, and coast live oak woodland and forest areas.

Fire History

Fire history is an important component that contributes to the wildfire environment of the project area. Fire history data provides valuable information regarding fire spread, fire frequency, ignition sources, and vegetation/fuel mosaics across a given landscape.

The California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program (FRAP) database includes fire perimeter data dating to the late 1800s/early 1900s, but which is incomplete as it only includes fires over 10 acres in size and has incomplete perimeter data. However, the data does provide a useful summary of recorded fires and can be used to show whether large fires have occurred in the Project area, which indicates whether they may be possible in the future (Appendix L-1).

Relatively recent substantive wildfires in Riverside County include the Fairview Fire which burned over 28,000 acres near the community of Hemet in 2022, and the Chaparral Fire in 2021 that burned approximately 1,500 acres near the edge of Cleveland National Forest. A review of the CAL FIRE FRAP database revealed that 139 fires have burned within 5 miles of the site since the beginning of the historical fire data record. Recorded wildfires within 5 miles

range from approximately 10 acres to approximately 28,136 acres (Edna Fire) and the average fire size is approximately 1,452 acres. The 2020 El Dorado Fire (approximately 22,504 acres) is the most recent fire to burn near the Project site. Prior to that, the most recent significant fire was the 1998 Edna Fire (approximately 28,136 acres). There have been eight (8) fires on record that have burned on the site, with the most recent being the 2019 Sandalwood Fire which burned approximately 1,009 acres within City of Calimesa, killing two people and destroying 74 structures in the Villa Calimesa mobile home park (CAL FIRE 2019). CFD and Riverside County may have data regarding smaller fires (other fires less than 10 acres) that have occurred on-site that have not been included herein.

Fire history for the general vicinity of the Project site is shown in Figure 4.18-3, Fire History Map. The majority of the Project site burned in 2017 and 2019 during the Palmer and Sandalwood Fires, respectively. The average interval between wildfires in the Project area (approximately 5 miles from the Project site) was calculated to be one year with intervals ranging between zero (multiple fires burned in the same year) and 22 years. Based on this analysis, it is expected that wildfire could impact the Project if weather conditions continue as observed in the fire history records.

4.18.1.4 Emergency Response and Fire Protection

The Project site is located within the Calimesa Fire Department (CFD) response area. The closest existing fire station is Calimesa Fire Station 1, which is located approximately 1.4 miles from the Project site at 906 Park Ave, Calimesa, California and would provide initial response to the Project site. Calimesa Fire Station 1, staffed 24/7 with one captain, one engineer, and two firefighters per 24-hour shift and is equipped with one engine. A private ambulance also responds providing one paramedic and one EMT. Secondary response would be provided from City of Yucaipa Fire Station 1 (San Bernardino County), which is located approximately 5.4 miles north of the Project site at 11416 Bryant Street, Yucaipa, California. Yucaipa Fire Station 1 staffs three on-duty firefighters, 24-hours per day and houses an Engine.

Within the Project area's emergency services system, fire and emergency medical services are also provided by other Riverside County and San Bernardino County Fire Stations. Generally, each agency is responsible for structural fire protection and wildland fire protection within their area of responsibility. However, mutual aid agreements enable non-lead fire agencies to respond to fire emergencies outside their district boundaries. In the Project area, fire agencies cooperate under a statewide master mutual aid agreement for wildland fires. There are also mutual aid agreements in place with neighboring fire agencies and typically include interdependencies that exist among the region's fire protection agencies for structural and medical responses but are primarily associated with the peripheral "edges" of each agency's boundary.

On March 7, 2017, the Riverside County Board of Supervisors (Board) received and filed RCFD's "Alternative Staffing Model Recommendation." The Alternative Staffing Model Recommendation was fiscally driven and developed by RCFD due to funding difficulties to retain 3-person engine companies. The RCFD FY 17-18 Service Alternatives report, dated March 7, 2017, recommended response time standards based on four Board Approved Land Use Classifications. These response time standards and Land Use Classifications were recently updated with the following response times based on four Board Approved Land Use Classifications as described in Table 4.18-1:

Table 4.18-1. Land Use Classification Information with Staffing/Time Response Standards

Land Classification	Population Density	Fire Staffing Characteristics	Code 3 Medical Emergency First Due Unit - Response Time	Code 2 Medical Emergency First Due Unit - Response Time
URBAN	>1,000 persons per square mile	Land use includes residential, commercial and industrial complexes.	4:00 minutes, 90% of the time	8:00 minutes, 90% of the time
SUBURBAN	500 TO 1,000 persons per square mile	Land use includes residential, light commercial, and light industrial.	6:00 minutes, 90% of the time	10:00 minutes, 90% of the time
RURAL	100 to 500 per square mile	Residential and agricultural land uses.	8:00 minutes, 90% of the time	12:00 minutes, 90% of the time
OUTLYING	<100 per square mile	Residential and open space land uses.	15:00 minutes, 90% of the time	20:00 minutes, 90% of the time

Source: Appendix L-1.

4.18.2 Regulatory Requirements

4.18.2.1 Federal

National Fire Protection Association (NFPA) Codes, Standards, Practices, and Guides

National Fire Protection Association (NFPA) codes, standards, recommended practices, and guides are developed through a consensus standards development process approved by the American National Standards Institute. This process brings together professionals representing varied viewpoints and interests to achieve consensus on fire and other safety issues. NFPA standards are recommended guidelines and nationally accepted good practices in fire protection, but are not laws or codes unless adopted as such or referenced as such by the California Fire Code or the local fire agency.

Federal Wildland Fire Management Policy

The Federal Wildland Fire Management Policy was developed in 1995, updated in 2001, and again in 2009 by the National Wildfire Coordinating Group, a federal multi-agency group that establishes consistent and coordinated fire management policy across multiple federal jurisdictions. An important component of the Federal Wildland Fire Management Policy is the acknowledgement of the essential role of fire in maintaining natural ecosystems. The Federal Wildland Fire Management Policy and its implementation are founded on the following guiding principles, found in the Guidance for Implementation of Federal Wildland Fire Management Policy (National Wildfire Coordinating Group 2009):

- Firefighter and public safety is the first priority in every fire management activity.
- The role of wildland fire as an essential ecological process and natural change agent will be incorporated into the planning process.

- Fire management plans, programs, and activities support land and resource management plans and their implementation.
- Sound risk management is a foundation for all fire management activities.
- Fire management programs and activities are economically viable, based upon values to be protected, costs, and land and resource management objectives.
- Fire management plans and activities are based upon the best available science.
- Fire management plans and activities incorporate public health and environmental quality considerations.
- Federal, state, tribal, local, interagency, and international coordination and cooperation are essential.
- Standardization of policies and procedures among federal agencies is an ongoing objective.

National Fire Plan

The National Fire Plan, officially titled *Managing the Impacts of Wildfire on Communities and the Environment: A Report to the President In Response to the Wildfires of 2000*, was a presidential directive in 2000 as a response to severe wildland fires that had burned throughout the United States. The National Fire Plan focuses on reducing fire impacts on rural communities and providing assurance for sufficient firefighting capacity in the future. The plan addresses five key points: Firefighting, Rehabilitation, Hazardous Fuels Reduction, Community Assistance, and Accountability. The plan continues to provide invaluable technical, financial, and resource guidance and support for wildland fire management across the United States. The U.S. Forest Service and the Department of the Interior are working to successfully implement the key points outlined in the plan (DOI and USDA 2002).

International Fire Code

Created by the International Code Council, the International Fire Code (IFC) addresses a wide array of conditions hazardous to life and property, including fire, explosions, and hazardous materials handling or usage (although not a federal regulation, but rather the product of the International Code Council). The IFC places an emphasis on prescriptive and performance-based approaches to fire prevention and fire protection systems. Updated every 3 years, the IFC uses a hazards classification system to determine the appropriate measures to be incorporated to protect life and property (often times these measures include construction standards and specialized equipment). The IFC uses a permit system (based on hazard classification) to ensure that required measures are instituted (ICC 2024).

International Wildland–Urban Interface Code

The International Wildland–Urban Interface Code is published by the International Code and is a model code addressing wildfire issues.

4.18.2.2 State

California Government Code

California Government Code Sections 51175 through 51189 provide guidance for classifying lands in California as fire hazard areas and requirements for management of property within those lands. CAL FIRE is responsible for classifying FHSZs based on statewide criteria and makes the information available for public review. Further, local

agencies must designate, by ordinance, Very High FHSZs within their jurisdiction based on the recommendations of CAL FIRE.

Section 51182 sets forth requirements for maintaining property within fire hazard areas, such as defensible space, vegetative fuels management, building materials and standards. Defensible space consisting of 100 feet of fuel modification on each side of a structure, but not beyond the property line unless findings conclude that the clearing is necessary to significantly reduce the risk of structure ignition in the event of a wildfire. Clearance on adjacent property shall only be conducted following written consent by the adjacent owner. Further, trees must be trimmed from within 10 feet of the outlet of a chimney or stovepipe, vegetation near buildings must be maintained, and roofs of structures must be cleared of vegetative materials. Exemptions may apply for buildings with an exterior constructed entirely of nonflammable materials.

California Code of Regulations

Title 14 Natural Resources

Title 14, Division 1.5, Chapter 7, Subchapter 3, Fire Hazard, also sets forth requirements for defensible space if the distances specified above cannot be met. For example, options that have similar practical effects include noncombustible block walls or fences, 5 feet of noncombustible material horizontally around the structure, installing hardscape landscaping or reducing exposed windows on the side of the structure with a less-than-30-foot setback, or additional structure hardening such as those required in the California Building Code (CBC), California Code of Regulations Title 24, Part 2, Chapter 7A.

Title 24 California Building Standards Code

California Building Code

Part 2 of Title 24 contains the California Building Code (CBC). Chapter 7A of the CBC regulates to building materials, systems, and/or assemblies used in the exterior design and construction of new buildings located within a wildland–urban interface fire area. The purpose of this Chapter is to establish minimum standards for the protection of life and property by increasing the ability of a building located in any FHSZ within a State Responsibility Area or a wildland–urban interface fire area to resist the intrusion of flames or burning embers projected by a vegetation fire, and to contribute to a systematic reduction in conflagration losses. New buildings located in such areas must comply with the ignition-resistant construction standards outlined in CBC Chapter 7A.

The VHFHSZ designation on the Project site would require buildings to implement ignition-resistive construction and provide up to 200-feet of defensible space (treated, maintained vegetation) between structures and open space areas. Since the entire Proposed Project site is classified as VHFHSZ, the requirements of Chapter 7A of the 2022 California Building Code (CBC), or then current edition, would apply to all project buildings.

California Fire Code

Part 9 of Title 24 contains the California Fire Code (CFC), which incorporates by adoption the International Fire Code with necessary California amendments. The purpose of this code is to establish the minimum requirements to safeguard the public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises, and to provide safety and assistance to firefighters and emergency responders during emergency operations. Chapter 49 of the CFC contains minimum standards for development in the wildland–urban interface and fire hazard areas.

The CFC and Office of the State Fire Marshal provide regulations and guidance for local agencies in the development and enforcement of fire safety standards. The CFC is updated and published every 3 years by the California Building Standards Commission.

California Public Resources Code

California Public Resource Code Section 4290 requires minimum fire safety standards related to defensible space that are applicable to residential, commercial and industrial building construction in State Responsibility Area lands and lands classified and designated as Very High FHSZs. These regulations include road standards for fire apparatus access, standards for signs identifying roads and buildings, fuel breaks and green belts, and minimum water supply requirements. It should be noted that these regulations do not supersede local regulations which equal or exceed minimum regulations required by the state.

Public Resource Code Section 4291 requires a reduction of fire hazards around buildings located adjacent to a mountainous area, forest-covered lands, brush-covered lands, grass-covered lands or land that is covered in flammable material. It is required to maintain a minimum 100 feet of vegetation management around all buildings and is the primary mechanism for conducting fire prevention activities on private property within CAL FIRE jurisdiction. Further, PRC 4291 requires the removal of dead or dying vegetative materials from the roof of a structure, and trees and shrubs must be trimmed from within 10 feet of the outlet of a chimney or stovepipe. Exemptions may apply for buildings with an exterior constructed entirely of nonflammable materials.

California Department of Forestry and Fire Protection (CAL FIRE)

CAL FIRE is tasked with reducing wildfire-related impacts and enhancing California's resources. CAL FIRE responds to all types of emergencies including wildland fires and residential/commercial structure fires. In addition, CAL FIRE is responsible for the protection of approximately 31 million acres of private land within the state and, at the local level, is responsible for inspecting defensible space around private residences. CAL FIRE is responsible for enforcing State of California fire safety codes included in the CCR and California Public Resources Codes. Public Resources Code 4291 states generally that any person operating any structure located on brush-covered lands or land covered with flammable material is required to maintain defensible space around the structure. CCR Title 14 Section 1254 identifies minimum clearance requirements required around utility poles. In SRAs within the jurisdiction of CAL FIRE, the Fire Safety Inspection Program is an important tool for community outreach and enforcement of state fire codes.

CAL FIRE also inspects utility facilities and makes recommendations regarding improvements in facility design and infrastructure. Joint inspections of facilities by CAL FIRE and the utility owner are recommended by CAL FIRE so that each entity may assess the current state of the facility and successfully implement fire prevention techniques and policies. Violations of state fire codes discovered during inspections are required to be brought into compliance with the established codes. If a CAL FIRE investigation reveals that a wildfire occurred as a result of a violation of a law or negligence, the responsible party could face criminal and/or misdemeanor charges. In cases where a violation of a law or negligence has occurred, CAL FIRE has established the Civil Cost Recovery Program, which requires parties liable for wildfires to pay for wildfire-related damages.

Fire Hazard Severity Zone Mapping

As previously discussed, CAL FIRE's FRAP database provides data documenting areas of significant fire hazards throughout the state, based on fuel loading, slope, fire history, weather, and other relevant factors as directed by Public Resources Code Sections 4201–4204 and Government Code Sections 51175–51189. FHSZs are ranked from

Moderate to Very High, and are categorized for fire protection within a Federal Responsibility Area, State Responsibility Area, or Local Responsibility Area under the jurisdiction of a federal agency, CAL FIRE, or local agency, respectively. As noted above and depicted in Figure 4.18-2, Fire Hazard Severity Zones, the Project site and surrounding area is located within a Very High FHSZ.

California Strategic Fire Plan

The 2018 Strategic Fire Plan for California reflects CAL FIRE's focus on (1) fire prevention and suppression activities to protect lives, property, and ecosystem services, and (2) natural resource management to maintain the state's forests as a resilient carbon sink to meet California's climate change goals and to serve as important habitat for adaptation and mitigation. The Strategic Fire Plan for California provides a vision for a natural environment that is more fire resilient; buildings and infrastructure that are more fire resistant; and a society that is more aware of and responsive to the benefits and threats of wildland fire; all achieved through local, state, federal, tribal, and private partnerships (CAL FIRE 2018). Plan goals include the following:

1. Identify and evaluate wildland fire hazards and recognize life, property and natural resource assets at risk, including watershed, habitat, social and other values of functioning ecosystems. Facilitate the collaborative development and sharing of all analyses and data collection across all ownerships for consistency in type and kind.
2. Promote and support local land use planning processes as they relate to: (a) protection of life, property, and natural resources from risks associated with wildland fire, and (b) individual landowner objectives and responsibilities.
3. Support and participate in the collaborative development and implementation of local, county and regional plans that address fire protection and landowner objectives.
4. Increase fire prevention awareness, knowledge and actions implemented by individuals and communities to reduce human loss, property damage and impacts to natural resources from wildland fires.
5. Integrate fire and fuels management practices with landowner/land manager priorities across jurisdictions.
6. Determine the level of resources necessary to effectively identify, plan and implement fire prevention using adaptive management strategies.
7. Determine the level of fire suppression resources necessary to protect the values and assets at risk identified during planning processes.
8. Implement post-fire assessments and programs for the protection of life, property, and natural resource recovery.

Mutual Aid Agreements

The California Disaster and Civil Defense Master Mutual Aid Agreement, as provided by the California Emergency Services Act, provides statewide mutual aid between and among local jurisdictions and the state. The statewide mutual aid system exists to ensure that adequate resources, facilities, and other supports are provided to jurisdictions whenever resources prove to be inadequate for a given situation. Each jurisdiction controls its own personnel and facilities but can give and receive help whenever needed. The CFD participates in mutual aid, automatic aid and other agreements with surrounding fire departments. In some instances, the closest available resource may come from another fire department. In the Project area, fire agencies cooperate under a statewide master mutual aid agreement for wildland fires. There are also mutual aid agreements in place with neighboring fire agencies and typically include interdependencies that exist among the region's fire protection agencies for

structural and medical responses but are primarily associated with the peripheral "edges" of each agency's boundary.

California Office of the Attorney General Wildfire and CEQA Guidance

In October 2022, the California Office of the Attorney General issued guidance (2022 AG Guidance) outlining best practices for analyzing and mitigating wildfire impacts of development projects under CEQA. The 2022 AG Guidance does not impose additional legal requirements on local governments, nor does it alter any applicable laws or regulations. Rather, it is intended to help local governments in evaluating and considering for approval development projects in fire-prone areas, and to guide project design in a way that minimizes wildfire ignition and incorporates emergency access and evacuation measures. The 2022 AG Guidance recommends the following:

- Baseline Conditions - An EIR's discussion of existing environmental (baseline) conditions should include information about open space areas and habitats within the project area that may be fire prone, a discussion of fire history and fuels on the Project Site and existing available water supplies for firefighting.
- Thresholds of Significance - To identify when an increase in wildfire risk is considered a "significant impact" under CEQA, relevant factors include: (1) the project's impacts on ignition risk; (2) the likelihood of fire spread; and (3) the extent of exposure for existing and new residents, based on various fire scenarios. The 2022 AG Guidance notes that "wildfire ignitions are primarily human caused in California."
- Modeling - Modeling fire scenarios means "quantifying" increased wildfire risks resulting from a project that adds more people to wildfire prone areas and assessing risks according to the threshold of significance, including fires that start in, near or far from the Project Site and "extreme weather conditions that exacerbate fire spread". The 2022 AG Guidance states that the conclusion that conversion of wildland vegetation into paved development "reduces or does not increase wildfire risk" is "contrary to existing evidence" and cannot be used to avoid analyzing and modeling wildfire risk.

To qualitatively assess a project's impact on wildfire risk, the 2022 AG Guidance recommends considering the following relevant variables:

- Project Density - Project density influences how likely a fire is to start or spread and how likely it is that occupants will be in danger. The 2022 AG Guidance states that "Fire spread and structure loss is more likely to occur in low- to intermediate-density developments."
- Location in the Landscape - Where a project's structures are placed in the landscape relative to fire prone environment features (vegetation, topographical features, and wind alignments) also influences wildfire risk. Terrain including wind corridors or steep slopes may increase risk while flatter terrain and natural fire breaks may reduce risk if the project is "strategically located" should be considered.
- Water Supply and Infrastructure – In addition to analyzing the water supply and infrastructure needed to address firefighting within the Project Site, the potential loss of water pressure or power during a fire should also be considered.

For potential measures to reduce wildfire risk, the 2022 AG Guidance recommends that wildfire reduction measures be tailored to the specifics of the project, the surrounding landscape, and nearby existing uses. The 2022 AG Guidance recommends lead agencies consider:

- Increasing residential density and consolidating project design, relying on higher density infill developments "as much as possible."

- Avoiding and minimizing low-density development patterns or "leapfrog-type" developments with undeveloped wildland between developed areas.
- Decreasing a project's "edge" or wildland interface area and creating buffer zones and defensible space measures within and adjacent to the project.
- Siting projects to maximize the role of low-flammability landscape features and limiting development along steep slopes and amidst rugged terrain.
- Undergrounding power lines.
- Upgrading building materials and installation techniques beyond applicable building code requirements to increase a structure's resistance to heat, flames and embers (i.e., "fire hardening"), and requiring fire-hardened communication facilities (including internet) to the Project Site.
- Requiring on-site water supply and/or storage to augment ordinary supplies that may be lost during a wildfire.
- Parking limitations to ensure access roads are not clogged with parked vehicles.
- Placement of development close to adequate emergency services, existing or planned ingress/egress, and designated evacuation routes.

In addition to evaluating the potential increased risk of ignition, the 2022 AG Guidance recommends, for a project located in lead agency should analyze the project's impact on evacuation and emergency access. This analysis is relative to the project's particular impacts and risks (e.g., higher density infill projects within developed areas would require less detailed analysis than a new low-density development within a high wildfire risk area and/or surrounded by open space). Additionally, the 2022 AG Guidance recommends that evacuation modeling and planning should be required for all projects located in fire-prone areas that present an increased risk of ignition and/or evacuation impacts. Lead agencies should require evacuation modeling and planning to be developed prior to project approval in order to provide maximum flexibility in design modifications necessary to address wildfire risks and impacts. The 2022 AG Guidance recommends evacuation modeling and analysis augment existing information when necessary:

- Evaluation of the capacity of roadways to accommodate project and community evacuation and simultaneous emergency access.
- Assessment of the timing for evacuation.
- Identification of alternative plans for evacuation.
- Evaluation of impacts on existing evacuation plans.
- Consideration of the adequacy of emergency access, including the project's proximity to existing fire services and the capacity of existing services.
- Traffic monitoring to quantify travel times under various likely scenarios.

In consideration of the above, the 2022 AG Guidance encourages lead agencies to develop thresholds of significance for evacuation times based on community-wide standards. Any conclusion that an increase in evacuation times is a less than significant impact should be based on a threshold of significance that reflects community-wide goals and standards. Thresholds should also consider consistency with an adopted emergency operations or evacuation plan, a safety element updated to integrate wildfire and evacuation concerns or recommendations developed by CAL FIRE relating to safety of subdivisions. The potential to minimize on-road traffic when it is considered necessary and/or safer by temporarily providing refuge on-site in protected structures offers

a contingency not available to all communities/developments and assists in providing flexibility and options for emergency managers. However, refuge areas cannot be solely relied upon for evacuation.

4.18.2.3 Local

City of Calimesa 2014 General Plan

The Calimesa General Plan is the official policy framework guiding physical, social, and economic development in the city, as well as the City's own operations and decisions. The General Plan is a long-range guide for attaining the City's goals. Chapter 4, Infrastructure and Public Services, and Chapter 8, Safety, address wildfire and fire protection. The following policies and action items address wildfire and fire safety and are relevant to the Project. Those designated with (MM) provide mitigation for impacts identified through the Environmental Impact Report analysis prepared for the General Plan.

> Policy IPS-13: The City supports and will encourage efforts to create a fire-safe built and natural environment, consistent where appropriate with efforts to maintain the natural habitat of Calimesa. (MM)

> Policy IPS-14: Fire management plans shall be required for all new development in areas subject to wildfire

Calimesa Municipal Code

Chapter 2.80 contains the Administration of Disaster Operations and Relief. This code outlines the preparation and implementation of protecting the occupants of the City in the event of an emergency.

Chapter 2.90 establishes the fire department as an administrative department of the city.

Chapter 8.10 contains the City's Weed Abatement Code. This code requires that the city regulate weeds, flammable vegetation, or other combustible material and establish a year-round weed abatement program and authorizes the city to enforce abatement requirements. This section of the code establishes that removal of weeds, flammable vegetation, and other combustible matter is the responsibility of the property owner, occupant, and person in control of private land or interest in private real property within the City. Requirements for parcels less than 5 acres are established, such that any parcel, or contiguous parcels under the same ownership, of five acres or less, shall be free of all weeds and flammable vegetation. Requirements for parcels or contiguous parcels greater than 5 acres are established, such that a 100-foot-wide firebreak is required at the outside boundaries of the parcel (or contiguous parcels). Other requirements are established, including keeping roofs free of flammable vegetation, tree, plant, or shrub pruning, spacing, and maintenance, vertical and horizontal clearance around roads and driveways. Refer to Chapter 8.10 for further details.

Chapter 8.50 requires the fire department to designate fire hazard severity zones within its jurisdiction.

Chapter 15.10 contains the City of Calimesa Fire Code, which adopts the 2019 California Fire Code with local modifications, and applicable sections of the CCR. Provisions of the California Fire Code are described under State Regulations, above.

Chapter 15.5 contains the City's Building Code, which regulates the construction of applicable facilities and encompasses (and formally adopts) associated elements of the CBC. Specifically, this includes "regulating the

erection, construction, enlargement, alteration, repair, moving, removal, demolition, conversion, occupancy, use, height, area and maintenance of all structures and certain equipment therein."

Chapter 18.75 requires that planting plans for fire-prone areas shall address fire safety and prevention, including plant selection, defensible space, and avoidance of flammable mulches or other materials.

Emergency Response Plans

Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan

The purpose of the County's Multi-Jurisdictional Local Hazard Mitigation Plan (County of Riverside 2023) is to identify the County's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and human-made hazards. An important Riverside County Multi-Jurisdictional Hazard Mitigation Plan component is the Community Emergency Response Team (CERT), which educates community members about disaster preparedness and trains them in basic response skills, including fire safety.

Riverside County Emergency Operations Plan

The 2019 Riverside County Emergency Operations Plan (EOP) describes a comprehensive emergency management system that provides for a planned response to disaster situations associated with natural disasters, technological incidents, terrorism, and nuclear-related incidents. It delineates operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and providing for the overall well-being of the population. The plan also identifies the sources of outside support that might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies, and the private sector.

City of Calimesa Local Hazard Mitigation Plan

The City's 2017 Local Hazard Mitigation Plan (LHMP) is an Administrative Regulation adopted to facilitate to identification the City's hazards, review, and assessment of past disaster occurrences, estimate the probability of future occurrences and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards (City of Calimesa 2017).

4.18.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts to wildfire are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, a significant impact related to wildfire would occur if the Project would:

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.

4.18.4 Impacts Analysis

4.18.4.1 Summary of Previous Impact Analysis

Mesa Verde Estates Specific Plan EIR (2007)

Because wildfire was added as a topic to Appendix G thresholds in 2018, the 2007 Final EIR did not include a standalone wildfire analysis. The 2007 Final EIR identified five mitigation measures, Hazards and Hazardous Materials Measures 5 through 9, that would reduce potential impacts related to wildland fire hazards. The 2007 Final EIR found that, upon implementation of those measures, impacts related to hazards and hazardous materials, including those related to wildland fire, would be less than significant.

Addendum to the Mesa Verde Specific Plan EIR (2017)

The 2017 Addendum found that the mitigation measures contained in the 2007 Final EIR also applied to the 2017 Specific Plan. Upon implementation of Mitigation Measures HAZ-5 through 9, impacts of the 2016 Modified Project related to wildland fire hazards were determined to be less than significant. With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the changes proposed by the 2017 Specific Plan compared to the 2007 approved project would not result in any new impacts, or increase the severity of impacts, with respect to wildland fire hazards.

4.18.4.2 Proposed Project Impact Analysis

Threshold 4.18a Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Construction

Less-than-Significant Impact with Mitigation. The Project's potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan was addressed in Section 4.8, Hazards and Hazardous Materials under Threshold 4.8f. As described under Threshold 4.8f, the City's 2014 General Plan identifies evacuation routes in the City in Figure SAF-7 of the Safety Element (City of Calimesa 2014). The Project's evacuation routes include County Line Road to the I-10, and Sandalwood Drive to the I-10. Construction activities along County Line Road and Sandalwood Drive would not require the full closure of an identified evacuation route; however, the Project would be required under MM-HAZ-6, Construction Area Traffic Management Plan to mitigate temporary impacts of potential lane closures during an evacuation. Therefore, Section 4.8, Hazards and Hazardous Materials determined that with the implementation of MM-HAZ-6, the Project would not conflict with any applicable emergency response plans or evacuation plans.

Operations

Less-than-Significant Impact with Mitigation. A Wildfire Evacuation Study (WES), Appendix L-2 of the SEIR, was prepared for the Project based on the recommendations of the Riverside County Operational Area Emergency

Operations Plan (County of Riverside 2022) and Emergency Support Function 16, Evacuation and Re-entry[1]. Evacuations in Riverside County are primarily a result of wildfire. Given the Project's location within a VHFHSZ and the large areas of unmaintained fuels surrounding the Project to the north, south and west of the Project site, the wildfire potential at the Project site is considered high. An evacuation of the Project site resulting from a fire that starts in the unmaintained fuels north, west, or south of the Project site in the unmaintained fuels that surround the Project site is possible and could result in a significant impact if evacuations were substantially impaired.

As discussed in Section 4.15, Transportation, and as shown in Table 4.15-2, Project Trip Generation Summary (Actual Vehicles), the proposed Project would generate approximately 60,090 daily trips from all proposed land uses. The internal Project roadways and the adjacent road circulation system would be able to effectively handle average daily trips generated by the Project. However, roadway infrastructure throughout the United States is not designed to accommodate a short-notice, mass evacuation (FEMA 2008). As such, a mass evacuation from the Project site, which would include roadways that are designed to code requirements, still has the potential to substantially impair an adopted emergency response plan or emergency evacuation plan.

There is no universal or established evacuation timeframe threshold that projects must meet to be consistent with codes, regulations or policies. However, for the purposes of understanding the potential evacuation times for the Specific Plan area, a comprehensive WES has been prepared (Appendix L-2). The analysis included in the WES determined how long it would take for occupants of the Project and the surrounding communities to evacuate to nearby urban areas/freeway access in case of a wildfire emergency for both mass evacuation and phased scenarios. While current evacuation practice typically targets the scope of the evacuation only to the area in immediate danger while placing a larger area on standby for evacuation, to be conservative the WES also considers mass evacuation scenarios.

Law Enforcement (e.g., RCSD) and EOC are responsible for appropriately phasing evacuations and to consider the vulnerability of communities when making decisions. The need for evacuation plans, pre-planning, and tiered or targeted and staggered evacuations becomes very important for improving evacuation effectiveness. The practice of phased evacuations allows for better evacuation operations, reduces gridlock, and reserves sufficient travel way for emergency vehicles (Appendix L-2). It is assumed that first responders or law enforcement would direct traffic at all major downstream intersections during the evacuation process. To analyze the evacuation events, the WES conducted simulations using Vissim, a microscopic, multimodal traffic flow modeling software used to simulate different traffic conditions. Refer to Appendix L-2 for a detailed description of the evacuation scenarios analyzed and assumptions. The results of the evacuation analysis are presented in Table 4.18-2.

[1] The EOP for Riverside County Operational Area has been adopted by all jurisdictions within the Operational Area.

Table 4.18-2. Evacuation Modeling Scenarios and Evacuation Time Summary

Scenario	Total Evacuation Vehicles				Maximum Evacuation Time (Minutes) by Area			Average Evacuation Time (H:MM)[1]	Maximum Evacuation Time by Scenario (H:MM)
	Existing Areas	Cumulative Areas	Project Areas	Total	Existing Areas	Cumulative Areas	Project Areas		
1: Existing 2024	614	0	0	614	21.97	0.00	0.00	0:18	0:21
2: Existing plus Project (E+P) – Phase 1	614	0	2,726	3,340	68.57	0.00	65.10	0:55	1:08
3: E+P – Phases 1 & 2	614	0	4,636	5,250	117.82	0.00	105.17	1:39	1:57
4: E+P – Phases 1 through 3	614	0	6,838	7,452	106.75	0.00	142.50	1:30	2:22
5: E+P – Phases 1 through 4	614	0	9,072	9,686	148.33	0.00	184.52	2:07	3:04
6: E+P – Phases 1 through 5 (Project Buildout)	614	0	10,664	11,278	212.77	0.00	217.95	2:52	3:37
7: Opening Year Cumulative Conditions (2030 - 2040)	614	1,071	0	1,685	34.69	62.37	0.00	0:28	1:02
8: Opening Year Cumulative (2030 – Phase 1) With Project Conditions	614	1,071	2,726	4,411	113.07	106.22	107.70	1:33	1:53
9: Opening Year Cumulative (2035 – Phase 1 + Phase 2) With Project Conditions	614	1,071	4,636	6,321	149.65	134.28	146.82	1:59	2:29
10: Opening Year Cumulative (2038 – Phase 1 through Phase 3) With Project Conditions	614	1,071	6,838	8,523	160.25	144.83	159.42	2:05	2:40

Table 4.18-2. Evacuation Modeling Scenarios and Evacuation Time Summary

Scenario	Total Evacuation Vehicles				Maximum Evacuation Time (Minutes) by Area			Average Evacuation Time (H:MM)[1]	Maximum Evacuation Time by Scenario (H:MM)
	Existing Areas	Cumulative Areas	Project Areas	Total	Existing Areas	Cumulative Areas	Project Areas		
11: Opening Year Cumulative (2040 – Phase 1 through Phase 4) With Project Conditions	614	1,071	9,072	10,757	203.58	189.33	203.57	2:45	3:23
12: Horizon Year (2045) Without Project Conditions (Without Improvements)	614	9,419	7,718	17,751	269.86	280.98	263.80	3:14	4:40
13: Horizon Year (2045) Without Project Condition (With Improvements)	614	9,419	7,718	17,751	276.35	228.52	179.20	2:43	4:36
14: Horizon Year (2045) With Project Conditions (Without Improvements)	614	9,419	10,664	20,697	305.54	373.83	274.85	3:40	6:13
15: Horizon Year (2045) With Project Conditions (With Improvements)	614	9,419	10,664	20,697	295.92	226.95	201.73	3:00	4:55
16: MVSP Project Total	0	0	10,664	10,664	0.00	0.00	193.90	2:45	3:13
17: MVSP Project Area 1 (West of Street A)	0	0	942	942	0.00	0.00	40.33	0:40	0:40
18: MVSP Project Areas 1 & 2 (West of Street A, Streets F-H; Streets J-L, West of Roberts Road)	0	0	5,966	5,966	0.00	0.00	151.07	1:42	2:31
19: MVSP Project Total with Phased Evacuation	0	0	10,664	10,664	0.00	0.00	188.90	2:41	3:08

Notes: 0:00 = The grey highlighted text denotes the maximum evacuation time in minutes for each scenario (time for last vehicle to leave the network and enter a safe area). Scenario 19 shows the maximum time recorded occurred from a zone that began phased evacuation 30 minutes into the start of the evacuation simulation. As such, the maximum time for vehicles to clear the network under this phased evacuation scenario was 3 hours and 18 minutes.

As shown by the evacuation times shown in Table 4.18-2, evacuation of the existing land uses without the Project would take approximately 22 minutes (see Scenario 1). Existing land uses include residential households and other commercial uses east of the Project site (the existing land uses are shown in Figure 4.18-4, Evacuation Routes and Study Area (Appendix L-2). In the future, at Horizon Year 2045, considering full buildout of the General Plan including the previously approved project (without the proposed Project) and with completion of General Plan circulation improvements, the evacuation of all land uses would take approximately 4 hours and 36 minutes (see Scenario 13). Although an evacuation analysis was not completed for the previously approved project, the Scenario 13 provides a representation of the buildout of the Specific Plan area under current entitlements, without the proposed Project.

At full buildout of the Project and the Horizon Year (2045) buildout of the General Plan, with circulation improvements, evacuation of all land uses would require approximately 4 hours and 55 minutes. This results in an increased evacuation time of approximately 19 minutes when considering the Horizon Year (2045) condition with the Project (Scenario 15) versus the Horizon Year (2045) condition without the Project (Scenario 13). These scenarios assume a worst-case mass evacuation scenario, which is unlikely to occur, as further discussed below.

The Project would modify the land uses from the previously approved Project, primarily in the southeastern portion of the site (i.e., the Commercial and Business Park land uses), as compared to the previously approved 2017 Specific Plan, and the changed condition would result in industrial development in the southeastern portion of the site, rather than residential development. The buildings that would be developed in the Business Park Planning Areas would result in a more fire resilient built environment and fewer evacuees than the residential development that was proposed for this area in the previously approved project. Structures would be composed of non-combustible materials, including metal, brick, and concrete, and all construction would meet the requirements for ignition resistance in Chapter 7a of the California Building Code. This includes vents and other openings on either structure, windows, and doors. Accessory structures, such as trash enclosures, would also be built from non-combustible materials. Additionally, large areas of pavement (e.g. parking areas and roads) would provide noncombustible areas. As such, the proposed Business Park development would have minimal vulnerability to wildfire encroachment and would serve as a buffer between the open space to the south and proposed and existing development to the north.

Further, much of the remaining site circulation patterns would remain relatively similar. Importantly, the proposed Project would include redevelopment of County Line Road as a Collector Road, not just as gated emergency-access only as it was in the 2017 Specific Plan. The Project includes adequate circulation and emergency access roads to allow for adequate evacuation of the Project site as well as access to the Project site by emergency response vehicles (see Figure 4.15-4 in Section 4.15 Transportation). All improvements would be constructed in accordance with applicable code requirements regarding egress and ingress. Additionally, once the Project is built out, the fire safety features (e.g., ignition resistant construction, fuel modification, etc.) would allow people to shelter-in-place or take temporary refuge within the Project site, which could reduce evacuating traffic from the site.

Study of evacuation timeframes and potential increases in evacuation time are relatively new CEQA focus areas. Public safety, not time, is generally the guiding consideration for evaluating impacts related to emergency evacuation. Consistent with CEQA Guidelines Appendix G, a project's impact on evacuation is significant if the project will significantly impair or physically interfere with implementation of an adopted emergency response or evacuation plan. In any populated area, safely undertaking large-scale evacuations may take several hours or more and require moving people long distances to designated areas. Further, evacuations are fluid, and timeframes may vary widely depending on numerous factors, including, among other things, the number of vehicles evacuating, the road capacity to accommodate those vehicles, residents' awareness and preparedness, evacuation messaging and

direction, and on-site law enforcement control. The "Best Practices for Analyzing and Mitigating Wildfire Impacts of Development Projects Under the California Environmental Quality Act" guidance from the California Office of the Attorney General suggests that jurisdictions set benchmarks of significance based on past successful evacuations or on those from communities in similar situations.

A recent study titled "Review of California Wildfire Evacuation from 2017 to 2019 " provides more insights on the topic. This research involved interviews with 553 individuals (297 evacuees affected by various fires) including the Creek Fire, Rye Fire, Skirball Fire, and Thomas Fire. The study aimed to understand the decision-making processes of these individuals during the fires, such as whether to evacuate or stay, when to leave, the paths taken, chosen shelters, destinations, and modes of transportation. According to this research, the time it took for evacuations ranged from under 30 minutes to over 10 hours. From this dataset, the average evacuation time for the Creek Fire was found to be 3 hours and 40 minutes, involving 115,000 people. For the Thomas Fire, the average time was 4 hours and 25 minutes, impacting 104,607 individuals.

California fire and law enforcement agencies have integrated training, experience, and technology to assist in successful evacuations, which focus on moving persons at risk to safer areas before a wildfire encroaches on a populated area. Timeframes for moving people vary by site specifics, population, road capacities and other factors and there is no one threshold that would be appropriate to all locations. There are no established thresholds for evacuation times for this Project or at the time of the Specific Plan Amendment preparation, for any California community, to the knowledge of the authors. This is primarily because every location and fire scenario are unique. While it may take one community 20 minutes to evacuate safely, it is not a valid assumption to consider a 6-hour evacuation for another community as unsafe. The 6-hour evacuation can be very safe while the 20-minute evacuation may be unsafe due to the conditions and exposures along the evacuation routes.

Regarding evacuation of special populations, such as older adults, the Project allows for age-restricted housing which would include a 55+ population. If constructed, this would be considered an active adult community, which is different from and not synonymous with an assisted living community or other mobility-impaired populations. Nevertheless, the evacuation of Project residents should consider the possibility that there may be mobility-impaired residents in the community, whether they are residents of an age-restricted housing community or not.

Notwithstanding evacuation challenges and variables, the City/County have safely managed both mass and targeted evacuations successfully. For example, the 2017 Palmer Fire resulted in evacuation of several neighborhoods and resulted in zero fatalities. It should be noted that other variables can impact the number of fatalities during an evacuation. For instance, some individuals may choose to stay behind to defend their property or adopt a wait-and-see approach. Such decisions could delay their evacuation to a point where it becomes too late to leave safely.

Technological advancements and improved evacuation strategies learned from prior wildfire evacuation events have resulted in a system that is many times more capable of managing evacuations. With the technology in use today, evacuations are more strategic and surgical than in the past, evacuating smaller areas at highest risk and phasing evacuation traffic so that it flows more evenly and minimizes the surges that may slow an evacuation. Mass evacuation scenarios where large populations are all directed to leave simultaneously, resulting in traffic delays, are thereby avoided, and those populations most at risk are able to safely evacuate. While mass evacuation scenarios are avoided with the technology in use today, the evacuation simulations conducted in this report are based on mass evacuation scenarios to provide a worst-case scenario, as described previously.

As indicated previously, the evacuation simulations conducted herein represent mass evacuations in the Project vicinity to provide worst-case scenarios. In a probable evacuation scenario, individuals in the existing surrounding land uses would have the opportunity to evacuate before the users of the Project start evacuating, thereby giving priority to the existing land uses, providing for a phased evacuation. The Incident Commander would direct a focused evacuation of zones situated near the wild urban interface, which are at higher risk. Areas that are not in immediate danger would likely not be provided with an evacuation notice initially and may be instructed to remain in place to prioritize the evacuation of vehicles from areas under direct threat. This would result in phasing evacuation traffic so that it flows more evenly and minimizes the surges that may slow an evacuation. Therefore, evacuation flow would be able to be effectively managed and would not likely lead to mass evacuations, as simulated in the WES. Nonetheless, because human behavior during an evacuation scenario is unpredictable, a community that is uninformed about evacuation could lead to an evacuation scenario that is disorganized, resulting in delayed evacuation times. Therefore, the Project would result in a potentially significant impact to evacuation.

There are several Project features that are not quantifiable but could reduce the likelihood of delayed evacuation times. The Project proposes the construction of a new Fire Station located in Planning Area 56, which would serve the Project site and surrounding area, as well as facilitate orderly evacuations. Additionally, MM-WF-1 would provide mitigation to ensure the Project site community is informed about the wildfire risks, evacuation preparedness, and evacuation procedures. The Project assumes the development of an off-site evacuation route to the north through the Yucaipa Valley Water District's property, which was not considered or anticipated as an option at the time of the 2017 Specific Plan. Once operational, this gated emergency access road would provide an additional evacuation route that could be used by Project occupants during an evacuation, and would also allow for emergency management personnel to enter the Project site. Per MM-WF-2, after completion of Phase 2, the Project Applicant/Developer would provide proof of the completion of an emergency access roadway from the Project site's Street A/Street E intersection through the Yucaipa Valley Water District property, northwest to Live Oak Canyon Road. No occupancy permits could be issued after completion of Phase 2 without confirmation of the adequacy of the emergency access road, to the satisfaction of the Calimesa Fire Department. Additionally, the Project would include the installation of two heli-hydrants within Planning Area 57 in the north/northwestern edge of the Project site, which is above and beyond code requirements and provides an additional level of fire fighting capability beyond what was considered in the 2017 Specific Plan. The installation of new heli-Hydrants allows first responders to save critical time and effectively fight fires by offering a strategically located, quick-fill, pilot-operated water source that can fill in a short amount of time, thereby increasing fire suppression capabilities and providing more time for evacuations to take place.

Although there was potential for traffic delays and detours to occur during construction and operation of the previously approved project as well as the potential for wildfire evacuation, the 2007 Final EIR and 2017 Addendum to the Mesa Verde Specific Plan EIR did not specifically address potential impacts to an emergency response or evacuation plan resulting of a wildfire evacuation, nor was evacuation modeling conducted. Therefore, the proposed Project would result in a new potential environmental impact compared to the previously approved project, even though the previously approved project would result in similar impacts. MM-HAZ-6, MM-WF-1, and MM-WF-2 mitigate the significant environmental effects, which would represent an increased impact as compared to the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Threshold 4.18b ***Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

Less-than-Significant Impact with Mitigation. The Project could exacerbate wildfire risk or expose the Project site's occupants to pollutant concentrations from a wildfire or the uncontrollable spread of a wildfire if it would increase the risk of a wildfire occurring. As shown in Figure 4.18-2, the Project site is located within a Very High FHSZ. A Fire Protection Plan has been prepared for the Project and included as Appendix L-1. The FPP was prepared in coordination with the CFD and fulfills the requirements of mitigation measure HAZ-8 from the 2017 Addendum to the Mesa Verde Specific Plan EIR.

The Project site is located on the northern edge of the geographic area known as The Badlands; consisting of a series of flat-topped plateaus separated by steep ridges and shallow stream course valleys adjacent to and generally including San Timoteo Canyon (Appendix L-1). The Project site is currently vacant and is made up of mostly undeveloped terrain with natural watercourses, valleys, and hillside areas; however, there are currently two paved roadways on the Project Site (Sandalwood Drive and Mustang Way), as well as a network of trails. The site is also intersected by incised drainages and numerous dirt roads.

Elevations in the northeastern parts of the Project site are approximately 2,300 feet above sea level and gradually decrease toward the southwest providing an elevation difference across the Project site of about 200 feet (Appendix D-1). The existing conditions on the Project site and the undeveloped open space north, south, and west of the Project site includes topography that could affect fire behavior, and the Project site is subject to the periodic extreme fire weather conditions that occur throughout Riverside County, including Santa Ana winds. Additionally, the Project site and surrounding open space is heavily vegetated with non-native grasslands and chamise chaparral, with smaller areas of sand-aster and perennial buckwheat fields; bush mallow scrub; California buckwheat scrub; brittle bush scrub; and coast live oak woodland (refer to Appendix C, Biological Resources Technical Report). The natural slopes and canyons adjacent to the Project site that would remain vegetated and ungraded may serve to funnel or channel winds, thus potentially influencing wildfire behavior.

Due to the Project's location within a VHFHSZ, nearby slopes, vegetation, and climate conditions that contribute to the wildfire risk, the Project has the potential to exacerbate wildfire risks and expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Additionally, surrounding undeveloped lands provide wildland fire fuel, which contributes to fire risk within and near the Project site.

Development of the Project would result in alterations to slope and vegetation that would reduce wildfire potential. However, the Project would introduce new potential ignition sources and introduce a new community with permanent on-site occupants that could be exposed to pollutants generated by wildfire, the uncontrolled spread of wildfire, and exposed to direct or indirect risk of wildfire due in part to natural hillside/slope conditions, prevailing winds, and natural vegetation, which would be a potentially significant impact, as further discussed below.

Construction

As with the previously approved 2017 Specific Plan, the proposed Project construction would introduce potential ignition sources to the Project site, including the use of heavy machinery, the potential for sparks during welding activities or other hot work, storage, handling, and disposal of combustible materials, and the use of flammable or toxic materials. This could result in an exacerbation of wildfire risk and expose the temporary Project occupants

(construction workers) to pollutant concentrations from a wildfire, or uncontrolled spread of a wildfire, which would be a significant impact.

However, the Project would be required to comply with federal, state, city, and CFD requirements for construction activities in hazardous fire areas, including fire safety practices, to reduce the possibility of fires during construction activities, such as the use of spark arrestors. Prior to any ground disturbance, the Project would survey for utility locations within the street or right-of-way. The Project would comply with California Fire Code Chapter 33 Fire Safety During Construction and Demolition designating fire safety measures to reduce the possibility of fires during all phases of construction activities. California Fire Code Chapter 33 includes precautionary measures, such as, but not limited to: fire watch/fire guards during hot works and heavy machinery activities (e.g., welding), spark arresters on all equipment, requiring fire access during construction, water supply, red flag period restrictions, required on-site fire prevention resources, and others. Further, the Project would be subject to additional requirements, as required by CFD, such as limiting or ceasing construction work during high-wind weather events. Additionally, as outlined in MM-WF-3, vegetation management requirements would be implemented at the start of and throughout all phases of construction, and combustible materials would not be brought on site until site improvements have been implemented and approved by CFD, including utilities, operable fire hydrants, an approved, temporary roadway surface, and fuel modification zones established. Additionally, all new permanent power lines would be undergrounded.

The pre-construction requirements outlined in MM-WF-3 would reduce the risk of wildfire ignition and spread during construction activities on the project site and within offsite improvement areas. These features shall be approved by the fire department or their designee prior to combustibles being brought on-site. Vegetation management would also reduce the risk of wildfire spreading from within the active construction areas to offsite fuel beds. Provided site improvements and vegetation management requirements are appropriately implemented and approved by CFD, construction activities are not anticipated to exacerbate wildfire risk such that project workers would be exposed to the uncontrolled spread of a wildfire or pollutant concentrations from a wildfire. Therefore, with implementation of MM-WF-3, construction impacts would be less than significant with mitigation.

The 2017 Addendum to the Mesa Verde Specific Plan EIR included mitigation HAZ-5 and HAZ-6 (identified below in Section 4.18.6.1) that, upon their implementation, would reduce potential impacts related to wildfire risks during construction activities to a less than significant level. The previous mitigation measures HAZ-5 and HAZ-6 are revised and replaced with MM-WF-3, as set forth in Section 4.18.6.2 below. Therefore, with the implementation of MM-WF-3, impacts associated with wildfire risks during short-term construction activities for the proposed Project would be less than significant with mitigation, which is consistent with the conclusion of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

Operation

As discussed in Chapter 3, Project Description, of this Draft SEIR, implementation of the Project would add 4.44 million square feet (MSF) of Business Park uses to the Project site, and the overall acreage of development would change. Figure 3-13, Grading Plan Comparison, depicts the differences between the grading footprint from the previously approved 2017 Specific Plan in comparison to the proposed Project. As shown, the proposed Project's grading footprint would result in approximately 117.8 acres of increased grading in certain areas of the Project site, and in 56.7 acres of reduced grading in other areas of the Project site, resulting in a net change of 61.1 acres of increased grading. The Project includes the development of up to 4.44 MSF of business park use, 3,650 residential dwelling units, 300,000 SF of commercial/retail use, and two school sites within 5 development phases on

approximately 1,463.1 acres of undeveloped land in an area considered a VHFHSZ within the Local Responsibility Area (see Figure 4.18-2).

The Project site currently includes a variety of vegetation that could serve as potential wildfire fuel sources. Existing potential ignition sources near the Project site include surrounding humans and vehicles traveling on nearby roads, off-site commercial areas, off-site residential neighborhoods, and arson related ignitions. Development of the Project would introduce new potential sources of ignition to the Project site, including increased human activity on the Project site and additional vehicles traveling on internal and external roads.

Due to the project's location in a VHFHSZ, the Project would be required to design, construct, and maintain structures, roadways, and facilities in compliance with applicable local, regional, state, and federal requirements (see Section 4.18.2) related to fire safety, emergency access, and evacuation, as well as building materials, setbacks, and defensible space requirements for development in fire hazard areas. The local, state, and federal rules, regulations, and policies included in Section 4.18.2 set forth minimum standards for development strategies, building materials, and systems and fire prevention strategies for development in the wildland–urban interface and fire hazard areas to reduce the risk of wildfire damage and losses, including the 2019 California Fire Code, Chapter 7A of the 2019 CBC, the 2019 California Residential Code, Section 237, and Section 4291 of the Public Resource Code as well as the CFD Weed Abatement and Defensible Space guidelines.

These codes include provisions for fuel modification, use of ignition-resistant building materials, and defensible space for fire prevention and safety. The applicable codes have been developed through decades of wildfire structure save and loss evaluations to determine the causes of building losses and saves during wildfires (Appendix L-1). The resulting fire codes now focus on mitigating former structural vulnerabilities through construction techniques and materials so that the buildings are resistant to ignitions from direct flames, heat, and embers, as indicated in the California Building Code (Chapter 7-A, Section 701A Scope, Purpose, and Application) (Dudek 2024; Appendix L-1). Nonetheless, new residential development in a fire prone area has the potential to exacerbate wildfire risks and expose project occupants to pollutant concentrations from a wildfire, the uncontrolled spread of a wildfire, or direct or indirect risks associated with wildfire, and impacts would be potentially significant.

The FPP prepared for the Project (Appendix L-1) analyzes the wildland fire risk in the vicinity of the Project site. Wildfires may occur in wildland or naturally vegetated areas west, north, and south of the Project site, where the closest off-site fuels that form large fuel beds are located. As shown in Figure 4.18-3, multiple wildfires have burned within a 5-mile radius of the Project site, and eight (8) fires on record have burned onto the site, with the most recent being the 2019 Sandalwood Fire. As part of the FPP, fire behavior modeling was conducted (using BehavePlus software package) to document the type and intensity of fire that would be expected to occur in proximity to the Project site. Pre- and post-Project site characteristics considered in fire behavior modeling inputs (i.e. topography, vegetation, and weather) and modeling results are further discussed below.

Potential Ignition Sources

Research indicates that humans (i.e., human related activities or human created features, services, or processes) are responsible for the majority of Southern California wildfires (Appendix L-1). Common ignition sources in southern California are related to powerlines and vehicles (Keeley and Syphard 2016). Certain human activities result in sparks, flames, or heat that may ignite vegetative fuels without proper prevention measures in place. These ignitions predominantly occur as accidents, but may also be purposeful, such as in the case of arson. Roadways are a particularly high source for wildfire ignitions due to high usage and vehicle-caused fires (catalytic converter failure, overheated brakes, dragging chains, tossed cigarette, and others) (Appendix L-1). In Southern California,

and Riverside County, the population living at, working in, or traveling through the wildland urban interface is vast and provides a significant opportunity for ignitions every day. Development of the Project would result in additional human activity in the WUI and therefore would have potentially significant impacts related to new potential ignition sources if wildfire safety is not at the forefront of planning for new development.

Compared to the 2017 Specific Plan, the Project proposes to make the following changes in land uses when compared to the 2017 Specific Plan: retain 3,650 residential units on a decrease of 260.9 acres; reduce mixed-use by 25.8 acres; decreased school acreage by 3.4 acres; increase roads by 13.5 acres; introduce 241.9 acres of new business park/industrial land use; introduce 4.4 acres of new commercial land use; and introduce 5.3 acres of new public works facilities/fire station land use, increase the water tank site by 0.3-acre, and introduce two lift station lots totaling 1.5 acres (as shown on Table 3-7 in Chapter 3, Project Description). Business Park/industrial uses proposed as part of the Project could involve the operation of business engaged in light manufacturing, storage, warehousing/distribution, wholesaling, small-scale warehouse retail, service commercial services, public uses, churches, and educational facilities. Hazardous materials (including hazardous wastes) that are flammable could be used in manufacturing processes at the Project site. As discussed in Section 4.8, Hazards and Hazardous Materials, the industrial land uses would be required to prepare and submit a Hazardous Materials Management Plan (HMMP) and Hazardous Materials Business Plans (HMBPs) to the Riverside County DEH, as well as comply with any applicable fire code requirements as enforced by the City's Fire Department. Further, all new structures within Project site, including new industrial buildings within the Business Park zones, would be required to be constructed to the current fire code standards. Each of the proposed buildings would be required to comply with the enhanced ignition-resistant construction standards of the 2022 CBC (Chapter 7A).

Additionally, structural density directly influences wildfire risk, and whether communities present as wildland urban interface or wildland urban intermix. The intermix includes development dispersed amongst the unmaintained fuels whereas interface presents a distinct edge where development meets unmaintained fuels. The Project would constitute an interface and would convert all fuels within the Project footprint and provide a wide, managed fuel modification zone (FMZ) separating homes from unmaintained fuel and creating a condition that makes defense easier. Figure 4.18-4 depicts the FMZ for the Project, as identified in Appendix L-1. Research indicates that the type of dense, master planned developments, like the Project, are not associated with increased vegetation ignitions. Syphard and Keeley (2016) summarize all wildfire ignitions included in the CAL FIRE FRAP database – dating back over 100 years. They found, in the case of one Southern California county (San Diego County, which has a similar wildfire environment to Riverside County), equipment-caused fires were by far the most numerous, and these also accounted for most of the area burned, followed closely by the area burned by power line fires. This pattern is consistent beyond San Diego County and is applicable in Riverside County and nearby San Bernardino County. Ignitions classified as equipment caused frequently resulted from exhaust or sparks from power saws or other equipment with gas or electrical motors, such as lawn mowers, trimmers or tractors and associated with lower density housing. In San Diego County, and in areas like the open space areas near the site in Banning, Riverside County, ignitions were more likely to occur close to roads and structures, and at intermediate structure densities.

Additionally, an important part of building a fire safe community is ensuring residents are informed about the risks of wildfire and evacuation procedures. As previously discussed, most wildfire ignitions are human caused, often by accidental ignitions caused by vehicles coming into contact with dry vegetation or exhaust or sparks from equipment with gas or electrical motors (Appendix L-1). As such, introducing new population into a VHFHSZ and WUI area could result in the potential for accidental ignitions, which would be a potentially significant impact related to exacerbating wildfire risks. However, as discussed in Threshold 4.18a, MM-WF-1 the residents and owners within the Project would be provided with a proactive educational program, disclosing the potential wildfire risk and requirements of

the FPP and WEP (Appendix L-1 and Appendix L-2). This educational information must include maintaining the landscape and structural components according to the appropriate standards and embracing a "Ready, Set, Go" stance on evacuation and how to prepare for wildfire. The wildfire education program would be facilitated by the HOA, property manager, business owners, or similar entity and will disclose the potential wildfire risk and the requirements of the FPP and WEP. The educational program would also include information regarding the necessary landscape maintenance and structural-based fire protection features. Including ongoing education in the Project creates a heightened level of wildfire risk awareness and fire protection measures. This benefits both the Project and the surrounding areas as people would be more aware of the wildfire risk and potential impacts. Further, it decreases the likelihood the Project residents, employees, and other users would cause an uncontrolled ignition, and they would be aware of what steps to take if they observe an ignition. As such, MM-WF-1 would reduce the potential impact related to exacerbating wildfire risk on the Project site as well as in off-site areas by reducing the probability of ignition.

Development within the WUI currently exists in the areas adjacent to the Project site, with some older, more fire-vulnerable structures, constructed before stringent fire code requirements were imposed on residential development, with varying levels of maintained fuel modification buffers in the area. As discussed in detail in the FPP (Appendix L-1), the Project would consist of an ignition-resistant community designed to include professionally managed and maintained fire protection components, modern fire code compliant safety features and specific measures provided where ignitions are most likely to occur (such as roadways). Further, the same protections that reduce the risk of wildfire transitioning from offsite to the Project site would also serve to minimize or prevent on-site fires from transitioning into the wildlands. These safety features are further discussed below.

Vegetation Management

The Project would be subject to the provisions of Section 4291 of the Public Resources Code (PRC) regarding brush clearance standards around structures, and the CFD Weed Abatement and Defensible Space guidelines.

Existing fuel on the site and within proposed FMZ areas would be eliminated, displaced by the structures, or converted into hardscape/paving, landscaped areas, or fuel modification zones (FMZs) that are managed and maintained to reduce fuel densities. The project would be required to create and maintain 100 feet of FMZs from the structures outward toward undeveloped areas. A FMZ is a strip of land where combustible vegetation has been removed and/or modified and partially or totally replaced with more adequately spaced, drought-tolerant, fire resistant plants in order to provide a reasonable level of protection to structures from wildland fire. FMZs are designed to provide vegetation buffers that gradually reduce fire intensity and flame lengths from advancing fire by strategically placing thinning zones, restricted vegetation zones, and irrigated zones adjacent to each other on the perimeter of the WUI exposed structures. Similarly, FMZs would minimize or prevent onsite fires from spreading offsite. Based on the Project's site and grading plans, the entire Project site would achieve 100 feet of FMZ through the combination of on-site provided FMZs and off-site equivalent FMZs. Figure 4.18-6, Conceptual Fuel Modification Plan, conceptually illustrates the 100-foot-wide FMZ Plan proposed for the Project site which consists of three zones; a 5-foot-wide Ember-Resistant Zone A, a 45-foot fully irrigated Zone B landscaped area with CFD approved plant species and a minimum 50-foot-wide thinning reduced fuel Zone C. The Ember-Resistant Zone extends from the exterior wall surface of the building to 5-feet on a horizontal plane. Within this zone, all combustible material shall be removed. Landscape within Zone B FMZ area of the Development Footprint will minimally meet Zone B standards and will include areas that will be maintained by the Project's HOA and/or Property Management Company, as well as by the private property owners, as detailed below. The Project would also include a minimum 20-foot wide roadside FMZ for portions of the Project's roadways that are adjacent to naturally vegetated areas.

However, once implemented, long-term maintenance of FMZs is critical to reducing wildfire risk. If left without regular maintenance, vegetation within FMZs could grow in size and density, undesired plants could establish, or dead or dying fuels could accumulate, creating fuel beds that are capable of carrying wildfire, which could result in a potentially significant impact. As such, MM-WF-4 requires the Project HOA to conduct annual inspections of the FMZs by a third-party inspector and to implement maintenance annually or more frequently as needed. During FMZ maintenance, dead and dying material and undesirable plants would be removed. Thinning would also be conducted as necessary to maintain plant spacing and fuel densities. After installation of FMZs, implementation of MM-WF-4 would ensure the principles of fire safe landscaping and the overall purpose of the FMZs are maintained.

In addition to vegetation within FMZs that extend from structures out toward undeveloped areas, on site landscaping throughout the Project site would serve as potential fuel that could exacerbate wildfire risks. If on site vegetation within landscaped areas consists of highly flammable species or is unmaintained, vegetation conditions on site could result in a potentially significant impact related to exacerbating wildfire risks. . Therefore, MM-WF-5 requires that proposed landscaping shall be planned, maintained and spaced and highly flammable species shall be avoided. Plants listed on the Prohibited Plant List (refer to Appendix E of Appendix L-1) shall not be planted and the proposed landscape plan would be subject to review and approval by CFD. All on site landscaping would be required to be planned, maintained and ignition resistant. All onsite landscaping of common areas and FMZs would be restricted to plant types that are lower ignition with those closest to structures requiring irrigation to maintain high plant moistures.

FMZs, defensible space, and maintained landscaping are a component of a place-based fire-hardened design. They can not only serve to protect structures from wildfire but act as a buffer for natural areas and surrounding communities. These features, including MM-WF-4 and MM-WF-5, would further reduce the potential for the project to exacerbate wildfire risks on the project site, in the surrounding open space areas, and risks to surrounding communities.

Building Materials and Other Factors

As demonstrated in the FPP (Appendix L-1), all new structures within Project site, including new industrial buildings within the Business Park zones, would be required to be constructed to the current fire code standards. The Project would comply with applicable portions of Calimesa Municipal Code, including Title 15, Chapter 15.05 – Adoption of the 2022 Edition of the CBC, (Part 2 of Title 24 of the California Code of Regulations, including Chapter 7A and local City amendments, and Chapter 15.10 Adoption of the 2022 Edition of the CFC, including Chapter 49 and local City amendments. The Project would also be consistent with applicable sections of the 2021 edition of the International Fire Code as adopted by the CFD, which governs the building, infrastructure, and defensible space requirements. The Project would also comply with the 2022 California Residential Code (CRC), Section 237 as adopted by the County.

Each of the future buildings would comply with the enhanced ignition-resistant construction standards of the 2022 CBC (Chapter 7A). These requirements address roofs, eaves, exterior walls, vents, appendages, windows, and doors and result in hardened structures that have been proven to perform at high levels (resist ignition) during the typically short duration of exposure to burning vegetation from wildfires. Appendix D of the FPP (Appendix L-1) provides a summary of the requirements for ignition resistant construction.

Further, all new powerlines would be underground, reducing the risks of ignition sources for wildfires. As part of the Project-related redevelopment of County Line Road from the Project site boundary to the I-10 interchange, the

redevelopment to the full width of the existing 60-foot to 80-foot right-of-way would require the relocation of the utility lines along County Line Road to be placed underground. Utility providers, including but not limited to Southern California Edison, Spectrum, and Verizon, would conduct the undergrounding of the utilities. Additionally, Project site access roads and circulation would be built in accordance with Riverside County and the City of Calimesa Municipal Codes which have fully adopted the 2022 CFC, with local amendments. The Project would also include a minimum 20-foot wide roadside FMZ for portions of the Project's roadways that are adjacent to naturally vegetated areas. These efforts reduce or minimize the ability for a vehicle related spark, catalytic converter failure, or other ignition source to ignite and spread fire from the roadsides into unmaintained fuels.

Water Supply

Water service for the Project would be provided by Yucaipa Valley Water District (YVWD). All water storage and hydrant locations, mains, and water pressures would be designed to fully comply with 2022 CFC and all structures are required to have NFPA 13, NFPA 13R, or NFPA 13D property protection internal fire sprinklers. The Project would be consistent with County requirements for fire flow and fire hydrant requirements within a VHFHSZ. All water storage and hydrant locations, mains, and water pressures would be designed to fully comply with 2022 Fire Code Fire Flow Requirements. As detailed in the California Fire Code Section 8.32.050 and California Fire Code Section 903.2, all structures within the development are required to have an NFPA 13 consistent automatic fire sprinkler systems based on the latest adopted Building and Fire Codes for occupancy types.

Fire Hydrants would be required along fire access roadways and adjacent to each structure, as determined by the CFD and current fire code requirements to meet operational needs. Fire Hydrants would be consistent with applicable Design Standards. More specifically, one fire hydrant shall be located at each street intersection and spaced no more than 500 feet apart in any direction, with no portion of any lot frontage more than 250 feet from the hydrant. The minimum fire flow shall be between 1,750 gallons per minute (GPM) and 2,500 GPM for 2 hours duration at 20 pounds per square inch (PSI). Additionally, a fire hydrant shall be placed along perimeter streets at each intersection and spaced 1,000 feet apart.

Fire Behavior Modeling

The FPP prepared for the project includes an analysis to evaluating fire behavior variables to objectively predict flame lengths, intensities, and spread rates at the Project site under four modeling scenarios, including two summer, onshore weather condition (northwest and west/southwest of the site) and two extreme fall, offshore weather condition (northeast and south/southeast of the site). These scenarios were selected based on the probability of a wildfire approaching from these directions during a Santa Ana wind-driven fire event (fire scenarios 1 and 2) and an onshore weather pattern (fire scenarios 3 and 4). The analysis was conducted for pre- and post-project conditions to demonstrate the anticipated change in fire behavior that would result from Project development. Based on the anticipated existing and post-Project vegetation conditions, five different fuel models were used in the fire behavior modeling effort. These fire scenarios incorporated the dominant vegetation within and adjacent to the Project site, in addition to slope gradients, wind, and fuel moisture values for both the 50th percentile weather (summer, onshore winds) and the 97th percentile weather (fall, offshore winds). Modeling inputs are detailed in Tables 6 and 7 of the FPP (Appendix L-2).

The results of the fire behavior modeling analysis are presenting in Tables 4.18-3 and 4.18-4. Model results should be used as a basis for planning only, as actual fire behavior for a given location would be affected by many factors, including unique weather patterns, small-scale topographic variations, or changing vegetation patterns.

Table 4.18-3: RAWS BehavePlus Fire Behavior Model Results – Existing Conditions

Fire Scenarios	Flame Length[1] (feet)	Fireline Intensity[1] (BTU/feet/second)	Spread Rate[1] (mph[2])	Spotting Distance[1] (miles)
Scenario 1: 12% slope; Fall, Santa Ana winds (97th percentile), 18 mph sustained winds w/ 50 mph gusts – (NE of the site)				
Low-load grasses (Gr2)	10.6 (18.0)[3]	952 (3,037)	1.9 (6.2)	0.4 (1.3)
Moderate-load grasses (Gr4)	19.7 (38.7) [3]	3,709 (16,026)	3.9 (16.8)	0.7 (2.2)
Low-load grass-shrub (Gs1)	7.2 (14.0) [3]	420 (1,763)	0.7 (3.0)	0.3 (1.1)
Moderate-load grass-shrub (Gs2)	10.5 (20.5)[3]	940 (4,048)	0.9 (4.2)	0.4 (1.4)
Scenario 2: 5% slope; Fall, Santa Ana winds (97th percentile), 18 mph sustained winds with 50 mph gusts – (S/SE of the site)				
Low-load grasses (Gr2)	10.5 (18.0)[3]	942 (3,037)	1.9 (6.2)	0.4 (1.3)
Moderate-load grasses (Gr4)	19.6 (38.6) [3]	3,670 (15,987)	3.8 (16.7)	0.7 (2.2)
Low-load grass-shrub (Gs1)	7.2 (14.0) [3]	416 (1,763)	0.7 (3.0)	0.3 (1.1)
Moderate-load grass-shrub (Gs2)	10.4 (20.5)[3]	930 (4,038)	1.0 (4.2)	0.4 (1.4)
Scenario 3: 8% slope; Summer, on-shore winds (50th percentile), 15 mph sustained – (W/SW of the site)				
Low-load grasses (Gr2)	6.5’	327	0.9	0.3
Moderate-load grasses (Gr4)	12.1’	1,274	1.8	0.4
Low-load grass-shrub (Gs1)	4.7’	164	0.4	0.2
Moderate-load grass-shrub (Gs2)	6.9’	373	0.5	0.3
Scenario 4: 6% slope; Summer on--shore winds (50th percentile), 15 mph sustained winds – (NW of the site)				
Low-load grasses (Gr2)	6.5’	330	0.9	0.3
Moderate-load grasses (Gr4)	12.1’	1,285	1.8	0.4
Low-load grass-shrub (Gs1)	4.7’	165	0.4	0.2
Moderate-load grass-shrub (Gs2)	6.9’	376	0.5	0.3

Notes:

1. Wind-driven surface fire.
2. MPH=miles per hour.
3. Spotting distance from a wind driven surface fire; it should be noted that the wind mph in parenthesis represent peak gusts of 50 mph.

As shown in Table 4.18-4, under existing conditions, a worst-case fire (represented by Scenario 1) under gusty Santa Ana winds and low fuel moistures adjacent to the Project site is expected to be primarily of moderate to high intensity through the non-maintained surface grass/grass-shrub dominated fuels throughout and adjacent to the development site. Worst-case fire behavior under peak weather conditions is anticipated to be a wind-driven fire from the east/southeast during the fall. Under such conditions, expected surface flame length are expected to reach approximately 39 feet with wind speeds of 50+ mph. Under this scenario, fireline intensities reach 16,026 BTU/feet/second with spread rates up to 16 mph and could have a spotting distance up to 2.2 miles away.

Table 4.18-4: RAWS BehavePlus Fire Behavior Model Results – Post Project Conditions

Fire Scenarios	Flame Length[1] (feet)	Fireline Intensity[1] (BTU/feet/second)	Spread Rate[1] (mph[2])	Spotting Distance[1] (miles)
Scenario 1: 12% slope; Fall, Santa Ana winds (97th percentile), 18 mph sustained winds w/ 50 mph gusts – (NE of the site)				
Fuel modification zones A and B (FM8)	2.1 (3.0)[3]	27 (63)	0.1 (0.2)	0.1 (0.4)
Fuel modification zone C (Gs1)	7.2 (14.0)[3]	420 (1,763)	0.7 (3.0)	0.3 (1.1)
Non-burnable	N/A	N/A	N/A	N/A
Scenario 2: 5% slope; Fall, Santa Ana winds (97th percentile), 18 mph sustained winds with 50 mph gusts – (S/SE of the site)				
Fuel modification zones A and B (FM8)	2.0 (3.0)[3]	27 (63)	0.1 (0.2)	0.1 (0.4)
Fuel modification zone C (Gs1)	7.2 (14.0)[3]	416 (1,763)	0.7 (3.0)	0.3 (1.1)
Non-burnable	N/A	N/A	N/A	N/A
Scenario 3: 8% slope; Summer, on-shore winds (50th percentile), 15 mph sustained – (W/SW of the site)				
Fuel modification zones A and B (FM8)	1.4’	12	0.0	0.1
Fuel modification zone C (Gs1)	4.7’	164	0.4	0.2
Non-burnable	N/A	N/A	N/A	N/A
Scenario 4: 6% slope; Summer on--shore winds (50th percentile), 15 mph sustained winds – (NW of the site)				
Fuel modification zones A and B (FM8)	1.4’	12	0.0	0.1
Fuel modification zone C (Gs1)	4.7’	165	0.4	0.2
Non-burnable	N/A	N/A	N/A	N/A

Notes:
1. Wind-driven surface fire.
2. MPH=miles per hour.
3. Spotting distance from a wind driven surface fire; it should be noted that the wind mph in parenthesis represent peak gusts of 50 mph.

As shown in Table 4.18-4, under post-Project conditions, a worst-case fire under gusty Santa Ana winds and low fuel moistures (represented by Scenario 1) is expected to be moving between 0.2 mph and 3.0 mph. Flame length values were modeled between 3.0 feet and 14 feet within the proposed FMZs; spotting is projected to occur between 0.4 and 1.1 miles from the flaming front. For onshore wind conditions, the worst-case fire (Scenario 3) is expected to be moving between 0 and 0.4 mph with flame lengths between 1.4 feet and 4.7 feet within the proposed FMZs.

As such, Project site FMZs and reduction of existing wildland fuels on and immediately surrounding the Project site are anticipated to reduce expected flame lengths and spotting distances. With the conversion of the landscape to ignition-resistant development, wildfires may still encroach upon and drop embers on the site but would not be expected to burn through the development site or produce sustainable spot fires due to the lack of available fuels.

Summary

Given the climatic, vegetative, topographic characteristics, and local fire history of the area, the Project site, once developed, could be subject to periodic wildfires that may start nearby, burn towards, or spot into the development, but the risk of ignition from such encroachments or ember showers is considered low based on the type of ignition

resistant landscapes and construction and fire protection features that would be provided for the structures. Additionally, the Project would introduce new habitable structures and new ignition sources into a VHFHSZ. Therefore, the Project would have a potentially significant impact related to exacerbating wildfire risks or exposing Project occupants to wildfire or pollutants from a wildfire.

The Project would modify the land uses from the 2017 Specific Plan, primarily in the southeastern portion of the site (i.e., the Commercial and Business Park land uses), and the changed condition in the Business Park would result in industrial development in the southeastern portion of the site rather than residential development. The proposed industrial structures would result in a more fire resilient built environment than the residential development that was proposed for this area in the previously approved project. Structures would be composed of non-combustible materials, including metal, brick, and concrete, and all construction would meet the requirements for ignition resistance in Chapter 7a of the California Building Code. This includes vents and other openings on either structure, windows, and doors. Accessory structures, such as trash enclosures, would also be built from non-combustible materials. Additionally, large areas of pavement (parking and roads) would provide noncombustible areas. As such, the proposed business park/industrial development would have minimal vulnerability to wildfire encroachment and would serve as a buffer between the open space to the south and proposed and existing development to the north. Further, much of the remaining site circulation patterns would remain relatively similar.

With adherence to existing regulatory requirements during construction and operation and with implementation of MM-WF-1 through MM-WF-5, the Project would not facilitate wildfire spread and would reduce projected flame lengths to levels that would be manageable by firefighting resources for protecting the site's structures, especially given the ignition resistance of the structures and the planned ongoing maintenance of the entire site landscape. The Project would implement the latest fire protection measures, including fuel modification along the perimeter edges of the development. In addition, the Project's FMZs (minimum 100-foot-wide FMZ widths throughout the development) would provide clearance that is between 6 and 10 times the longest calculated flame length conditions for portions of the proposed developed area that abut chamise chaparral and sage scrub plant communities.

While it is true that humans are the cause of most fires in California, there is no data available that links increases in wildfires with the development of ignition-resistant communities. The Project would include a robust fire protection system, as detailed in the Project's FPP. This same robust fire protection system provides protections from on-site fire spreading to off-site vegetation. Accidental fires within the landscape or structures within the development will have limited ability to spread. As previously discussed, there are several Project features that are not quantifiable but would increase the wildfire resilience of the proposed Project. For example, the Project proposes the construction of a new Fire Station located in Planning Area 56, which would serve the Project site and surrounding area. Additionally, the Project would include the installation of two heli-hydrants within Planning Area 57 in the north/northwestern edge of the Project site, which is above and beyond code requirements. The installation of new heli-hydrants would allow emergency response fire fighters to save critical time and effectively fight fires by offering a strategically located, quick-fill, pilot-operated water source that can fill in a short amount of time, thereby increasing fire suppression capabilities.

Per MM-WF-1, the residents and owners within Project site shall be provided with a proactive education program, reducing the likelihood of accidental ignitions. MM-WF-3 establishes pre-construction requirements that would reduce the potential for ignitions and fire spread during construction activities. The landscape throughout the site and on its perimeter would be maintained and inspected annually (MM-WF-4) and much of it irrigated and would consist of low flammability plant species (MM-WF-5), which further reduces its ignition potential. Structures would

be highly ignition resistant on the exterior and the interiors would be protected with automatic sprinkler systems, which have a very high success rate for confining fires or extinguishing them.

The 2017 Addendum to the Mesa Verde Specific Plan EIR included mitigation HAZ-5 through HAZ-8 (identified below in Section 4.18.6.1) that, upon their implementation, would reduce potential impacts related to wildfire risks during construction and operation to a less than significant level. The previous mitigation measures HAZ-5 and HAZ-6 are revised and replaced with MM-WF-3, as set forth in Section 4.18.6.2 below. Additionally, previous mitigation measures HAZ-6 and HAZ-7 are removed, because they consist of regulatory requirements. Previous mitigation measure HAZ-8, which requires the preparation of a Fire Protection Plan/Vegetation Management (Fuel Modification) Plan for the Project, is removed, as the FPP prepared for the project (Appendix L-1) fulfills the requirement of this measure and it is no longer needed. The 2007 Final EIR and 2017 Addendum to the Mesa Verde Specific Plan EIR did not specifically address potential for the project to exacerbate wildfire risks or expose project occupants to the uncontrolled spread of a wildfire or pollutant concentrations from a wildfire. Therefore, the proposed Project would result in a new potential environmental impact compared to the previously approved project. Implementation of MM-WF-1, MM-WF-4, and MM-WF-5 mitigates a new significant environmental effect, which would represent an increased impact as compared to the 2017 Addendum to the Mesa Verde Specific Plan EIR, however, impacts would be reduced to less than significant with mitigation.

Threshold 4.18c ***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?***

Less than Significant with Mitigation. Implementation of the Project would require the installation and maintenance of associated infrastructure, including roads, utilities, and fuel modification zones.

Roads

The proposed Project would include the installation of roads, including onsite circulation and offsite roads or road improvements. Off-site improvements are shown in Figure 3-9, and discussed in Chapter 3, Project Description. Off-site Project-related improvements would include the redevelopment of County Line Road from the Project site boundary to the I-10 interchange. County Line Road improvements would involve redeveloping the roadway within the full width of the existing 60-foot to 80-foot right-of-way, consisting of one lane each direction, center left turn lane, and bicycle lanes each side. Additionally, 7th Street would be developed at half-width along the eastern boundary of the Project site to its full 60-foot right of way. Improvements on the west side of 7th Street would extend from Sandalwood Drive to the north property line. Paving of the west side of the street would include curb/gutter and sidewalk improvements for a distance along the street frontage. Increased human activity and vehicles along the expanded roads would introduce new potential ignition sources to the Project area, which could exacerbate fire risks.

Construction and maintenance of roads would be in compliance with City, State and CFD requirements for construction activities in hazardous fire areas, including fire safety practices, to reduce the possibility of fires during construction activities, such as limiting or ceasing construction work during high-wind weather events. Additionally, as outlined in MM-WF-3, prior to bringing lumber or combustible materials onto the site, site improvements within the active development area shall be in place, including utilities, operable fire hydrants, an approved, temporary roadway surface, and fuel modification zones established.

Further, vegetation management would be required along roadways within the Very High FHSZ for roads internal and external to the Project site. Construction of project roadways and connections to existing roadways would provide increased accessibility for CFD to the Project site and surrounding areas. Additionally, the City has determined the need for a new Fire Department station, which would be developed as part of the project within Planning Area 56. The City of Calimesa would own, operate, and maintain the public works facilities and proposed fire station on the Calimesa Public Works Planning Area. Project roads would provide improved access for the new Fire station to access areas within the project site as well as offsite surrounding areas. Further, site access, including road widths and connectivity, would comply with applicable emergency access standards that would facilitate emergency vehicle access during project construction and operation. As required by the CFC and Calimesa Municipal Code, vegetation clearance of 20 feet on each side of fire apparatus access roads and driveways in addition to an unobstructed vertical clearance of 13 feet, 6-inches above the roadways. Roadside fuel modification would be maintained by the HOA (MM-WF-3). Therefore, installation and maintenance of site access roads in accordance with all relevant development codes would not exacerbate wildfire risk.

Utilities

Utilities and public services would be provided to the Project site by the agencies/entities discussed in Chapter 2, Environmental Setting, of this SEIR. As discussed in Chapter 4.17, Utilities and Service Systems, on-site and off-site improvements would be required, including water/wastewater pipeline extensions to the Project site from County Line Road, Mustang Way, Sandalwood Drive, northward to the wastewater facility property, and from future connections through the Summerwind Ranch Specific Plan property. All electric, telephone, and cable television (telecommunication) lines would be installed underground. The Project would not implement any extensions of natural gas infrastructure to the Project site. Utility lines would primarily follow street alignments and connect into existing lines located in the Project site vicinity. The Project would also include on-site detention and water quality basins, which would eventually discharge into the natural drainages. In addition, the Project is proposing the installation of two heli-hydrants within Planning Area 57 in the north/northwestern edge of the Project site, which would allow for operation of two water-dropping helicopters. The heli-hydrants would allow emergency response fire fighters to save critical time and effectively fight fires by offering a strategically located, quick-fill, pilot-operated water source that can fill in a short amount of time. The remote operation of the heli-hydrants also allows greater safety of ground firefighters in areas they cannot reach.

Given that installation and maintenance of utilities and utility connections would require ground disturbance and the use of heavy machinery associated with trenching, the installation of these utility service lines would introduce new potential sources of ignition to the site, such as the use of heavy machinery, welding, or other hot work. However, as previously discussed, the Project would be subject to pre-construction requirements (MM-WF-3), including vegetation management activities prior to the start of construction, which would reduce the likelihood of fire ignition during installation and connection of utilities.

Fuel Modification Zones

As previously discussed, the Project would include the installation and maintenance of onsite and offsite fuel modification zones. FMZs are designed to provide vegetation buffers that gradually reduce fire intensity and flame lengths from advancing fire, and would reduce, rather than exacerbate, wildfire risk. Per MM-WF-3, vegetation management must be implemented before bringing any combustible materials on to the Project site, and vegetation management activities would occur prior to the start of construction and maintained throughout the life of the Project (MM-WF-4). Consequently, the associated vegetation management activities would not exacerbate fire risk, provided that fuel modification and other vegetation management activities are implemented and enforced

according to City and state requirements. The proposed vegetation management activities would reduce the fire risk by thinning or removing combustible vegetation and implementing a landscape plan with more adequately spaced drought-tolerant, low-fuel-volume plants (in accordance with MM-WF-5) in order to provide a reasonable level of protection to structures from wildland fire. Therefore, with implementation of MM-WF-3 through MM-WF-5, installation and maintenance of fuel modification zones would not exacerbate wildfire risks.

Summary

Installation and maintenance of associated infrastructure, including project roads, service utilities, fuel modification, drainage and water quality improvements, and other associated infrastructure would not exacerbate wildfire risks provided that the appropriate fire prevention, access, and vegetation management activities are implemented as required by the CFD, City code and state requirements, and MM-WF-3 through MM-WF-5 are implemented.

Given that the activities involved with installation or maintenance of associated infrastructure would require ground disturbance and the use of heavy machinery associated with trenching, grading, site work, and other construction and maintenance activities, the installation of related infrastructure could potentially result in temporary or ongoing impacts to the environment. However, the installation and maintenance of proposed roads, underground utilities, stormwater features, fuel modification zones, and other associated infrastructure are part of the Project analyzed herein and would occur in accordance with the requirements of the Construction General Permit, which would include BMPs. As such, any potential temporary or ongoing environmental impacts related to these components of the proposed project have been accounted for and analyzed in this SEIR as part of the impact assessment conducted for the entirety of the project. Additionally, the Project would be required to comply with all regulatory requirements and mitigation measures outlined within this SEIR for the purposes of mitigating impacts associated with trenching, grading, site work, and the use of heavy machinery. No adverse physical effects beyond those already disclosed in this EIR would occur as a result of implementation of the Project's associated infrastructure. Therefore, the installation and maintenance of associated infrastructure would not exacerbate wildfire risk or result in impacts to the environment beyond those already disclosed in this SEIR.

In addition, the overall development footprint and land use pattern of the 2017 Specific Plan is similar to the proposed Project. As such, the geographic range, scale, and impacts of required associated infrastructure would be similar between the three projects. The 2017 Addendum to the Mesa Verde Specific Plan EIR included mitigation HAZ-5 through HAZ-8 (identified below in Section 4.18.6.1) that, upon their implementation, would reduce potential impacts related to wildfire risks during construction and operation to a less than significant level. The previous mitigation measures HAZ-5 and HAZ-6 are revised and replaced with MM-WF-3, as set forth in Section 4.18.6.2 below. Additionally, previous mitigation measures HAZ-6 and HAZ-7 are removed, because they consist of regulatory requirements. Previous mitigation measure HAZ-8, which requires the preparation of a Fire Protection Plan/Vegetation Management (Fuel Modification) Plan for the Project, is removed, as the FPP prepared for the project (Appendix L-1) fulfills the requirement of this measure and it is no longer needed.

However, the 2007 Final EIR and 2017 Addendum to the Mesa Verde Specific Plan EIR did not specifically address potential for the installation or maintenance of associated infrastructure to exacerbate wildfire risk. Therefore, the proposed Project would result in a new potential environmental impact compared to the previously approved project. Implementation of MM-WF-4, and MM-WF-5 mitigates a new significant environmental effect, which would represent an increased impact as compared to the 2017 Addendum to the Mesa Verde Specific Plan EIR, however, impacts would be reduced to less than significant with mitigation.

Threshold 4.18d ***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?***

Less than Significant Impact. Vegetation plays a vital role in maintaining existing drainage patterns and the stability of soils. Plant roots stabilize the soil, and leaves, stems and branches intercept and slow water, allowing it to more effectively percolate into the soil. Removal of surface vegetation reduces the ability of the soil surface to absorb rainwater and can allow for increased runoff that may include large amounts of debris or mud-flows. If hydrophobic conditions exist post-fire, the rate of surface water runoff is increased as water percolation into the soil is reduced (Moench and Fusaro 2012). The potential for surface runoff and debris flows therefore increases for areas recently burned by large wildfires (Moench and Fusaro 2012). As previously discussed and shown in Figure 5.13-3, Fire History, multiple wildfires have burned within a 5-mile radius of the Project site, including eight (8) fires on record that have burned on the site, with the most recent being the 2019 Sandalwood Fire which burned approximately 1,009 acres within City of Calimesa. However, based on site observations, vegetation has rebounded since the 2019 fire, resulting in stabilization of soils from post-fire conditions. As such, conditions associated with post-fire slope instability are not present on site or in immediately surrounding areas.

In addition to the Project's location in a fire-prone area of Southern California, the Project site and surrounding area are topographically diverse with slope gradients greater than 15 percent in areas. According to the 2004 geotechnical investigation report, landsliding hazards are not generally present within the site boundary (Appendix D-1). However, it was noted that a few small slides were observed along the major stream channels during the 2004 geotechnical investigation where erosion and undercutting had led to destabilized slopes in areas (Appendix D-1). The Project would be required to be constructed in accordance with the CBC and, per the City's Municipal Code, a final design level geotechnical report, which is prepared by a California licensed geotechnical engineer or engineering geologist prior to issuance of a building permit, which would include, but is not limited to, general geotechnical recommendations, soil and excavation characteristics, grading, seismic design criteria, slope stability, foundation and concrete slab on-grade, slope maintenance, and site drainage and moisture protection that are consistent with current building code requirements. In addition, as stated in the Specific Plan Amendment Section 6.2.2, the Specific Plan Amendment includes Hillside Grading Standards, which supersede the City's Hillside Development Ordinance (Municipal Code Chapter 18.55), and include grading, contour grading, slope placement, building orientation, slope maintenance, cut and fill slope design, and retaining wall standards which are all designed to ensure that slope stability is maintained with all proposed improvement plans. All future structures would be designed and set back from the top and away from the bottom of slopes in accordance with applicable building codes.

Further, as discussed in Section 4.9, Hydrology and Water Quality, the Project would alter the drainage patterns at the site compared to existing conditions. BMPs including the construction and implementation of LID features would be required for all new development at the Project site, which would reduce flow rates, volumes and pollutants from post-development Project and would be consistent with NPDES MS4 requirements. All storm drainage and flood control infrastructure must be constructed in accordance with RCFCWCD requirements and standard drawings. As discussed in Section 4.9 Measure WQ-3 has been replaced with MM-HYD-1, which requires preparation of a Hydrology/Drainage Report that would be subsequently reviewed and updated, as necessary, prior to the issuance of a grading permit for each phase.

With incorporation of MM-HYD-1 and adherence to the existing regulatory requirements, the Project would not substantially alter the existing drainage pattern or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite. With implementation of MM-HYD-1 and adherence to the

existing regulatory requirements, impacts from the Project would be less than significant, which would be consistent with the findings of the 2007 Final EIR and 2017 Addendum to the Mesa Verde Specific Plan EIR.

4.18.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of past, present, and reasonably foreseeable future projects are significant, the lead agency must then determine whether the project has any contribution to the cumulative impact, and if so, whether the project's incremental effect is "cumulatively considerable." The cumulative geographic study area used to assess potential cumulative wildfire impacts is Riverside County, and more specifically surrounding areas designated as fire hazard areas. As discussed in Section 4.18.1, CAL FIRE is responsible for mapping areas of fire hazards in the state based on fuels, terrain, weather, and other relevant factors. The full list of related projects applicable to this Project's cumulative analyses is provided in Section 2.6, Cumulative Projects and illustrated on Figure 2-4, Cumulative Projects, in Chapter 2, Environmental Setting of this Draft SEIR.

Threshold 4.18a - Cumulative

Not Cumulatively Considerable. The Project site and vicinity is vulnerable to several hazards including but not limited to wildfires, earthquakes, drought, hazardous material releases, and human threat events/terrorism that could require emergency evacuation. Both the County and City periodically update and implement their emergency response plans in accordance with the Disaster Relief Act and provide the coordination, conjunction and collaboration with all County and City departments to maximize the potential to prevent, prepare for, respond to and recover from these hazards. Hazard mitigation strategies help to eliminate losses by limiting new exposures in identified hazard areas, diverting a hazard by reducing its impact, and developing an awareness of hazard area locations to plan responsibly for future development.

The Project, in conjunction with other cumulative projects would similarly be constructed to current design standards and building codes, which include egress and ingress requirements and would not impair or interfere with the County's or City's ability to prevent, prepare or respond to and recover from the identified hazards because existing codes are designed to minimize hazards and protect public health and safety. As discussed, the Project would implement a Construction Traffic Management Plan (MM-HAZ-6), which requires preparation of a Construction Traffic Management Plan in compliance with local requirements to provide temporary traffic controls and access just as other cumulative projects would be required to do.

Additionally, a Wildfire Evacuation Study has been prepared for the project (Appendix L-2), which considers the time required to evacuate the proposed project combined with existing and proposed projects (Horizon Year (2045) scenario) compared to Existing conditions. While the cumulative scenario presents an increase in evacuation time, this increase in evacuation times would be expected. To date, there is no evacuation timeframe threshold that Projects must meet in order to avoid a CEQA impact or to be consistent with codes, regulations or policies. However, the evacuation time results are comparable to similar sized populations under a mass evacuation. The analysis assumes a worst-case scenario with peak occupancy conditions. Nonetheless, MM-WF-1, requires implementation of a wildfire and evacuation education program that would help to ensure a successful evacuation in the event of a wildfire. Therefore, the Project would not combine with other cumulative projects to become cumulatively considerable, and the potential impact related to interference with an adopted emergency plan or evacuation plan would not be cumulatively considerable.

Threshold 4.18b - Cumulative

Not Cumulatively Considerable. As described above, the Project Site is located in a Very High FHSZ. The Project, combined with other projects in the region, would increase the population and/or activities and potential ignition sources in the area, which may increase the potential of a wildfire and increase the number of people and structures exposed to risk of loss, injury, or death from wildfires. Individual projects located within Riverside County are required to comply with applicable County fire and building codes, which have been increasingly strengthened as a result of severe wildfires that have occurred in the last two decades. Additionally, cumulative projects may be subject to preparation of a project-specific Fire Protection Plan (per Chapter 15.10 of the Calimesa Municipal Code). The fire and building codes include fire prevention and protection features that reduce the likelihood of a fire igniting in a specific project and spreading to off-site vegetated areas. These codes also protect projects from wildfires that may occur in the area through implementation of brush management and fuel management zones, ensuring adequate water supply, preparation of fire protection plans, and other measures.

Placing new residential projects in wildland–urban interface areas could increase the risk of fire ignition, however available research on fire ignition and spread suggests otherwise. According to the available evidence, no large fires in Southern California since 1990 were determined to have been started within a nearby master-planned, ignition-resistant subdivision or neighborhood. Ignition sources are typically associated with lower-density housing, not higher-density housing within master planned communities such as that proposed in the Project (Syphard and Keeley 2016). As mentioned, updated building codes for fire resistant construction are increasingly stringent and have proven successful at reducing the risk of structural ignition. Additionally, MM-WF-1 would require a wildfire and evacuation education program that would help to reduce the likelihood of accidental ignitions. Further, MM-WF-3 would require that site improvements are made prior to bringing combustibles on site.

In a Southern California study, ignitions were more likely to occur close to roads and structures, and at intermediate structure densities (Syphard and Keeley 2016). This is likely because lower-density housing creates a wildland–urban intermix rather than an interface. The intermix places housing among unmaintained fuels, whereas higher-density housing, such as the Project, converts all fuels within the footprint and provides a wide, managed fuel modification zone separating homes from unmaintained fuel. Syphard and Keeley (2016) determined that "[t]he WUI [wildland–urban interface], where housing density is low to intermediate, is an apparent influence in most ignition maps." This further enforces the notion that lower-density housing is a larger ignition issue than higher-density communities. A different study found that "development of low-density, exurban housing may also lead to more homes being destroyed by fire" (Syphard et al. 2013). Neither of these studies considered the fire hazard and risk reduction associated with HOA-managed fire modification zones and ignition-resistant structures. In addition, another study found that frequent fires and lower-density housing growth may lead to the expansion of highly flammable exotic grasses that can further increase the probability of ignitions (Keeley et al. 2013). This is not the case with the Project, where the landscapes would be managed and maintained to remove exotic fuels that may become established over time. The plant palette restrictions (MM-WF-5), combined with HOA maintenance (MM-WF-4), would minimize the establishment and expansion of exotic plants, including grasses. Based on research of relevant literature and extensive input from active and retired fire operations and prevention officers, there is no substantial evidence that new residential neighborhoods built to the requirements of the current Fire and Building Codes increase the risk of wildfire ignition. Rather, the data indicate that roadways, electrical distribution lines, and lower-density residential projects (that do not have HOA-enforced restrictions and annual inspections) are the primary causes of increased wildfire ignition. The Project would provide roadside fuel modification throughout the Project Site, and electrical lines would be subterranean.

Other cumulatively considerable projects located in very high FHSZs would be required to comply with local and state vegetation clearance requirements and building codes requiring ignition resistant construction. These codes, along with project-specific needs assessments and fire prevention plan requirements, would also ensure that every project approved for construction includes adequate emergency access. Roads for all proposed projects are required to meet minimum widths, have all-weather surface, and be capable of supporting the imposed loads of responding emergency apparatus. The Project and all cumulative development projects in the service area would be subject to discretionary review by the CFD and would be required to comply with the local and state code requirements and regulations related to fire safety, building construction, access, fire flow, and fuel modification. Therefore, because all projects are required to comply with these requirements, the proposed Project would not combine with other cumulative projects to exacerbate wildfire risk, and the proposed Project's contribution to cumulative impacts would not be cumulatively considerable.

Threshold 4.18c - Cumulative

Not Cumulatively Considerable. Installation and maintenance of associated infrastructure for the project and cumulatively considerable projects within Very High FHSZs would be subject to local and state requirements and building codes for construction activities within fire hazard zones. Roads for all proposed projects are required to meet minimum widths, have all-weather surface, and be capable of supporting the imposed loads of responding emergency apparatus, and all utilities would be required to be undergrounded. The Project and all cumulative development projects would be subject to discretionary review by the CFD and would be required to comply with the local and state code requirements and regulations related to fire safety, building construction, access, fire flow, and fuel modification. MM-WF-3 through MM-WF-5 would reduce the projects potential impacts related to associated infrastructure exacerbating wildfire risk, and because all projects are required to comply with these requirements, cumulative impacts related to installation and maintenance of associated infrastructure would not be cumulatively considerable.

Threshold 4.18d - Cumulative

Not Cumulatively Considerable. The project and all cumulatively considerable projects would be required to be constructed in accordance with a geotechnical report as well as a hydrological/drainage study. Although cumulative projects would be located in a fire prone region of Southern California, projects within fire hazard areas would be subject to strict building and fire codes and may be subject to preparation of a Fire Protection Plan (per Chapter 15.10 of the Calimesa Municipal Code) which would assess fire history. These studies would assess the potential for downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Projects would be required to adhere to BMPs and NPDES MS4 requirements to reduce flow rates and volumes from post-development. All storm drainage and flood control infrastructure must be constructed in accordance with RCFCWCD requirements and standard drawings. MM-HYD-1 would reduce the Project's potential impacts, and with adherence to these regulatory requirements, cumulative impacts related to exposing 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 would not be cumulatively considerable.

4.18.6 Mitigation Measures

4.18.6.1 Previously Adopted Mitigation Measures

Measures No Longer Applicable: Deleted or Revised/Replaced

The following previously approved mitigation measures are no longer applicable and have been deleted. Please see Section 4.18.6.2, Project Mitigation Measures, below, for applicable mitigation measures.

Deleted: HAZ-5. On-site development activities shall be coordinated with the Riverside County Fire Department and all LORS associated with wildfire prevention and construction activities within the wildfire/urbanization interface areas shall be implemented.

Deleted: HAZ-6. All water mains and fire hydrants shall be reviewed by the Riverside County Fire Department and constructed in accordance with the Riverside County Ordinance No. 460 and/or 787.1.

Deleted: HAZ-7. All buildings shall be constructed in accordance with the provisions of the latest Uniform Building Code.

Deleted: HAZ-8. Prior to approval of any development plan for land adjacent to open space areas, a Fire Protection/Vegetation Management (Fuel Modification) Plan shall be developed and submitted to the Riverside County Fire Department for review and approval. Additionally, the Homeowner's Association or the appropriate management entity for the Proposed Project shall be responsible for maintaining the elements of this Plan.

Measures Applicable Carried Forward

No previously adopted mitigation measures are applicable or carried forward.

4.18.6.2 Project Mitigation Measures

MM-WF-1 Wildfire and Evacuation Education Program Procedures. The Homeowners' Association (HOA) Covenants, Conditions, and Restrictions for the Project shall require that the HOA prepare an educational program with wildfire-related information to be provided to all residents and occupants, including the Wildfire Evacuation Study (WES) and the Fire Protection Plan (FPP) requirements. The Covenants, Conditions, and Restrictions will be submitted to the City of Calimesa (City) prior to issuance of certificate of occupancy. The educational program shall be prepared in easy-to-understand, graphically based materials and shall be annually reviewed and updated, as appropriate, in order to maintain high wildfire awareness. Program features shall include, but may not be limited to, the following:

1. A facility Fire Safety Coordinator(s) will be designated and will oversee implementation of the WES and FPP and overall fire coordination with RCFD.

2. All Project implementing developments within the Mesa Verde Specific Plan Area will include a proactive wildfire education program utilizing a multi-pronged approach to fire safety following the "Ready, Set, Go!" approach to wildfire evacuation, to include, but not limited to:
   i. Annual wildfire and evacuation safety awareness meeting in coordination with local fire agencies.
   ii. Annual reminder notices will be provided to each occupant encouraging them to review the WES and FPP and be familiar with evacuation protocols.
   iii. The development's website will host a webpage dedicated to wildfire and evacuation education and awareness, which should include a copy of the WES and FPP.
3. All HOAs and Property Managers for developments within the Mesa Verde Specific Plan Area will designate a Fire Safety Coordinator(s) to oversee implementation of the wildfire education program. The Fire Safety Coordinator(s) will:
   i. Prepare and distribute the annual reminder notice that shall be provided to each occupant encouraging them to review the WES and FPP and be familiar with community evacuation protocols.
   ii. Coordinate with local fire agencies to hold an annual fire safety and evacuation preparedness informational meeting for occupants. The meeting should be attended by representatives of appropriate fire agencies and important fire and evacuation information should be reviewed.
   iii. Maintain fire safety information on the development's website, including the WES and materials from the "Ready, Set, Go!" Program.
   iv. Prepare an Optional Carpooling Program for any designated Senior Living +55 communities, which shall facilitate communications for residents who wish to participate in order to support carpooling for seniors during an emergency evacuation.

   For non-residential uses, Fire Safety Coordinators will also:

   v. Coordinate an annual fire evacuation drill/fire exercise to ensure proper safety measures have been implemented, facility awareness and preparation of a facility-wide "Ready, Set, Go!" plan. The Fire Safety Coordinator will also organize employee training and awareness through various practices:
      (a) New hire fire awareness and evacuation training
      (b) Ongoing staff training
      (c) Facility sweeps by trained staff
   vi. Strategically place fire safety and evacuation/sheltering protocol information
4. The Program features shall a contingency plan for the rare occurrence that evacuation is not safe that includes occupants sheltering in place within onsite structures.

MM-WF-2 Emergency Access Roadway. Prior to the issuance of the first certificate of occupancy after Phase 2, the Project Applicant/Developer shall provide proof of the completion of an emergency access roadway from the Project site's Street A/Street E intersection through the Yucaipa Valley Water District property, northwest to Live Oak Canyon Road. This roadway shall be designed to appropriate standards for all-weather access for emergency vehicles and shall be gated within the

Project site to restrict access, thereby only allowing for emergency vehicle access and for use as an evacuation route during an emergency event. The Calimesa Fire Department shall have the ability to open and secure the gate. No occupancy permits shall be issued after completion of Phase 2 without confirmation of the adequacy of the emergency access road, to the satisfaction of the Calimesa Fire Department.

MM-WF-3 Pre-Construction Requirements. Prior to bringing combustibles on site, the following pre-construction requirements shall be implemented. These features shall be approved by the Calimesa Fire Department or their designee prior to combustibles being brought on-site.

- Site improvements within the active development footprint shall be in place, including utilities, operable fire hydrants, an approved, temporary road surface, and fuel modification zones established.
- Fuel modification zone areas shall be mowed and maintained throughout construction phase and landscape plantings will be provided in conjunction with standard Project landscape timing.
- Existing flammable vegetation shall be reduced by 50% on vacant lots upon commencement of construction.
- Dead fuel, ladder fuel (fuel which can spread fire from the ground to trees), and downed fuel shall be removed, and trees/shrubs shall be properly limbed, pruned, and spaced per the project-specific Fire Protection Plan.
- A response map update, including roads and fire hydrant locations, in a format compatible with current Calimesa Fire Department mapping shall be provided to the Calimesa Fire Department.

MM-WF-4 Fuel Modification Zone Maintenance and Inspections. The Mesa Verde Specific Plan Project Homeowner's Association and/or Property Management Company shall be responsible for long term funding and maintenance of internal private roads, fire protection systems (including fire sprinklers), and fuel modification areas. The Mesa Verde Homeowner's Association or similar entity shall have a contracted, 3rd party, Calimesa Fire Department-approved Fuel Modification Zone inspector perform one inspection per year to ensure that Fuel Modification Zones are maintained in a condition that is consistent to the City, County's, and Fire Protection Plan's requirements and would provide a benefit of a wide barrier separating wildland fuels from on-site ignitions. Inspection reports shall be submitted to the Calimesa Fire Department annually, on or before May 1.

MM-WF-5 Prohibited Plants. Proposed landscaping shall be planned, maintained and spaced and highly flammable species shall be avoided. Plants listed on the Prohibited Plant List (refer to Appendix E of the Fire Protection Plan) shall not be planted or allowed to establish opportunistically within the Fuel Modification Zones or landscape areas. The proposed landscape plan shall be reviewed and approved by Calimesa Fire Department prior to the issuance of building permits.

4.18.7 Level of Significance Conclusion

Threshold 4.18a Adherence to regulatory requirements and all recommendations included in the project-specific WES, and implementation of MM-WF-1 and MM-WF-2 would ensure that potential impacts related to emergency response plans or evacuation plans would be reduced to less than significant levels.

Threshold 4.18b Adherence to regulatory requirements for fire resistant building construction and landscaping, as well as implementation of MM-WF-1 and MM-WF-3 through MM-WF-5 would ensure that potential impacts related to exacerbating wildfire risk or exposure of project occupants to uncontrolled spread of a wildfire or pollutant concentrations would be reduced to less than significant levels.

Threshold 4.18c Adherence to regulatory requirements for fire resistant building construction and landscaping, as well as implementation of MM-WF-3 through MM-WF-5 would ensure that potential impacts related to installation or maintenance of associated infrastructure would be reduced to less than significant levels.

Threshold 4.18*d* Adherence to regulatory requirements and all recommendations presented in the project-specific geotechnical report as well as implementation of MM-HYD-1 would ensure that potential impacts related to landslides, run off or slope instability would be reduced to less than significant levels.

4.18.8 References

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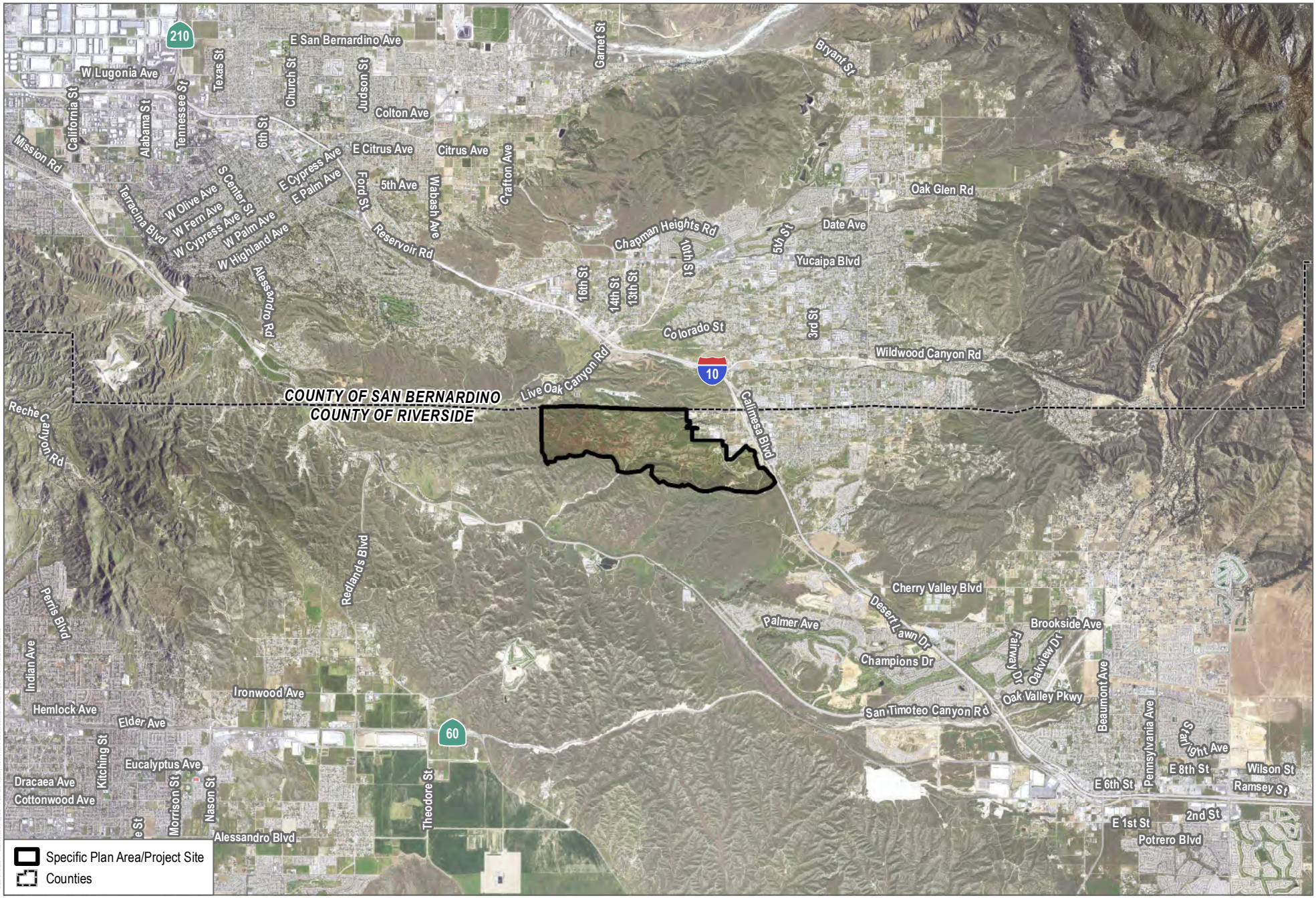

SOURCE: Riverside County; Open Street Map; NAIP

DUDEK

0 1 2 Miles

FIGURE 4.18-1

Aerial View of the Project Site and Surrounding Areas

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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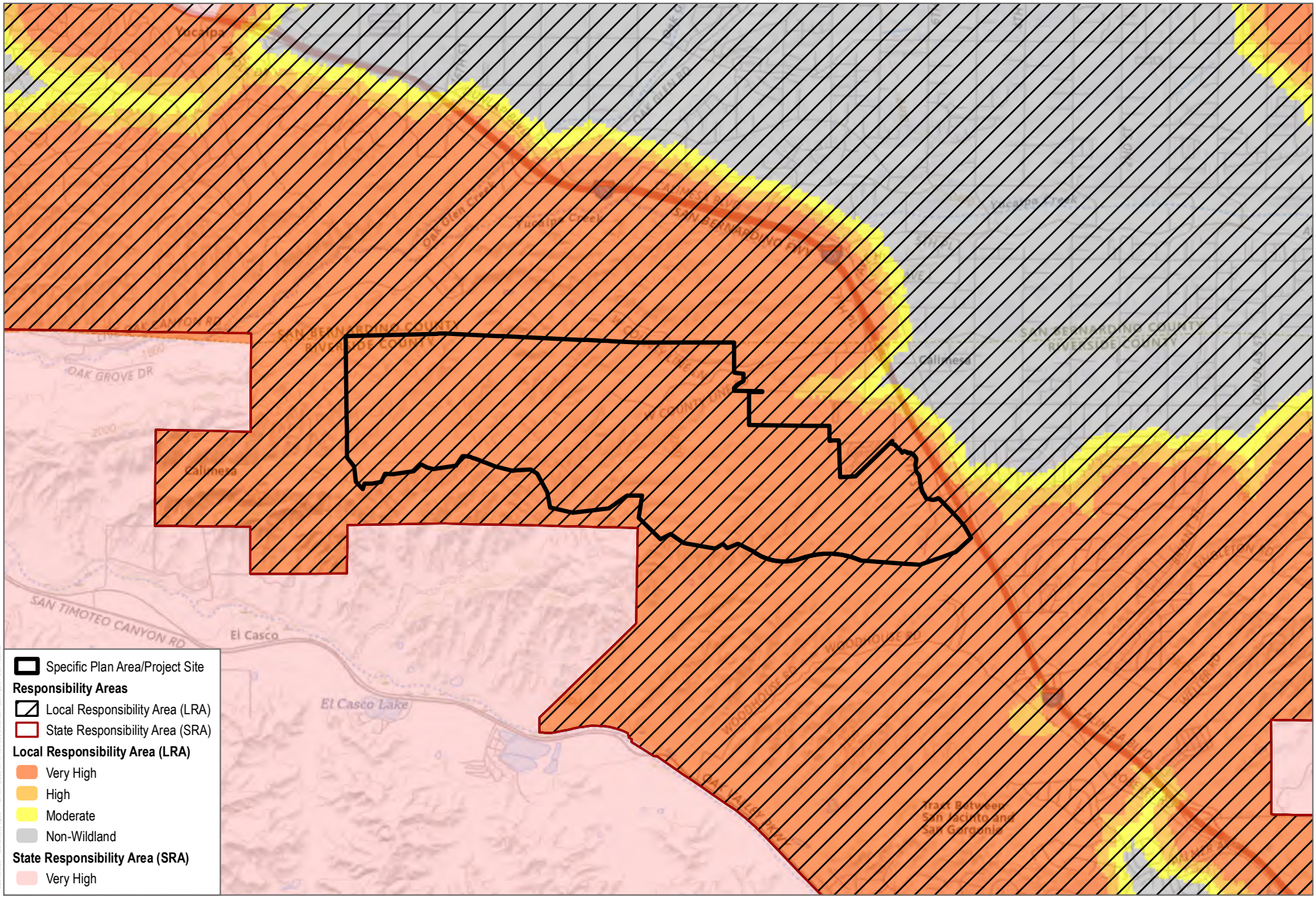

SOURCE: CALFIRE 2024; Riverside County; Open Street Map; USGS National Basemap

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0 0.5 1 Miles

FIGURE 4.18-2

Fire Hazard Severity Zones

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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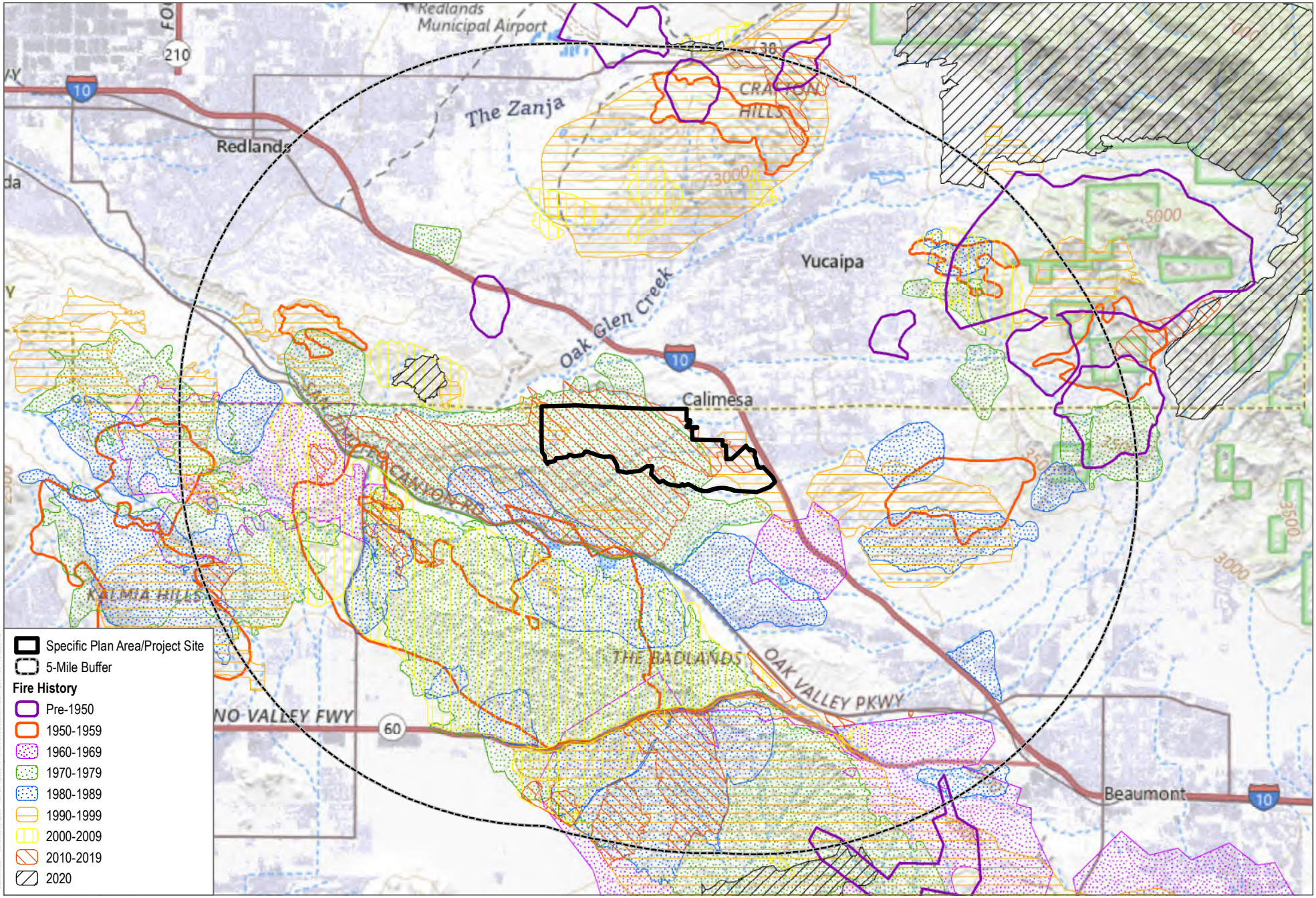

SOURCE: CALFIRE; Riverside County; Open Street Map; USGS National Basemap

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FIGURE 4.18-3

Fire History Map

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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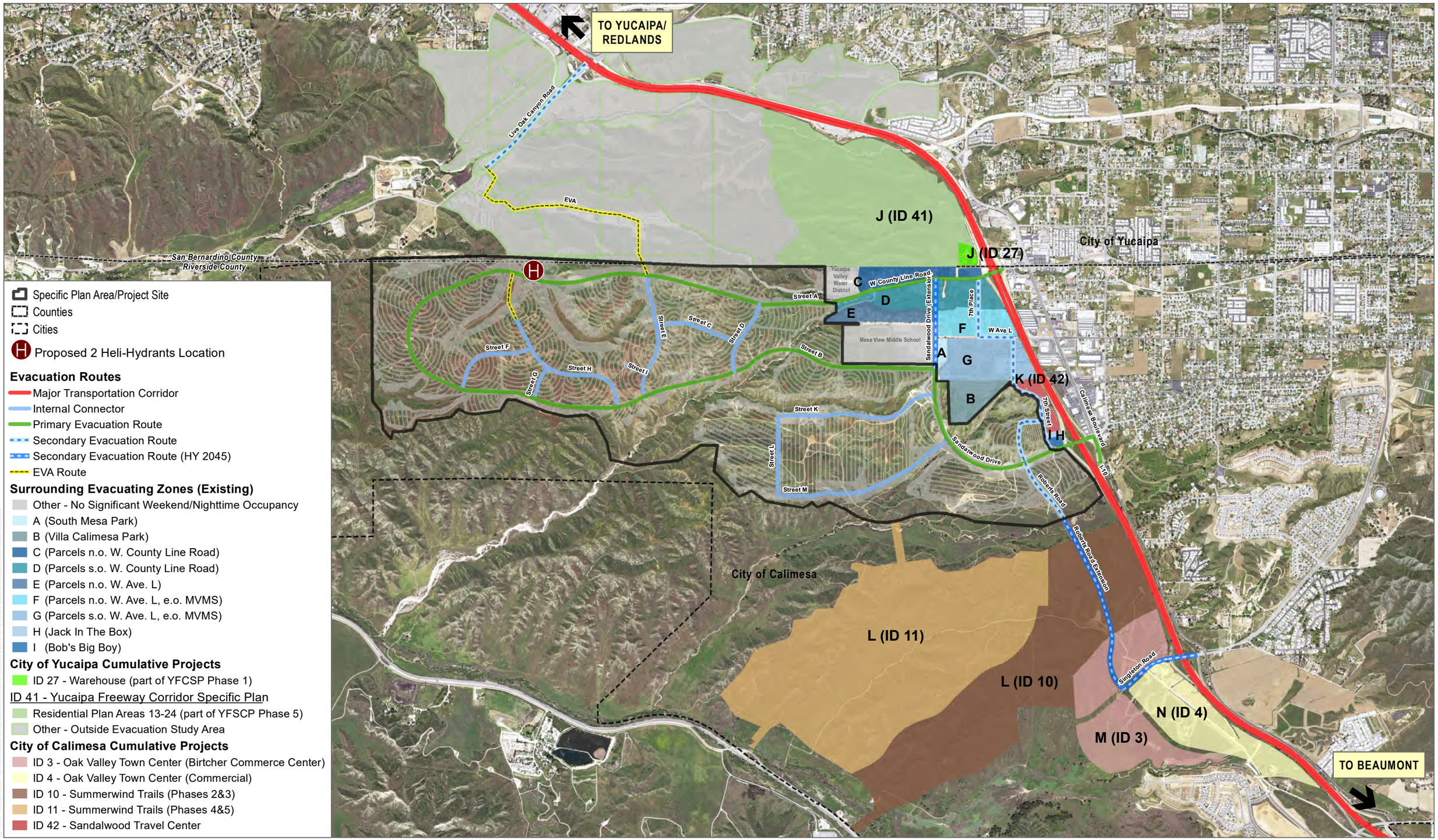

SOURCE: Hunsaker & Associates 2024; County of San Bernardino 2023; County of Riverside 2023; Open Stree Map; NAIP 2020

DUDEK 0 1,000 2,000 Feet

FIGURE 4.18-4

Evacuation Routes and Study Area

Mesa Verde Specific Plan Area 2 Amendment 2 Project

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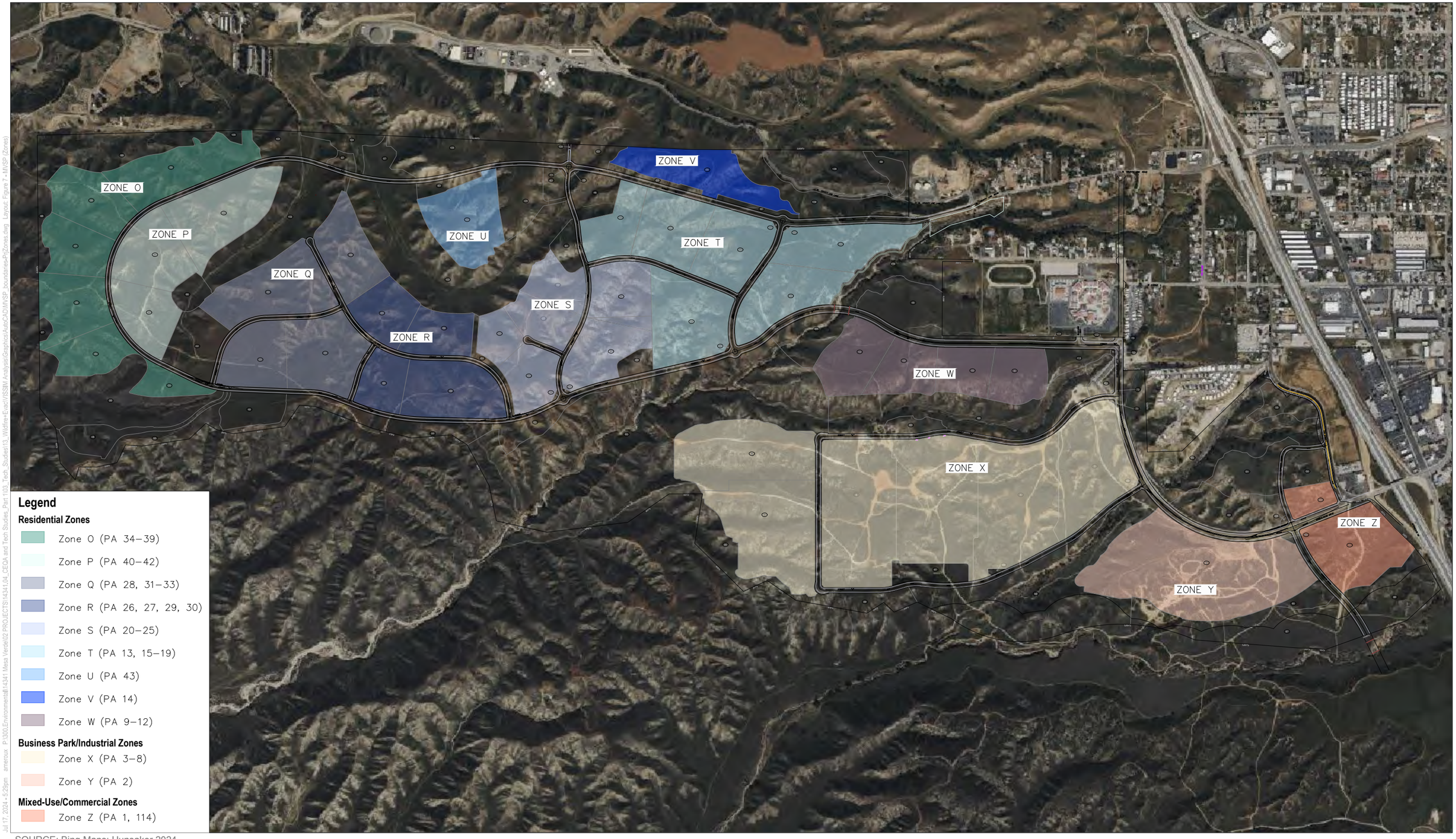

SOURCE: Bing Maps; Hunsaker 2024

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NOT TO SCALE

FIGURE 4.18-5

Project Evacuation Zones

Mesa Verde Specific Plan Area 2 Amendment 2 Project

Jul 17, 2024 - 5:29pm ameroux P:\300_Environmental\14341 Mesa Verde\02 PROJECTS\14341.04_CEQA and Tech Studies_Part 1\03_Tech_Studies\13_Wildfire Evac\VISSIM Analysis\Graphics\AutoCAD\MXD\SP_boundaries-PrjZones.dwg Layout: Figure 7 - MV(SP (Zones)

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5 Other CEQA Considerations

This chapter of the Draft Subsequent Environmental Impact Report (SEIR) for the Mesa Verde Specific Plan Area 2 Amendment 2 Project (proposed Project or Project) has been prepared in furtherance of the content requirements set forth in the California Environmental Quality Act (CEQA) Guidelines Section 15126.2. As such, this chapter discusses the following:

- Significant and Unavoidable Environmental Impacts (Section 5.1)
- Significant and Irreversible Environmental Effects (Section 5.2)
- Growth-Inducing Impacts of the Project (Section 5.3)
- Potential Secondary Effects of Mitigation Measures (Section 5.4)
- Effects Found Not to Be Significant (Section 5.5)

5.1 Significant and Unavoidable Environmental Impacts

CEQA Guidelines Section 15126(b) further directs environmental impact reports (EIRs) to address impacts from a project that will result in significant impacts, including those that cannot be mitigated below a level of significance. A summary of all the environmental issue areas and the resultant significance and listing of mitigation measures is found in the Executive Summary of this SEIR. To summarize, the following issue areas would result in significant impacts even after mitigation measures have been incorporated, thus resulting in unavoidable impacts:

- **Section 4.1, Aesthetics**
  - *Threshold 4.1a. Would the project have a substantial adverse effect on a scenic vista?*

    Cumulative Impacts. The visual impact of the Project in the cumulative context of the loss of the mesas, hillsides, and canyons within the Northern Plateau and Ravines viewshed would become more pronounced. As such, the Project's contribution to existing significant impacts on scenic vistas would be cumulatively considerable.

  - *Threshold 4.1c. Would the project, 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 publicly accessible vantage point).*

    Cumulative Impacts. Given the magnitude of development proposed under the cumulative scenario that would be visible from Interstate 10 and local roads and would be experienced in close proximity to one another along the Interstate 10 corridor, the Project's contribution to existing significant impacts on the character and quality of publicly available views would be cumulatively considerable.

- **Section 4.2, Air Quality**
  - *Threshold 4.2a. Would the project conflict with or obstruct implementation of the applicable air quality plan?*

Project-Level and Cumulative Impacts. Because there are no feasible mitigation measures that would reduce operational impacts to less than significant regarding cumulatively considerable net increases of any criteria pollutant, the Project would also conflict with Consistency Criterion No. 1 of the South Coast Air Quality Management District (SCAQMD) CEQA Air Quality Handbook resulting in a significant unavoidable impact. As the Southern California Association of Governments (SCAG) will be in the process of preparing their 2028 Regional Transportation Plan/Sustainable Communities Strategy and the SCAQMD has not identified the next target year for updating the Air Quality Management Plan, there is an anticipated interim period where the SCAG Regional Transportation Plan/Sustainable Communities Strategy growth projections and the SCAQMD Air Quality Management Plan do not reflect the appropriate residential and employment growth at the Project site; however, this will eventually be resolved with updates of both plans. Nonetheless, the Project would still conflict with SCAQMD Consistency Criterion No. 2.

- ***Threshold 4.2b. 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?***

  Project-Level and Cumulative Impacts. When compared to the 2017 Addendum, the Project would result in greater emissions for volatile organic compounds, carbon monoxide, and sulfur oxides, even with implementation of additional mitigation. While the Project's construction impacts would be less than significant with mitigation, the Project's operational impacts would be significant and unavoidable, even with implementation of mitigation measures.

- Section 4.7, Greenhouse Gas Emissions

  - ***Threshold 4.7a Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

    Project-level and Cumulative Impacts. Even with implementation of mitigation measures, the Project would still exceed the South Coast Air Quality Management District's recommended greenhouse gas threshold of 3,000 metric tons of carbon dioxide equivalent year. As most mitigation measures are not readily quantifiable, the emissions in Table 4.7-6 are conservative. Nonetheless, emissions would not be below levels of significance. Therefore, the Project would result in a significant and unavoidable impact regarding the generation of greenhouse gas emissions, directly and indirectly, that may have a significant impact on the environment.

- Section 4.11, Noise

  - ***Threshold 4.11a Would the project result in generation of 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?***

    Project-Level and Cumulative Impacts. Implementation of the Project would result in significant long-term operational traffic noise impacts to the existing off-site receptors along the following off-site roadway segments: County Line Road west of County Line Lane (Segment #1), County Line Road west of 7th Place (Segment #2), and County Line Road east of 7th Place (Segment #3). In addition, the on-site roadway segments of Street "B" w/o Sandalwood Drive (Segment #9), Sandalwood Drive s/o Street "B"

(Segment #10), Sandalwood Drive n/o Street "J" (Segment #11), and Sandalwood Drive w/o Roberts Road (Segment #12) would generate off-site traffic noise impacts within the nearby noise sensitive areas. Even after the implementation of all feasible mitigation measures, the Project-related traffic noise level increases to existing off-site receptors would be a significant and unavoidable impact.

5.2 Significant and Irreversible Environmental Effects

The CEQA Guidelines (14 CCR 15000 et seq.) require an EIR to address any significant irreversible environmental changes that would result from the proposed Project should it be implemented. Pursuant to Section 15126.2(d), significant irreversible environmental impacts could involve any of the following:

- Uses of nonrenewable resources may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely;
- The primary and secondary impacts of the project would generally commit future generations of people to similar uses;
- Irreversible damage from environmental accidents could result from potential environmental incidents associated with the Project;
- The proposed consumption of resources is not justified (e.g., the project results in wasteful use of energy).

Determining whether the proposed Project may result in significant irreversible effects requires a determination of whether key resources would be degraded or destroyed in such a way that there would be little possibility of restoring them. Construction of each of the Project components would result in the use of nonrenewable resources and energy sources, including fossil fuels, natural gas, and electricity, as further discussed in Section 4.5, Energy, and Section 4.17, Utilities and Service Systems, of this Draft SEIR. Fossil fuels would be used to power construction equipment and delivery and construction employee vehicles. Construction equipment would also use electricity and natural gas. Use of these energy sources would be considered a permanent commitment of resources. In addition, a variety of resource materials would be used during the construction process, including steel, wood, concrete, and fabricated materials. Once these materials and fuels are used for purposes of construction, the commitment of such materials and fuels would be considered irreversible. However, the proposed Project, when taking into consideration the global use of these materials, would not result in a large commitment of these resources.

5.2.1 Large Commitment of Non-Renewable Resources

Examples of irretrievable commitments provided in the State CEQA Guidelines include the use of nonrenewable resources (e.g., natural gas and other fossil fuels, lumber, and steel) during initial and continued phases of Project construction and operation. The proposed Project's potential energy consumption is discussed in greater detail in Section 4.4, Energy, of this Draft EIR.

Construction equipment used by the Project would result in single event consumption of diesel fuel during short-term construction. Construction worker trips for construction of the Project would result in fuel consumption during construction. Diesel fuel would be supplied by City and regional commercial vendors. Construction equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the Project's proposed construction process that are unusual or energy-intensive, and Project construction equipment would conform to the applicable California Air Resources Bboard emissions standards, acting to promote equipment fuel efficiencies.

California Code of Regulations Title 13, Title 13, Motor Vehicles, Section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Indirectly, construction energy efficiencies and energy conservation would be achieved using bulk purchases, transport, and use of construction materials. The 2023 Integrated Energy Policy Report released by the California Energy Commission has shown that fuel efficiencies are getting better within on- and off-road vehicle engines due to more stringent government requirements, and Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

With regard to building materials, the Project would be constructed with durable materials in accordance with Building Code standards with a significant lifespan, such as cast in place concrete and precast concrete, which would improve building longevity. As such, even though construction would result in the commitment of building materials, the materials are not expected to require replacement during the Project's estimated operational lifespan. Furthermore, per California Green Building Standards Code, 65% of all demolition and construction materials must be recycled (CalRecycle 2024). This regulation would ensure that portions of the construction materials on site are recycled for future use.

Nonrenewable resources would also be consumed during Project operation. Resources used during operation would consist primarily of petroleum/gasoline, natural gas, and other fossil fuels required for off-site electrical generation and vehicles traveling to and from the Project site. While some building materials may be consumed for building maintenance purposes, such use would be limited and would be reduced by the Project's use of durable materials, as described above. While the existing site uses generate some demand for electricity, gasoline, diesel fuel, and natural gas, the proposed Project would increase this demand due to intensification of the land uses on the site. The Project's use of fossil fuels during operation is discussed in detail in Section 4.5, Energy, of this Draft SEIR. As concluded in that section, the proposed Project would not result in inefficient or wasteful use of electricity, natural gas, and petroleum, and would result in a less than significant impact. Although the Project would see an increase in petroleum use during construction and operation, vehicles would use less petroleum due to advances in fuel economy and potential reduction in vehicle miles traveled over time. Therefore, impacts to energy resources during operation would be less than significant.

The proposed Project would also comply with the following applicable Title 24, California Building Energy Efficiency Standards, and California Green Building Standards Code requirements related to energy efficiency and green building, including requirements for construction, bicycle parking, electric vehicle parking, lighting, and use of solar panels. In addition, state and local laws and regulations would further reduce the Project's use of nonrenewable resources over time. Specifically, electricity consumed at the Project site would be increasingly sourced from renewable energy, pursuant to Senate Bill (SB) 100. SB 100, which passed in 2018, states that 44% of the total electricity sold to retail customers in California per year must be secured from qualifying renewable energy sources by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. SB 100 also sets forth a state policy that eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California and requires that achieving 100% zero-carbon electricity does not increase carbon emissions elsewhere in the western grid or is not fulfilled through resource shuffling. As such, the Project's consumption of nonrenewable energy is anticipated to significantly decrease over time, as SB 100 is implemented statewide and overall nonrenewable energy consumption decreases.

Similarly, the vehicles that would travel to and from the Project site would be subject to increasingly stringent emissions standards over time, which would reduce the amount of fossil fuel consumed per vehicle (see Section 4.5 Energy for additional details). Furthermore, the City and state have policies in place to support decreased use of personal vehicles, to be replaced with alternative modes such as transit, walking, and biking- policies which are

incentivized at the local level by the Specific Plan's provision of alternative transportation amenities (e.g., pedestrian and biking pathways, and trails).

In conclusion, while the proposed Project would result in the use of nonrenewable resources. During operation, use of such resources is expected to decrease, as increasingly stringent efficiency requirements are implemented at the local and state level. Therefore, although the proposed Project requires the use of nonrenewable resources, it would not require such a large commitment of nonrenewable resources during the initial and/or continued phases of the Project such that inefficiency (i.e., eventual demolition or nonuse) is understood to not be reasonably foreseeable.

5.2.2 Commitment to Future Uses

The proposed Project is an Amendment to the Mesa Verde Specific Plan Area 2 Amendment 1 (SPA 13-01) that was previously adopted in 2017. As included in Chapter 3, Project Description of this SEIR, Figure 3-13, Grading Plan Comparison, depicts the differences between the grading footprint from the previously approved 2017 Mesa Verde Specific Plan Area 2 Amendment 1 in comparison to the proposed Project. As shown, the proposed Project's grading footprint would result in approximately 118.9 acres of increased grading in certain areas of the Project site, and in 57.5 acres of reduced grading in other areas of the Project site, resulting in a net change of 61.4 acres of increased grading. The previously approved Project would have resulted in approximately 1,060 acres of graded land within a development footprint, compared to the proposed Project's 1,121.4 acres of grading.

As such, the proposed Project would commit future generations to approximately 61.4 more acres of future land uses on the Project site. The previously approved Project made a similar commitment to future land uses on the Project site. As discussed in further detail below, while the primary impacts of the Project would result in commitment of future generations of people to similar uses, the commitment to resources would be justified and in accordance with the City's General Plan goals and policies and other applicable regional projections (refer to "Commitment of Resources Justified," below).

5.2.3 Irreversible Damage from Environmental Accidents

5.2.3.1 Construction

As discussed in Sections 4.6, Geology and Soils, 4.8, Hazards and Hazardous Materials, and 4.18 Wildfire, given compliance with all proposed State and City requirements and implementation of required mitigation measures to address potential accidental conditions due to wildfire or existing hazardous conditions, including compliance with recommendations in the Fuel Modification Plan/Fire Protection Plan, Geotechnical Report, Phase I Environmental Site Assessment, as well as the requirement to prepare a Construction Area Traffic Management Plan, the Project would not create significant impacts related to accidents during construction. As discussed in Section 4.9, Hydrology and Water Quality, construction activities for the proposed Project would implement the requirements of the current National Pollutant Discharge Elimination System General Construction Permit, which requires preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) with best management practices (BMPs) to protect water quality of receiving waters. Further, the Project must implement, at a minimum, the BMPs identified in the County Municipal Separate Storm Sewer System Permit and Calimesa Municipal Code requirements related to erosion control (Section 18.70.170), slopes (Section 18.70.180), and soils (Section 18.70.190), which includes erosion control and sediment control strategies for construction sites. Compliance with the Construction General Permit and Municipal Separate Storm Sewer System Permit requirements would minimize impacts related to

erosion and loss of topsoil during construction. Project construction impacts are not anticipated to result in irreversible damage due to environmental accidents.

5.2.3.2 Operation

Operation of the proposed Project would only require limited use of commercially available hazardous materials, including janitorial and landscaping products, for the residential uses. For businesses that use an amount of on-site hazardous materials/wastes that would be greater than reporting thresholds (55 gallons of liquid, 500 pounds of solid, or 200 cubic feet of compressed gas), a Hazardous Material Business Plan would be required under California Health and Safety Code Division 20, Chapter 6.11, Sections 25404–25404.9. The Hazardous Material Business Plan, which would be submitted to the Riverside County Fire Department and/or the City Fire Department (the local Certified Unified Program Agencies) via the California Environmental Reporting System, would include emergency and spill prevention and response measures, thereby reducing the potential for an upset or accident condition. Riverside County Department of Environmental Health Hazardous Materials Emergency Response Team is the agency that responds to chemical related incidents. Use of extremely hazardous materials and accumulation of acutely hazardous wastes are not anticipated. Project operational impacts are not anticipated to result in irreversible damage due to environmental accidents.

5.2.4 Commitment of Resources Justified

While the Project would result in increased resource consumption during construction and operation, the Project would also result in some benefits related to long-term resource consumption in the region. As demonstrated in Section 4.12, Population and Housing, of this Draft SEIR, growth in population, housing, and employment is expected to occur in the City, in Riverside County, and throughout the Southern California Associated of Governments (SCAG) region into the foreseeable future. The proposed Project falls well within regional growth projections for population and housing and would locate this growth on a site that would include a wide range of services, employment opportunities as well as commercial uses within walking distance.

The proposed Project would include new industrial land uses and employees that were not previously considered in the previously approved environmental documents. However, as discussed in Section 4.12, Population and Housing, the Project's proposed 3,650 dwelling units would provide capacity for approximately 10,038 persons, which would be sufficient to house the additional 7,908 workers generated by the Project. Further, the Project would help the City achieve its regional housing needs consistent with the City's Housing Element Update and the Regional Housing Needs Assessments' 6th Cycle. In order to meet the City's Inclusionary Housing Requirements, the Project would provide 183 low income (80% of median family income) rental units within Planning Areas 9 through 12 with an approximate density of 20 dwelling units per acre.

The Project would generally result in permanent loss of naturalized lands and open space, as well as increased fossil fuel consumption attributable to longer commuting distances and lack of transit options. However, the irretrievable commitment of resources attributable to the Project would not be considered unusual when compared to typical development projects of the same size and scope. Therefore, the Project's proposed development—and resulting commitment to future uses—would be in support of planned growth for the City and would provide much-needed housing to address the housing crisis in Southern California. Thus, while the Project's proposed uses would result in consumption of slowly renewable and non-renewable resources, these uses would be in support of planned growth for the region and would not result in future consumption of resources above and beyond what is necessary

(per Regional Housing Needs Amendments). For these reasons, the irretrievable commitment of resources attributable to the Project would not be significant.

5.3 Growth-Inducing Impacts of the Project

According to Section 15126.2(e) of the CEQA Guidelines, an analysis of growth-inducing impacts must consider whether the project would: (1) foster economic growth, (2) foster population growth, and (3) directly or indirectly result in the construction of additional housing in the surrounding environment. If a project has characteristics that "may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively," then these aspects of the project must be discussed as well.

New employees from commercial or industrial development and new population from residential development represent direct forms of economic and population growth. These direct forms of growth could have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area. A project could indirectly induce growth by reducing or removing barriers to growth or by creating a condition that attracts additional population or new economic activity. Typically, a project would be considered growth-inducing if it stimulates population growth or economic growth above what is assumed in local and regional land use plans, or in projections made by regional planning authorities, such as the Southern California Association of Governments (SCAG).

The CEQA Guidelines also indicate that growth should not be assumed to be either beneficial, detrimental, or of little significance to the environment (14 CCR 15126.2[e]). Further, a project's potential to induce growth does not automatically result in growth. Growth can only happen through capital investment in new economic opportunities by the private or public sectors.

5.3.1 Population Growth

The proposed Project would directly result in building new housing where housing currently does not exist; however, the previously approved project considered and approved the same number of 3,650 dwelling units. Therefore, the Project would not generate any new residential units beyond what has been approved for the property.

As discussed in Section 4.12, Population and Housing, the Project would result in the construction of 3,650 dwelling units for all ages and income levels, which is consistent with the previously approved project analyzed under the 2017 Addendum. Based on an average household size of 2.75 persons per household (and 100% occupancy rate) the Project would result in a total of 10,038 new residents by 2045.[1] However, the 2017 Addendum to the Mesa Verd Specific Plan EIR assumed a persons per household rate of 2.39 based on 2015 estimates from the Department of Finance, resulting in 8,724 persons. Based on a more recent estimate of 2.75 persons per household from the U.S. Census Bureau, it is estimated that the 3,650 dwelling units would generate a population of 10,038 persons, or 1,314 additional residents compared to the 2017 approval. Therefore, based on updates to the persons per household factor, the Project is anticipated to result in additional population growth beyond what was previously planned. As a result, the Project could be considered growth-inducing for population growth.

5.3.2 Economic Growth

Employment-generating uses proposed by the Project would result in a total of 8,508 employees, or an increase of approximately 7,908 employees compared to the previously approved project, which would exceed SCAG's

[1] 2.75 persons per household × 3,650 dwelling units = approximately 10,038 persons

employment projections at the City level. However, as discussed in Section 4.12, Population and Housing, the 2022 employment estimates for the City (i.e., 4,481 jobs) have already surpassed 2050 SCAG projections for employment (i.e. 4,400 jobs), and as such, it is reasonable to assume that SCAG has underestimated future jobs growth in the City.

By the buildout year of 2045, the Project's proposed 3,650 dwelling units would provide capacity for approximately 10,038 persons, which would be sufficient to house the additional 7,908 workers generated by the Project. Thus, although the additional workers generated by the Project would exceed SCAG projections for employment through 2050 at the City level, this growth would occur incrementally across five development phases, and sufficient housing would be available by 2045 to accommodate the future workers generated by the Project. Nevertheless, as a result, the Project could be considered growth-inducing for economic growth.

5.3.3 Indirectly Result in Additional Housing

Areas to the east of the Project site are already developed with commercial and residential uses, which would not be removed as a result of the Project. The required off-site utility infrastructure improvements (i.e. water, wastewater, electrical utilities) for the Project would be appropriately sized to serve the proposed Project and other previously approved projects in the City. The Project would not result in the extension of new utilities to areas beyond the Specific Plan area but would rely upon infrastructure that would be construction in association with previously approved projects, including the Summerwind Ranch Specific Plan to the south of the Project site.

Off-site County Line Road improvements between the Project site and the I-10 interchange would involve redeveloping the existing roadway into a Modified Collector. The existing roadway consists of two lanes with approximately 20 feet of pavement within the 60-foot right of way. County Line Road would be widened within the existing right-of-way, consisting of 48-feet paved roadway section, curb-to-curb (i.e. 12-foot lanes each direction, one 12-foot center turn lane, and 6-foot bicycle lanes on each side) and six feet of unpaved right of way on either side of the curb. This widening of County Line Road would be required to accommodate Project-related traffic but could also accommodate potential future development along County Line Road.

The Project-related traffic would also require interim improvements at the Sandalwood and I-10 interchange as well as the County Line Road and I-10 interchange. These interim improvements would be required to accommodate the early stages of Project implementation. Ultimately, full buildout of the Project requires additional off-site improvements at the two I-10 interchanges that would be constructed by Caltrans, for which Transportation Uniform Mitigation Fee payment would be required.

The widening of County Line Road, the future expansion of two interchanges with the I-10 at County Line Road and Sandalwood Drive, and the inclusion of industrial land uses and employees that were not previously considered in prior approved planning documents, would remove barriers to additional population growth in the region. Employment opportunities tend to attract residential development, and the future increased capacity of nearby roadways and the I-10 interchanges could make the area more attractive to future residents.

As a result of the widening of County Line Road, the future expansion of two interchanges with the I-10 at County Line Road and Sandalwood Drive, and the inclusion of industrial land uses and employees that were not previously considered in prior approved planning documents, the Project would be considered growth-inducing for indirectly facilitating population growth.

Although the Project would facilitate population and economic growth and would remove barriers to future development in the Project area, the location or intensity of any future development cannot be determined and would be speculative to quantify. As discussed in Section 2.6, Cumulative Projects, of this Draft SEIR, there are 45 other development projects in the region, many of which include residential units that may accommodate any potential indirect population growth associated with the proposed Project. As shown in Table 4.12-6, cumulative development (without the Project) would result in 12,176 additional dwelling units in the County by 2045.[2] Such development could accommodate any indirect population growth generated by the Project. Further, the Project would support applicable goals and policies under local plans (e.g., the City's General Plan and Housing Element) as discussed in Section 4.9, Land Use and Planning.

5.4 Potential Secondary Effects of Mitigation Measures

Section 15126.4(a)(1)(D) of the CEQA Guidelines states that "if a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measure shall be discussed but, in less detail, than the significant effects of the project as proposed." With regard to this section of the CEQA Guidelines, the potential impacts that could result with the implementation of each mitigation measure proposed for the Project was reviewed. The following provides a discussion of the potential secondary impacts that could occur as a result of the implementation of the proposed mitigation measures, listed by environmental issue area.

5.4.1 Aesthetics

MM-AES-1 requires that prior to the issuance of any grading permits for any phase of Project implementation, the Project Applicant/Developer must prepare a Visual Shielding Plan. It also includes designated staging areas for construction equipment, requirements for Project site cleanliness, and monthly monitoring inspections.

Preparation of the Visual Shielding Plan and implementation of its requirements would not require the construction of any new structures or otherwise result in significant physical changes or effects on the environment.

MM-AES-2 requires that prior to the issuance of any grading permits for Phase 1 and Phase 2 of Project implementation, the Project Applicant/Developer must prepare an Interim Revegetation Plan for portions of Planning Areas adjacent to Sandalwood Drive and/or Mustang Way (graded in Phase 1) and Street A adjacent to Mesa View Middle School (graded in Phase 2), if it is determined that there would be graded pads that would not be subject to construction activities for more than one year. Furthermore, MM-AES-2 requires weed abatement actions and monthly monitoring post-planting and irrigation inspections.

Preparation of the Interim Vegetation Plan and implementation of its requirements would occur within select areas of the Specific Plan, which would already be graded and prepared for landscaping. Conducting monitoring includes short-term mitigative actions that would not require earthwork or any construction activities. This mitigation would not require the construction of any new structures or result in significant quantities of pollutants, or otherwise result in significant physical changes or effects on the environment.

[2] Project's 22 through 29 are located in the neighboring County of San Bernadino. As there are no dwelling units associated with these projects, they are not considered to have any population and housing impacts for the purpose of this cumulative analysis.

5.4.2 Air Quality

MM-AQ-1 requires the Project Applicant/Developer to transmit updated population, housing, and employment data to the Southern California Association of Governments and to notify the South Coast Air Quality Management District so future regional plans reflect the Project's growth assumptions.

Because this measure consists solely of administrative correspondence and data sharing, it would not result in significant physical changes or effects on the environment.

MM-AQ-2 requires all diesel-powered off-road construction equipment of 50 horsepower or more to meet California Air Resources Board Tier 4 Final engine standards, or an equivalent emissions-reduction approach approved by the City when Tier 4 equipment is demonstrably unavailable.

Implementing cleaner engines or an equivalent emissions strategy changes only equipment specifications and procurement choices; it does not introduce new ground disturbance or other physical impacts. Thus, it would not result in significant physical changes or effects on the environment.

MM-AQ-3 requires the construction contractor to perform regular engine maintenance, keep supporting records onsite, and make those records available to regulators upon request.

Routine maintenance and record-keeping are operational practices that have no potential to alter the physical environment. Thus, it would not result in significant physical changes or effects on the environment.

MM-AQ-4 requires the contractor to use alternative-fuel (e.g., electric or ultra-low-sulfur-diesel) off-road equipment whenever such equipment is reasonably available in Riverside County.

Substituting cleaner fuels affects only equipment selection and fuel purchasing, producing no new ground-disturbing or other physical effects. Thus, MM-AQ-4 would not result in significant physical changes or effects on the environment.

MM-AQ-5 requires the use of electric or other non-diesel engines in place of gasoline engines where feasible for construction equipment.

Like MM-AQ-4, this is an equipment-choice measure and would not result in significant physical changes or effects on the environment.

MM-AQ-6 requires interior and exterior architectural coatings with a volatile-organic-compound (VOC) content of 10 grams per liter or less, with compliance notes on building plans verified by City inspectors.

Choosing low-VOC paints changes product selection only; it would not result in additional construction activity or environmental disturbance. Thus, MM-AQ-6 would not result in significant physical changes or effects on the environment.

MM-AQ-7 requires weather-proof signage at construction staging areas instructing workers to shut off engines when not in use and to limit diesel idling to two minutes, with complaint contact information posted.

Installing small informational signs and enforcing idling limits have no appreciable physical footprint and would not result in significant physical changes or effects on the environment.

MM-AQ-8 requires electric power tools and grid-supplied hookups in lieu of diesel generators whenever feasible.

Shifting to electric tools involves equipment procurement and electrical hookups that are already accommodated in standard construction practices. Thus, MM-AQ-8 would not result in significant physical changes or effects on the environment.

MM-AQ-9 requires the contractor to provide transit and ridesharing information to construction workers to encourage reduced single-occupant vehicle trips.

Distributing information is an administrative action that does not trigger physical site changes or environmental impacts. Thus, MM-AQ-9 would not result in significant physical changes or effects on the environment.

MM-AQ-10 requires the Project to construct, dedicate, or contribute land for on-site bicycle trails that connect to the broader bicycle-commuting network.

Bike trails would be accommodated within the Project's proposed roadway rights-of-way. The physical impacts of Project roadway have been analyzed throughout this Draft SIER. Thus, MM-AQ-10 would not result significant physical changes or effects on the environment.

MM-AQ-11 requires on-site improvements such as street furniture, route signs, bus turnouts, sidewalks, and pedestrian paths to encourage alternative transportation.

The physical impacts associated with pedestrian and roadway infrastructure are analyzed throughout this Draft SEIR. Other minor improvements, such as the addition of street furniture and route signs, would not result significant physical changes or effects on the environment.

MM-AQ-12 requires industrial buildings to size electrical rooms and install conduit to future tractor-trailer parking spaces so EV truck chargers can be added when commercially viable.

Providing extra electrical capacity and conduit is an internal building design change and would not result in significant physical changes or effects on the environment.

MM-AQ-13 requires similar electrical provisions and conduit to future loading docks so refrigerated trailers can hook up to electric transport-refrigeration-unit power.

As with MM-AQ-12, these design accommodations occur within the planned building envelope and produce no new environmental disturbance and thus would not result in significant physical changes or effects on the environment.

MM-AQ-14 requires the facility operator to distribute annual educational materials to tenants, employees, and drivers on energy efficiency, recycling, idling limits, and goods-movement best practices.

Preparing and distributing information is an administrative action and would not result in significant physical changes or effects on the environment.

MM-AQ-15 requires an on-site signage program that directs truck circulation within the industrial portion of the Project through posted signs and pavement markings.

Painting pavement and installing way-finding signs are minor features that would not result in significant physical changes or effects on the environment.

MM-AQ-16 requires the installation of signs along designated truck routes before occupancy to keep truck traffic on approved roads.

Road-side signage involves minimal ground disturbance and would not generate significant environmental effects.

MM-AQ-17 requires a publicly visible sign with tenant contact details for complaints about excessive noise, dust, fumes, or odors, and a record-keeping protocol for responding to complaints.

Posting a sign and maintaining logs are administrative actions with no meaningful physical footprint. Thus, MM-AQ-17 would not result in significant effects on the environment.

MM-AQ-18 requires evidence, prior to business-park building permits, that main electrical supply lines and panels are sized to support future heavy-truck charging, unless upgrades would be unreasonably costly.

Electrical sizing is an internal design detail that would not result in significant physical changes or effects on the environment.

MM-AQ-19 requires all on-site outdoor cargo-handling equipment to run on electric or non-diesel fuels and all indoor forklifts to be electric.

Equipment fuel choice would not change site layout or construction intensity and therefore would not result in significant physical changes or effects on the environment.

MM-AQ-20 requires preparation of a Transportation Demand Management program with measures such as bicycle facilities, car-share options, rideshare incentives, and preferred parking for clean vehicles.

These operational programs and minor site amenities would not expand development intensity and would not result in significant physical changes or effects on the environment.

MM-AQ-21 requires tenants to receive documentation on energy-efficiency practices, incentive programs, and recommendations for HEPA-filtered electric sweepers.

Providing educational materials would not result in significant physical changes or effects on the environment.

MM-AQ-22 requires the installation of electric-vehicle charging infrastructure that meets or exceeds 2022 CALGreen Tier 2 standards.

EV chargers are small electrical fixtures installed within parking areas already planned; they would not meaningfully alter the site's physical conditions or result in significant physical changes or effects on the environment.

MM-AQ-23 requires exterior electrical outlets for electric landscape equipment and education for residents about SCAQMD electric lawn-and-garden equipment rebate programs.

Adding outlets and issuing educational materials would not result in significant physical changes or effects on the environment.

MM-AQ-24 requires tenants to receive information on funding programs (e.g., Carl Moyer Program) and to participate in the Environmental Protection Agency's SmartWay program or use SmartWay carriers.

Participation in incentive and voluntary programs is administrative and creates no physical environmental change. Thus, MM-AQ-24 would not result in significant physical changes or effects on the environment.

MM-AQ-25 requires all facility-owned trucks over 14,000 pounds serving the site to meet or exceed 2010-model-year emissions standards, with on-site record-keeping.

Updating fleet standards affects vehicle procurement and operation, not site construction or physical conditions, and thus would not result in significant physical changes or effects on the environment.

MM-AQ-26 requires a green-cleaning and low-VOC paint education program (flyers, digital content) available to renters and buyers.

Developing educational content would not result in significant physical changes or effects on the environment.

MM-AQ-27 requires provisions ensuring that the Homeowners Association or equivalent entity uses only zero- or low-VOC cleaning supplies and super-compliant paints in common areas.

Product selection for maintenance activities is an operational choice and would not result in significant physical changes or effects on the environment.

5.4.3 Biological Resources

MM-BIO-1 requires that for each phase of Project construction, prior to issuance of a grading permit within 500 feet of Multiple Species Habitat Conservation Plan (MSHCP) Conservation Lands, proposed open space, or suitable habitat for special-status species (i.e., all undeveloped land within the study area) with potential to occur in the study area, the Project's Applicant/Developer must include biological monitoring, worker environmental awareness program training, delineation of property boundaries, standard dust control measures, a SWPPP, and various other requirements (as detailed in the mitigation measure within Section 4.3) in the construction contractor's plans and specifications to address indirect construction-related impacts to special-status species. Other requirements of this mitigation measure relate to minimization of hazardous materials spills, wildlife hazards, invasive weeds, and construction night work.

On-site trainings and conducting monitoring includes short-term mitigative actions that would not require earthwork or any construction activities. Removal of invasive plants would be beneficial for biological resources in the region. Short-term implementation of stormwater BMPs through the SWPPP would occur within select areas of the Specific Plan, which would already be graded. This mitigation would not require the construction of any new structures and BMPs would be removed upon completion of construction activities. This mitigation would not result in significant physical changes or effects on the environment.

MM-BIO-2 mandates that prior to issuance of a construction permit within 500 feet of Western Riverside County MSHCP Conservation Lands, proposed conserved open space, or suitable habitat for special-status species with potential to occur in the study area, the Project's Applicant/Developer must include measures relating to runoff water, toxicants, lighting, noise, invasive species, and signage and barriers (as detailed in the mitigation measure

within Section 4.3) in the construction plans and specifications to address indirect impacts to special-status species.

The construction of stormwater systems, signage and barriers, and lighting systems on the Project site has already been assessed throughout the Draft SEIR as part of the overall Project implementation. Restoration of temporary impact areas would not require the construction of new structures or otherwise result in significant quantities of pollutants due to vegetation restoration. This mitigation would not result in significant physical changes or effects on the environment.

MM-BIO-3 states that the Project shall make payment of the MSHCP Local Development Mitigation Fee to the City prior to the issuance of a grading permit for each phase of Project implementation.

Payment of fees would not result in significant physical changes or effects on the environment.

MM-BIO-4 requires that a qualified biologist conduct a 30-day pre-construction survey for burrowing owls prior to initial ground-disturbing activities for each phase of the Project (including vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, grading, etc.) to assess whether any burrowing owls have colonized the site in the days or weeks preceding the ground-disturbing activities. Furthermore, if burrowing owls have colonized the study area prior to ground-disturbing activities, the Project Applicant/Developer must immediately inform the Regional Conservation Authority (RCA), the California Department of Fish and Wildlife (CDFW), and the U.S. Fish and Wildlife Service (USFWS), and will need to coordinate further with RCA, CDFW, and USFWS.

Conducting surveys on-site would not result in significant physical changes or effects on the environment.

MM-BIO-5 mandates that pre-construction clearance surveys for special-status wildlife shall be conducted by a qualified Project biologist within 14 days of the initiation of ground disturbance or vegetation clearing within and adjacent to construction areas, and that pre-construction surveys are conducted prior to each phase of Project implementation. In addition, prior to initiation of the clearance surveys, this measure requires that a smooth wildlife exclusion fence be installed around the impact area to prevent special-status small mammals from reentering the site during construction after removal from the work area. Furthermore, prior to the commencement of construction activities, a qualified biologist shall conduct 3 nights of small-mammal trapping within the fenced work area outside of inundated areas, intended to trap special-status small mammal species with potential to occur, including Dulzura pocket mouse and southern grasshopper mouse.

Conducting surveys on-site would not result in significant physical changes or effects on the environment.

MM-BIO-6 mandates that a total of 303.8 acres of on-site open space must be conserved or avoided with Project implementation.

Conserving land or avoiding land would not result in significant physical changes or effects on the environment.

MM-BIO-7 requires that for each phase of Project implementation, prior to issuance of a grading permit within 500 feet of MSHCP Conservation Lands, proposed conserved open space, or suitable habitat for American badger, construction plans and conditions of approval shall include pre-construction surveys (wintering), avoidance measures (wintering), pre-construction surveys (natal dens), and avoidance measures (natal dens) (as detailed in the mitigation measure within Section 4.3) to address indirect construction-related impacts to the American badger.

Conducting surveys on-site would not result in significant physical changes or effects on the environment.

MM-BIO-8 mandates that pre-construction clearance surveys for special-status wildlife shall be conducted by a qualified Project biologist within 14 days of the initiation of ground disturbance or vegetation clearing within and adjacent to construction areas and conducted prior to each phase of Project implementation. Furthermore, if special-status species are detected, appropriate buffers shall be established, as necessary and as appropriate for the species, unless it is not feasible to avoid the species.

Conducting surveys on-site would not result in significant physical changes or effects on the environment.

MM-BIO-9 requires that focused surveys for Crotch's bumble bee are conducted within the construction footprint prior to the start of ground-disturbing construction activities that would occur during the Crotch's bumble bee queen flight season through the colony active period (February 1 through August 31). The focused surveys will be conducted prior to each phase of Project implementation and will include a habitat assessment and focused surveys. MM-BIO-10 mandates that construction activities shall avoid the migratory bird nesting season (typically January 1 through October 31 for white-tailed kite, and from February 1 through August 31 for all other species), as feasible, to reduce any potential significant impact to birds that may be nesting within the construction area, and states that if construction must occur during the migratory bird nesting season, an avian nesting survey of the study area and within 500 feet of all impact areas must be conducted by a qualified wildlife biologist within 72 hours prior to the start of construction to determine the presence/absence of fully protected species (including white-tailed kite), protected migratory birds, and active nests.

Conducting surveys on-site would not result in significant physical changes or effects on the environment.

MM-BIO-11 mandates the following prior to construction activity within waters under Regional Water Quality Control Board (RWQCB) jurisdiction: the Project Applicant/Developer must coordinate with the Santa Ana RWQCB (Region 8) to assure conformance with the requirements of the Porter–Cologne Water Quality Control Act; prior to activity within CDFW jurisdictional streambed or associated riparian habitat, the Project Applicant/Developer must coordinate with CDFW (Inland Deserts Region 6) relative to conformance to the Lake and Streambed Alteration permit requirements; and prior to activity within MSHCP riparian/riverine resources, the Project Applicant/Developer must coordinate with the City, the RCA, CDFW, and the USFWS to demonstrate consistency with the MSHCP.

The impacts to waters of the state on the Project site have already been assessed throughout the Draft SEIR as part of the overall Project implementation. Avoidance of waters would not result in significant physical changes or effects on the environment. The establishment or re-establishment of aquatic resources may require some short-term construction activities but would not require the construction of any new structures or otherwise result in significant quantities of pollutants. Any long-term maintenance of mitigation lands would be conducted by the RCA.

MM-BIO-12 requires that prior to the issuance of grading permits for each phase of Project implementation, the Project Applicant/Developer must prepare and submit an oak tree and qualifying non-oak tree (i.e. qualifying means any non-oak tree with a diameter at breast height greater than 24 inches) preservation and replacement plan in conjunction with an application for a tree preservation and replacement permit from the City (Chapter 18.80.060 of the City's Oak Tree Preservation Ordinance and Section 18.70.120 of the City's zoning code). This preservation and replacement plan shall detail long-term maintenance and monitoring for trees planted within and directly adjacent to the Project site, require that the Homeowners Association contract and fund an International Society of Arboriculture Certified Arborist for long-term monitoring with authority in decisions regarding tree care and maintenance, and shall also have requirements for funding replacement tree planting procedures, if necessary.

Conducting monitoring includes short-term mitigative actions that would not require earthwork or any construction activities. Preservation and/or replacement plantings for trees require some short-term construction activities but would not require construction of new structures or otherwise result in significant adverse physical effects on the environment.

MM-BIO-13 states that prior to Project approval, the Project Applicant/Developer must complete Joint Project Review with the City of Calimesa, RCA, CDFW, and USFWS. Furthermore, the complete Joint Project Review shall include the Project Applicant/Developer's Project final MSHCP Consistency Analysis and final Determination of Biologically Equivalent or Superior Preservation Report, which will include the proposed mitigation for MSHCP riparian/riverine resources.

Completion of the Joint Project Review, MSHCP Consistency Analysis and Determination of Biologically Equivalent or Superior Preservation involves preparation of studies/documentation and would not result in significant physical changes or effects on the environment.

5.4.4 Cultural Resources

MM-CUL-1 requires that Prior to the issuance of grading permits, the Project Applicant/Developer must enter into agreement(s) with the Consulting Tribe(s) who elected for tribal monitor(s). A rotating tribal monitoring schedule will be developed in coordination with the Consulting Tribe(s) and the Project Applicant/Developer. In conjunction with the archaeological monitor(s), the tribal monitor(s) will attend the pre-grading meeting with the contractors to provide cultural sensitivity training for all construction personnel.

Conducting monitoring includes short-term mitigative actions that would not require earthwork or any construction activities. This mitigation would not result in significant physical changes or effects on the environment.

MM-CUL-2 requires that an adequate number of tribal monitor(s) and archaeologists must be on-site during all initial ground-disturbing activities and excavation of each portion of the project, including clearing, grubbing, tree removals, grading, and trenching. In conjunction with the archaeological monitor(s), the tribal monitor(s) will have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural or tribal resources.

Monitoring of construction activities and identification, evaluation, and recovery of any cultural or tribal resources includes short-term mitigative actions that would not result in significant physical changes or effects on the environment.

MM-CUL-3 requires the Project Applicant/Developer to retain a professional archaeologist (Project Archologist) to implement a Cultural Resource Monitoring Program and develop a Cultural Resource Implementation Plan. The Cultural Resource Implementation Plan will address the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this Project.

Preparation of a Cultural Resource Monitoring Program and development of a Cultural Resource Implementation Plan would not result in significant physical changes or effects on the environment.

MM-CUL-4 requires that the Project Archaeologist and the Native American representatives from the Consulting Tribe(s) must attend a preconstruction meeting. As part of that meeting, archaeological representatives and the

Consulting Tribe(s) will provide a contractor education program to inform all parties participating in the grading of the property and subsequent construction phases of the sensitivity of the area to local Native American tribes and the potential to discover important prehistoric and historic deposits during grading.

A contractor education program would not result in significant physical changes or effects on the environment.

MM-CUL-5 requires that, if an unanticipated cultural resource(s) is discovered, Project work shall stop within a 60-foot perimeter of the discovery and an environmentally sensitive area physical demarcation/barrier constructed. The Project Archaeologist, in consultation with the City and the Consulting Tribe(s), shall determine the significance of the discovered resource. A recommendation for the treatment and disposition of the cultural resource shall be made by the Project Archaeologist and be submitted to the Lead Agency for review and approval.

A construction pause and determination of the significance of the discovered resource would not result in significant physical changes or effects on the environment.

MM-CUL-6 require that, in the event that any human remains are discovered within the project area, ground-disturbing activities shall be suspended within a 100 feet-radius of the human remains and/or accompanying funerary objects and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. Reburial of human remains and/or funerary objects shall be accomplished in compliance with the California Public Resources Code Sections 5097.98 (a) and (b).

Coordination with applicable agencies and tribes in the event of discovery of human remains would not result in significant adverse physical changes or effects on the environment.

MM-CUL-7 requires that, unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act.

Non-disclosure of the reburial of Native American human remains would not result in significant adverse physical changes or effects on the environment.

MM-CUL-8 requires that, in the event that cultural/tribal resources are identified during ground-disturbing activities, prior to grading permit final inspection, the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities. All recovered resources must be curated or rebuild, as appropriate.

The relinquishment, curation, and/or reburial of tribal/cultural resources would not result in significant adverse physical changes or effects on the environment.

MM-CUL-9 requires that, prior to the grading permit final inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the City Planning Department's requirements for such reports for all ground-disturbing activities associated with this grading permit. The report shall include results of any archaeological investigations required during grading, as well as evidence of the required cultural sensitivity training for the construction staff held during the required pregrading meeting and evidence that any artifacts have been treated.

Preparation and submittal of a Phase IV Cultural Resources Monitoring Report would not result in significant physical changes or effects on the environment.

5.4.5 Geology and Soils

MM-GEO-1 requires the Project Applicant/Developer to prepare an Erosion Prevention Plan that would contain the following minimum requirements: ensure proper development, installation, functioning and monitoring of all installed BMPs for erosion control for all graded areas, equipment staging areas, temporary access roads, road improvements (both on- and off-site), and other areas that would be disturbed as a result of Project implementation; identify areas of the Project site that would have graded/exposed soils that would not be subject to building construction, roadway, or landscaping improvements for more than six months and evaluate whether the BMPs installed in accordance with the SWPPP are appropriate and adequate for long-term soils stability and erosion control; a monitoring log shall be maintained by the qualified monitoring specialist with qualified SWPPP practitioner or qualified SWPPP developer certification, and the monitoring log shall be made available to the City upon request; identify opportunities for temporary seeding, plantings, and/or landscaping opportunities to further secure exposed soils; drainage control structures shall be used where necessary to direct surface drainage away from disturbance areas and to minimize runoff and sediment disposition down-slope from all disturbed areas; and protocols for worker trainings related to erosion control.

Short-term implementation of stormwater BMPs through the SWPPP would occur within select areas of the Specific Plan, which would already be graded. Conducting monitoring includes short-term mitigative actions that would not require earthwork or any construction activities. This mitigation would not require the construction of any new structures and BMPs would be removed upon completion of construction activities. This mitigation would not result in significant physical changes or effects on the environment.

MM-GEO-2 mandates that prior to issuance of a building permit for each phase of Project implementation, the Project Applicant/Developer must retain a qualified corrosion engineer to evaluate the potential corrosivity of the soil. Further, if the soils are determined to be corrosive, the engineer shall recommend methods for protecting metal and concrete that would have exposure to such soils.

The construction of protections for metals and concrete in corrosive soils on the Project site has already been assessed throughout the Draft SEIR as part of the overall Project implementation. This mitigation would not result in significant physical changes or effects on the environment.

MM-GEO-3 states that prior to commencement of any earthmoving activity on-site or the issuance of a grading permit, the Project Applicant/Developer must retain a Qualified Paleontologist per the Society of Vertebrate Paleontology (2010) guidelines to prepare a Paleontological Resources Impact Mitigation Program for the Project. The Paleontological Resources Impact Mitigation Program shall, at a minimum, outline requirements for: (1) preconstruction meeting attendance and worker environmental awareness program training; (2) where monitoring is required within the proposed Project site and procedures for adequate paleontological monitoring; and (3) discoveries treatment and paleontological sampling, reporting, and collections management.

Development of a Paleontological Resources Impact Mitigation Program and monitoring of construction activities includes short-term mitigative actions and would not result in significant physical changes or effects on the environment.

5.4.6 Greenhous Gas Emissions

MM-GHG-1 requires the Project to incorporate a comprehensive set of energy-efficiency features, including Energy Star-rated heating, ventilation, and air-conditioning equipment, lighting, and appliances; installation of rooftop or carport-mounted solar photovoltaic systems sized to satisfy each building's energy demand wherever feasible; exterior lighting that uses light-emitting diode or other high-efficiency bulbs; "cool pavement" materials with an initial Solar Reflectance Index (SRI) of at least 0.33 (or three-year SRI of 0.28) on walkways and patios; distribution of educational materials on energy-saving practices and available incentive programs to future residents; and overall building design that achieves Leadership in Energy and Environmental Design certification.

Because these actions substitute higher-performance building components and finishes without expanding the development footprint or altering construction practices, they would not create any significant physical changes or environmental effects.

MM-GHG-2 requires the Project to embed water-conservation measures such as high-efficiency plumbing fixtures and appliances, landscaping that exceeds the California Department of Water Resources 2015 Model Water Efficient Landscape Ordinance through the exclusive use of native and drought-tolerant plants, and distribution of educational materials on water-saving behaviors to future occupants.

Selecting efficient fixtures and drought-tolerant plantings, along with providing educational outreach, does not modify site layout or increase construction intensity and therefore would not result in significant physical environmental impacts.

MM-GHG-3 requires new buildings to include dedicated storage areas for recyclables, green waste, and—where collection service is available—food waste, thereby facilitating solid-waste diversion.

Allocating space for waste-sorting bins is a minor design detail within the planned building envelopes and would not result in significant physical changes or effects on the environment.

5.4.7 Hazards and Hazardous Materials

MM-HAZ-1 requires that prior to issuance of a grading and/or building permits for all phases of development, the Applicant/Developer must retain a Qualified Environmental Specialist to prepare conduct a Phase II Environmental Site Assessment in accordance with ASTM Standard 1903-19 to determine the presence and extent of potential contamination associated previous activities on the Project site. The measure states that a hazardous materials survey shall be conducted on the Project site to test for contaminants, subject to the determination of a qualified and licensed environmental contractor (State of California Licensed Contractor, with hazardous material, asbestos, and lead-based paint certifications). Furthermore, if hazardous materials are present and determined to require abatement, the Applicant/Developer must retain a Qualified Environmental Specialist to prepare a Waste Management and Disposal Plan that sets forth protocols for construction worker training, contamination abatement, and appropriate disposal of all contamination.

Site investigations and potential testing for hazards could require small areas of soil disturbance. If waste is encountered, it would be assessed, handled, transported, and disposed of in accordance with applicable laws. The removal of soils from the Project site, if required, has already been assessed in the Draft SEIR as part of the

construction-related truck trips. Waste management and disposal activities during construction, if required, would not result in significant physical changes or effects on the environment.

MM-HAZ-2 requires that the Applicant/Developer shall retain a California registered design professional, such as a licensed civil engineer and/or licensed petroleum engineer to evaluate the exact location, condition, and abandonment status of the well on the Project site, conduct well abandonment in accordance with CalGEM requirements, and that upon well abandonment, documentation of the location shall be recorded on the site design or tract map for the Planning Area to ensure adequate setbacks from future uses on the property. The abandonment of the oil well would require short-term use of a well-servicing unit and associated necessary equipment prior to grading of the site.

The abandonment of on-site well has already been assessed in the Draft SEIR as part of the construction-related earthwork activities.

MM-HAZ-3 requires that the Applicant/Developer to ensure that the on-site water wells are abandoned in accordance with the appropriate Riverside County Department of Environmental Health procedures, and County Code Chapter 13.20 and Bulletins of the California Department of Water Resources. The Applicant/Developer shall coordinate with the Riverside County DEH regarding the necessary permits, notifications, and reports required per rule and regulation. The abandonment of on-site water wells has already been assessed in the Draft SEIR as part of the construction-related earthwork activities.

Water well abandonment during construction would not result in significant physical changes or effects on the environment.

MM-HAZ-4 requires the Project Applicant/Developer to prepare and submit to the City's Community Development Department a "Valley Fever Training Handout" for their review and approval, Upon approval, the handout must then be provided to all on-site construction and operational personnel prior to and throughout the duration of all ground-disturbing activities. In addition, National Institute for Occupational Safety and Health approved half-face respirators equipped with minimum N-95 protection factor must be available upon request and hand washing facilities and areas for changing of clothing shall be provided during worker collocation with surface disturbance activities. Lastly, any heavy equipment with factory enclosed cabs must be provided with high-efficiency particulate absorbing filter - rated air filtration and positive pressure air. Finally, communication methods, such as two-way radios, shall be available for use in enclosed cabs.

The provided handout and other short-term precautions to address worker safety would not result in significant physical changes or effects on the environment.

MM-HAZ-5 states that the Covenants, Conditions and Restrictions related to the leasing and/or occupancy of any industrial uses within the Business Park Zone District shall mandate that any industrial-related uses and building located within one-quarter mile of an existing school shall not store, handle, or use toxic or highly toxic gases at quantities that exceed threshold levels established by California Health and Safety Code Section 25532.

The restriction of the use of hazardous materials within 0.25-mile of a school would not result in significant physical changes or effects on the environment.

MM-HAZ-6 requires the Project Applicant/Developer to engage a qualified traffic engineer to prepare a Construction Area Traffic Management Plan, which shall be implemented by the construction contractor to address short-term

traffic circulation and access effects during Project construction, and which shall be reviewed and approved by the City prior to the issuance of the first building permit.

Preparation and implementation of a Construction Area Traffic Management Plan includes short-term mitigative actions and would not result in significant physical changes or effects on the environment.

5.4.8 Hydrology and Water Quality

MM-HYD-1 requires that the City review the Final Water Quality Management Plan (WQMP), which is prepared as part of the Final Map recordation, to determine if future development plans are consistent with the requirements set forth in the Final WQMP or if revisions are needed. If a revision to the Final WQMP or an Amendment is required, the Plan shall be developed to the satisfaction of the City and shall meet the requirements of the Riverside County Municipal Separate Storm Sewer System Permit, such that the WQMP shall demonstrate that post-construction low-impact development BMPs are incorporated into the specific proposed design and that these features would effectively reduce and/or eliminate water pollution caused by runoff flowing from developed sites into nearby receiving waters. Furthermore, prior to issuance of each building permit, the City shall review the Final Hydrology/Drainage Report, which is prepared as part of the Final Map recordation, to determine if future development plans are consistent with the requirements set forth in the Final Hydrology/Drainage Report, or if revisions are needed.

The construction of low-impact development BMPs on the Project site has already been assessed throughout the Draft SEIR as part of the overall Project implementation. This mitigation would not result in significant physical changes or effects on the environment.

5.4.9 Noise

MM-NOI-1 requires that the construction contractor limit haul truck deliveries to the same hours specified for construction equipment, and that, to the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.

Limiting the hours and routes of operation for haul trucks would not result in significant physical changes or effects on the environment.

MM-NOI-2 requires that for all phases of development, prior to issuance of a grading or building permit, the Applicant/Developer shall incorporate seven measures (as detailed in the mitigation measure within Section 4.11) to reduce short-term construction noise for off-site receivers located within 20 feet of the off-site roadway and utility improvements.

This mitigation measure includes short-term mitigative actions that would not require earthwork or any construction activities. This mitigation would not require the construction of any new structures, and these measures would be removed upon completion of construction activities. This mitigation would not result in significant physical changes or effects on the environment.

MM-NOI-3 requires that rubberized asphalt be used during construction of the off-site transportation improvements to County Line Road west of the I-10 interchange to reduce traffic-related noise increases at neighboring noise-sensitive land uses.

Using rubberized asphalt as opposed to regular asphalt for the redevelopment of a portion of County Line Road would not result in significant physical changes or effects on the environment.

MM-NOI-4 requires that prior to the issuance of a building permit for any planning area that includes residential land uses, the Project Applicant/Developer shall prepare a noise study that evaluates the proposed residential designs to ensure they will meet the City's noise standards for exterior noise levels, and if impacts are identified, the studies shall specify site design features, building modifications, exterior noise barriers, rubberized asphalt, and/or other equally effective noise abatement measures as a means of attaining exterior noise limits.

The conduct of a study and the eventual construction of barrier fencing associated with the housing has already been assessed throughout the Draft SEIR as part of the overall Project implementation. This mitigation would not result in significant physical changes or effects on the environment.

MM-NOI-5 mandates that prior to the issuance of a building permit, the Applicant/Developer shall require all units with a windows-closed condition and require a means of mechanical ventilation (e.g., air conditioning). To satisfy the 45 dBA Community Noise Equivalent Level interior noise standards for residential land use, the Applicant/Developer shall provide noise abatement measures relating to construction materials.

The use of windows, insulation, and other building materials during construction has already been assessed throughout the Draft SEIR as part of the overall Project implementation. This mitigation would not result in significant physical changes or effects on the environment.

MM-NOI-6 requires that for construction activities within 20 feet of an occupied sensitive receiver location, a 20-foot buffer setback be incorporated to restrict the use of large, loaded trucks, heavy mobile equipment greater than 80,000 pounds, jack hammers, and vibratory rollers, and that equipment within 20-feet of an occupied sensitive receiver shall be limited to small rubber-tired or alternative equipment, as well as soil compaction equipment.

The setbacks and limitations for construction equipment included in this measure would not result in significant physical changes or effects on the environment.

5.4.10 Transportation

MM-TRA-1 requires the Project Applicant/Developer, prior to the issuance of an occupancy permit for development within the Business Park planning areas, to prepare a Trip Generation and Vehicle Miles Traveled (VMT) Conformity Analysis for City review. The analysis must (1) calculate worker, vendor, and truck trips for every existing and proposed tenant; (2) demonstrate that total trips remain within the limits evaluated in the Mesa Verde Specific Plan Area 2 Amendment 2 Traffic Analysis (April 14 2025, Urban Crossroads); (3) verify that remaining trip "capacity" is sufficient for the new tenant(s); (4) confirm that Sandalwood Drive and the Interstate 10 interchange have— or will have—adequate infrastructure to handle the projected traffic without compromising access, emergency response, or roadway safety; and (5) withhold the certificate of occupancy if adequate infrastructure cannot be demonstrated. The measure also mandates a phase-by-phase VMT assessment consistent with the City of Calimesa Transportation Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment. If the Conformity Analysis determines that trips exceed the trip generation and/or that adequate roadway infrastructure would not be available, the certificate of occupancy shall not be issued or operational leas restrictions shall be placed on Business Park tenants and shall be monitored by the Business Park Owners Association..

Any future improvements to City-owned and Caltrans-owned roadway facilities would be outside of the control of the Project Applicant and are not included as components of the proposed Project. The Project Applicant would contribute to fair share funding to such improvements (e.g. payment of development impact fees, the Transportation Uniform Mitigation Fee), as necessary, and the environmental evaluation of such future improvements would be conducted by the City or Caltrans, as appropriate. Preparation and implementation of the Trip Generation and VMT Conformity Analysis in and of itself would not result in significant physical changes or effects on the environment.

5.4.11 Tribal Cultural Resources

MM-TCR-1 requires that if a Tribal Cultural Resource (TCR) is discovered during Project implementation, ground disturbing activities shall be suspended within a 60-foot radius area and an Environmentally Sensitive Area physical demarcation/barrier would be constructed. Representatives from the Consulting Tribes and the Lead Agency shall confer regarding significance of the resource, potential necessity for development of a Research Design, as well as any testing efforts.

Suspension of work and investigation of potential TCRs would not result in significant physical changes or effects on the environment.

MM-TCR-2 requires any discovery of a TCR during ground disturbing activities shall be properly recorded and if feasible reburied *in situ, for preservation in perpetuity*. If reburial in-place is not feasible, representatives from the Consulting Tribes, the Project Archaeologist, Permit Holder, and the Lead Agency shall confer regarding a Research Design and/or a Treatment Plan, as well as any testing efforts needed to delineate the resource boundary. If measures are not otherwise identified in the consultation process, the Public Resources Code describes mitigation measures that may avoid or minimize the significant adverse impacts.

The reburial of TCRs on the Project site would not result in earthwork beyond what has already been assessed in the Draft SEIR as part of the construction-related earthwork activities, and removal of TCRs would not result in any environmental impacts. This mitigation would not result in significant physical changes or effects on the environment.

MM-TCR-3 states that it is the preference of Consulting Tribes that removed cultural material be reburied as close to its original place of discovery as possible and if not feasible, then a reburial location for preservation of the resources in perpetuity shall be designated through consultation between the Consulting Tribes, the landowner, and the Lead Agency. Additionally, reburial shall not occur until all ground-disturbing activities associated with the Project have been completed, all monitoring has ceased, all cataloging and basic recordation of cultural resources has been completed, and a final monitoring report has been issued to Lead Agency, California Historical Resources Information System, and Consulting Tribes.

The reburial of TCRs on the Project site would not result in earthwork beyond what has already been assessed in the Draft SEIR as part of the construction-related earthwork activities, and removal of TCRs would not result in any environmental impacts. This mitigation would not result in significant physical changes or effects on the environment.

5.4.12 Utilities and Service Systems

MM-UTIL-1 requires the Project Applicant to coordinate with the Yucaipa Valley Water District to execute a Development Agreement that itemizes the required fair-share payment of Facility Capacity Charges to provide drinking water, recycled water, and sewer service to the Project. The provision of water and/or sewer service is contingent upon the Applicant/Developer meeting the requirements of the Yucaipa Valley Water District as provided in a Development Agreement, which shall be executed before the issuance of any building permits related to the Project.

The on-site construction activities and a portion of off-site construction activities required to serve the Project site with potable and recycled water and wastewater infrastructure improvements have already been analyzed as part of the earthwork activities assessed in the Draft SEIR. The Project Applicant/Developer may be required to contribute fair share funding for off-site facility improvements, as determined by Yucaipa Valley Water District through the preparation of the Development Agreement. The environmental evaluation of such future improvements would be conducted by the Yucaipa Valley Water District, as appropriate.

5.4.13 Wildfire

MM-WF-1 requires that prior to bringing combustibles on site, pre-construction requirements shall be approved by the Calimesa Fire Department and implemented for the Project. These requirements include but are not limited to site improvements relating to utilities, operable fire hydrants, an approved, temporary road surface, and fuel modification zones (FMZs); mowing and maintenance of FMZs throughout construction phase and landscape plantings provided in conjunction with standard Project landscape timing; and reduction of flammable vegetation by 50% on vacant lots upon commencement of construction.

The construction of improvements related to fire department compliance has already been assessed in the Draft SEIR as part of the construction-related earthwork activities. Mowing and maintenance of FMZs has already been accounted for in the Draft SEIR and would not result in significant physical changes or effects on the environment.

MM-WF-2 requires the Project Applicant/Developer, before any certificate of occupancy is issued after Phase 2, to construct a gated, all-weather emergency-access roadway that extends from the Street A/Street E intersection, crosses Yucaipa Valley Water District property, and connects northwest to Live Oak Canyon Road. The roadway must meet standards suitable for fire-department vehicles, remain closed to regular traffic, and be equipped with a gate that the Calimesa Fire Department can open and secure. No occupancy permits may be granted until the Fire Department confirms the roadway's adequacy.

Potential environmental impacts associated with the on-site portion of the emergency access roadway have been evaluated as part of this Draft SEIR. The environmental evaluation of the off-site portion of the emergency access roadway would be conducted pursuant to CEQA by the Yucaipa Valley Water District. The Project Applicant would contribute funding to such improvements as stated through the Development Agreement, and the environmental evaluation of such future improvements would be conducted by the Yucaipa Valley Water District. If the Yucaipa Valley Water District does not construct the emergency access road, the Project cannot proceed past development of Phase 2. Construction of a gated, all-weather emergency-access roadway would not be expected to create any new significant environmental effects. Once completed, the roadway would remain gated for emergency vehicles and evacuation use only, generating no daily traffic, VMT, or operational noise and air-quality effects.

MM-WF-3 requires that the Mesa Verde Specific Plan Project Homeowners Association and/or Property Owner/Property Management Company shall be responsible for long term funding and maintenance of internal private roads, fire protection systems (including fire sprinklers), and fuel modification areas, and that the Homeowners Association or similar entity shall have a contracted, third party, Calimesa Fire Department-approved FMZ inspector perform one inspection per year to ensure that FMZs are maintained in a condition that is consistent to the City, County's, and Fire Protection Plan's requirements and would provide a benefit of a wide barrier separating wildland fuels from on-site ignitions.

Providing funding for, and ongoing maintenance of, fire protection infrastructure has already been assessed in the Draft SEIR as part of the long-term operational activities. This mitigation would not result in significant physical changes or effects on the environment.

MM-WF-4 mandates that proposed landscaping shall be planned, maintained, and spaced, and that highly flammable species shall be avoided and plants listed on the Prohibited Plants List shall not be planted or allowed to become established within the FMZs or landscape areas.

Implementation of landscaping would occur throughout the Specific Plan, which would already be graded. Maintenance of landscaping would not require the construction of any new structures and would not result in significant physical changes or effects on the environment.

MM-WF-5 requires that the Mesa Verde Specific Plan Area shall include a proactive wildfire education program utilizing a multi-pronged approach to fire safety following the "Ready, Set, Go!" approach to wildfire evacuation, and that all Homeowners Associations and Property Managers for developments within the Mesa Verde Specific Plan Area shall designate a Fire Safety Coordinator(s) to oversee implementation of the wildfire education program. These mitigation measures are proposed to reduce potential impacts associated with Wildfire and include short-term mitigative actions that would not result in significant effects on the environment. Implementation of these mitigation measures would not result in any physical changes to the environment that could cause any long-term secondary impacts.

Preparation and execution of a wildfire education program would not result in significant physical changes or effects on the environment.

5.5 Effects Found Not to Be Significant

Section 15128 of the CEQA Guidelines requires that an EIR briefly describe potential environmental effects that were determined not to be significant and therefore were not discussed in detail in the EIR.

A Notice of Preparation (Appendix A) was prepared and circulated for public review on May 10, 2024, for the proposed Project. The Project would not result in significant impacts to the issue areas of Agriculture and Forestry Resources and Mineral Resources, as discussed below. Moreover, the discussion below reflects the impact analysis under the potential buildout scenario presented in Chapter 3, Project Description, of this EIR.

5.2.1 Agriculture and Forestry Resources

5.2.1.1 Mesa Verde Specific Plan EIR (2007)

The Initial Study for the Mesa Verde Specific Plan 2007 Final EIR determined that the 2005 Proposed Project's impacts to agricultural and forest resources would be less than significant.

5.2.1.2 2017 Addendum to the Mesa Verde Specific Plan EIR

According to the State's Farmland Mapping and Monitoring Program, there are no areas of Prime Farmland or Unique Farmland within the City. The nearest occurrence of special-status farmland is located approximately one mile north in San Bernardino County on the north side of Yucaipa Creek. Therefore, implementation of the 2016 Modified Project was not anticipated to result in any impacts relating to the conversion of farmland. Furthermore, there are no farmland areas under a Williamson Act contract or zoned for agricultural use within the City. The City does not zone for forest or timberland uses and even though the Mesa Verde Specific Plan Project site does include small areas of oak woodland, these areas do not qualify as forest land as defined in Public Resources Code section 12220(g) and they are not managed for forestry resources. Therefore, no impacts to forest land or timberland would occur. Compared to the 2007 Approved Project, the 2016 Modified Project would not result in any new impacts or increase the severity of any impacts relating to the conversion or loss of farmland or forestland, or conflicts with zoning for agricultural or forestry uses. Therefore, the 2017 Addendum to the Mesa Verde Specific Plan EIR determined the Project would have no impact to agricultural or forestry resources.

5.2.1.3 Mesa Verde Specific Plan Area 2 Amendment 2 Project

There are no existing agriculture or forestry activities on the Project site and no readily available opportunities for agricultural or forestry operations exist on site or in the surrounding area. According to the California Department of Conservation's California Important Farmland Finder, the Specific Plan area is not mapped as part of the state's Farmland Mapping and Monitoring Program, although it does contain farmland of local importance; thus, the Project site does not contain Prime Farmland, Unique Farmland, or Farmland of State Importance (collectively "Important Farmland") (DOC 2024a), nor does it contain any parcels under a Williamson Act contract (DOC 2024b). Additionally, neither the Project site nor the surrounding area contain forestland or timberland. Therefore, impacts associated with agriculture and forestry resources would not occur, which is consistent with the conclusions of the 2017 Addendum to the Mesa Verde Specific Plan EIR.

5.2.2 Mineral Resources

5.2.2.1 Mesa Verde Specific Plan EIR (2007)

The Initial Study for the Mesa Verde Specific Plan 2007 Final EIR determined that the 2005 Proposed Project's impacts to mineral resources would be less than significant.

5.2.2.2 2017 Addendum to the Mesa Verde Specific Plan EIR

The Mesa Verde Specific Plan Project site is within Mineral Resource Zone 3 and is not known to feature important mineral resources and has not been used in the past for mineral extraction. Therefore, like the 2007 Approved Project, implementation of the 2016 Modified Project was not anticipated to result in the loss of mineral resources

that are of high value to the region or state. The Project site is not designated as a mineral resource recovery site on local land use plans. Compared to the 2007 Approved Project, the 2016 Modified Project would not result in any new impacts or increase the severity of any impacts relating to the loss of known mineral resources. Therefore, the 2017 Addendum to the Mesa Verde Specific Plan EIR determined the Project would have no impact to mineral resources.

5.2.2.3 Mesa Verde Specific Plan Area 2 Amendment 2 Project

The Mesa Verde Specific Plan Area 2 Amendment 2 Project site is not known to include important mineral resources, has not been used in the past for mineral extraction, and is not designated as a mineral resource recovery site on local land use plans. There is an oil well, Midway Oil Syndicate 1, mapped within the northern portion of APN 413-040-018. Historically, the well was drilled to a depth of 5,386 feet and abandoned on July 20, 1926. The well status is currently listed as idle, and the operator status is listed as inactive (Appendix F). According to CalGEM, the well has been idle for 101 years, as the "Idle Start Date" is March 1, 1924, and there are no records of production or injection activity (DOC 2025). Therefore, consistent with the previously approved 2017 Addendum to the Mesa Verde Specific Plan EIR, implementation of the Mesa Verde Specific Plan Area 2 Amendment 2 Project would not result in the loss of mineral resources that are of high value to the region or state. As such, the proposed Project would continue to have no impact on mineral resources.

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6 Alternatives

6.1 Introduction

The following chapter provides an analysis of alternatives to the Mesa Verde Specific Plan Area 2 Amendment 2 Project (Project and/or Specific Plan Amendment) pursuant to the California Environmental Quality Act (CEQA) Guidelines. In developing the alternatives to be addressed in this chapter, consideration was given to the ability to meet the basic objectives of the Project, which are listed in the Project Description section and Section 6.1.2 below, and to eliminate or substantially reduce the identified significant environmental impacts, identified in Section 6.1.3 below. This chapter also provides a matrix summarizing and comparing the impacts of each Project alternative (Section 6.5), as noted in the CEQA Guidelines Section 15126.6(d).

6.1.1 Purpose and Scope

Pursuant to the CEQA Guidelines, an EIR is required to "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project." (14 CCR Section 15126.6[a]). An EIR "must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation" (14 CCR Section 15126.6[a]). An EIR "must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation" (14 CCR Section 15126.6[a]). The alternatives discussion is required even if the alternatives "would impede to some degree the attainment of the project objectives, or would be more costly" (14 CCR Section 15126.6[b]). Although an EIR should focus on alternatives that will reduce or avoid environmental impacts, an EIR may also present alternatives that will provide greater project benefits at increased environmental cost, such as an alternative involving increased project density or intensity. (*Tracy First v. City of Tracy* (2009) 177 Cal.App.4th 912; [EIR referencing increased density alternative]; *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704 [same].)

The range of alternatives is guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are included (14 CCR Section 15126.6[f]). The EIR need only examine alternatives that could feasibly attain most of the basic objectives of the project. "Among the factors that may be taken into account when addressing feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries … and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site." (14 CCR Section 15126.6[f][1]).

The inclusion of an alternative in an EIR does not constitute definitive evidence that the alternative is "feasible." The final decision regarding the feasibility of alternatives lies with the decision maker for a given project, who must make the necessary findings addressing the potential feasibility of an alternative, including whether it meets most of the basic project objectives or reduces the severity of significant environmental effects pursuant to CEQA (California Public Resources Code Section 21081; see also 14 CCR Section 15091).

Beyond these factors, the CEQA Guidelines require the analysis of a "No Project" alternative and an evaluation of alternative location(s) for the project, if feasible. Based on the alternatives analysis, an environmentally superior alternative is also to be designated. If the environmentally superior alternative is the "No Project" alternative, the EIR must identify an environmental superior alternative among the other alternatives.

6.1.2 Project Objectives

According to Section 15124(b) of the State CEQA Guidelines, "the statement of objectives should include the underlying purpose of the project". The underlying purpose for the Project stems from the need to develop a sustainable community in the City of Calimesa that creates a balance among residential, commercial, and other employment generating uses and institutional/public uses, all while being sensitive to the environment. The Project is designed to be in compliance with the vision, assumptions, goals, and policies of the City's General Plan.

The implementation of the Mesa Verde Specific Plan was known at the time of the development of the City's General Plan the proposed Mesa Verde Specific Plan Area 2 Amendment 2 is an Amendment to that previous approval. The following objectives represent the primary goals of the proposed Mesa Verde Specific Plan Area 2 Amendment 2:

1. Expand upon the City of Calimesa's approved vision for the Mesa Verde Estates Specific Plan by increasing employment opportunities and developing new generators of economic growth to increase the City's tax base.
2. Facilitate economic development for the City of Calimesa by establishing new business park uses in close proximity to the State highway system, which can help the City maintain a healthy jobs-to-housing balance ratio.
3. Increase the efficiency of the development by accommodating new employment-generating land uses within the boundaries of the Specific Plan, while maintaining a similar development footprint and preserving undeveloped open space.
4. Provide public facilities and services that would benefit the Specific Plan as well as the larger Calimesa community, including new schools, recreational and park amenities, trails, public works building, and a new fire station.
5. Create thriving and healthy neighborhoods through the provision of pedestrian amenities, including a network of sidewalks, trails, and bicycle lanes, that increase opportunities for connectivity with the community schools, parks, and commercial centers and reduce vehicle miles traveled.
6. Preserve and protect natural open space within the Specific Plan that satisfies the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan.
7. Provide the same number of residential units as in the approved Mesa Verde Estates Specific Plan, in a more clustered development area to maximize the efficient use of regional infrastructure, while helping the City meet its regional housing needs.
8. Create an efficient transportation network that maximizes the use of existing and planned infrastructure and promotes vehicular and pedestrian connectivity within the City.

6.1.3 Summary of Environmental Impacts

As presented in prior chapters of this Draft SEIR, the Project would result in significant and unavoidable impacts after implementation of all mitigation measures, as summarized in Table 6-1 below.

Table 6-1. Summary of Environmental Impacts

Environmental Topic	Threshold	Mitigation Measures	Significance Determination
4.1. Aesthetics	4.1a	MM-AES-1 and MM-AES-2	Less Than Significant with Mitigation; **Cumulatively Considerable**[1]
	4.1b	N/A	No Impact
	4.1c	MM-AES-1, MM-AES-2, and MM-BIO-12	Less Than Significant with Mitigation; **Cumulatively Considerable**[2]
	4.1d	MM-BIO-1 and MM-BIO-2	Less Than Significant with Mitigation;
4.2. Air Quality	4.2a	MM-AQ-1	**Significant and Unavoidable**
	4.2b	MM-AQ-2 through MM-AQ-28	**Significant and Unavoidable**
	4.2c	N/A	Less Than Significant
	4.2d	N/A	Less Than Significant
4.3. Biological Resources	4.3a	MM-BIO-1 through MM-BIO-10	Less Than Significant with Mitigation
	4.3b	MM-BIO-1, MM-BIO-2, MM-BIO-3, and MM-BIO-6	Less Than Significant with Mitigation
	4.3c	MM-BIO-1, MM-BIO-2, MM-BIO-6, and MM-BIO-11	Less Than Significant with Mitigation
	4.3d	MM-BIO-1, MM-BIO-2, and MM-BIO-6	Less Than Significant with Mitigation
	4.3e	MM-BIO-12	Less Than Significant with Mitigation
	4.3f	MM-BIO-1, MM-BIO-2, MM-BIO-3, MM-BIO-4, and MM-BIO-13	Less Than Significant with Mitigation
4.4. Cultural Resources	4.4a	N/A	No Impact
	4.4b	MM-CUL-1 through MM-CUL-9	Less Than Significant with Mitigation
	4.4c	MM-CUL-1, MM-CUL-3, and MM-CUL-4, MM-CUL-6, and MM-CUL-7	Less Than Significant with Mitigation
4.5. Energy	All	N/A	Less Than Significant
4.6. Geology and Soils	4.6a	N/A	Less Than Significant
	4.6b	MM-GEO-1	Less Than Significant with Mitigation
	4.6c	N/A	Less Than Significant
	4.6d	MM-GEO-2	Less Than Significant with Mitigation
	4.6e	N/A	No Impact
	4.6f	MM-GEO-3	Less Than Significant with Mitigation
4.7. Greenhouse Gas Emissions	4.7a	MM-GHG-1, MM-GHG-2, MM-GHG-3, MM-AQ-2 through MM-AQ-9, MM-AQ-13 through MM-AQ-16, MM-AQ-18 and MM-AQ 20 through MM-AQ-23	**Significant and Unavoidable**
	4.7b	MM-GHG-1, MM-GHG-2, MM-GHG-3, MM-AQ-20, and MM-AQ-22	Less Than Significant with Mitigation
4.8. Hazards and Hazardous Materials	4.8a	N/A	Less Than Significant
	4.8b	MM-HAZ-1, MM-HAZ-2, MM-HAZ-3, and MM-HAZ-4	Less Than Significant with Mitigation
	4.8c	MM-HAZ-5	Less Than Significant with Mitigation

Table 6-1. Summary of Environmental Impacts

Environmental Topic	Threshold	Mitigation Measures	Significance Determination
	4.8d	N/A	No Impact
	4.8e	N/A	No Impact
	4.8f	MM-HAZ-6, MM-TRA-1, MM-WF-1, and MM-WF-2	Less Than Significant with Mitigation
	4.8g	MM-WF-1 through MM-WF-5	Less Than Significant with Mitigation
4.10. Hydrology and Water Quality	4.9a	MM-GEO-1, MM-BIO-1, MM-HYD-1, MM-HAZ-2, and MM-HAZ-3	Less Than Significant with Mitigation
	4.9b	N/A	Less Than Significant
	4.9c(i)	MM-HYD-1	Less Than Significant with Mitigation
	4.9c(ii)	MM-HYD-1	Less Than Significant with Mitigation
	4.9c(iii)	N/A	Less Than Significant
	4.9c(iv)	N/A	Less Than Significant
	4.9d	N/A	Less Than Significant
	4.9e	N/A	Less Than Significant
4.10. Land Use and Planning	4.10a	MM-HAZ-6	Less Than Significant with Mitigation
	4.10b	MM-AQ-1 through MM-AQ-28, MM-BIO-1 through MM-BIO-13, MM-CUL-1 through MM-CUL-9, MM-GEO-1 through MM-GEO-3, MM-HAZ-1 through MM-HAZ-6, MM-HYD-1, MM-NOI-1 through MM-NOI-6, and MM-WF-1 through MM-WF-5.	Less Than Significant with Mitigation
4.11. Noise	4.11a	MM-NOI-1 through MM-NOI-5	Significant and Unavoidable
	4.11b	MM-NOI-6	Less Than Significant with Mitigation
	4.11c	N/A	No Impact
4.12. Population and Housing	4.12a	N/A	Less Than Significant
	4.12b	N/A	No Impact
4.13. Public Services	4.13a	N/A	Less Than Significant
4.14. Recreation	4.14a	N/A	Less Than Significant
	4.14b	N/A	Less Than Significant
4.15. Transportation	4.15a	N/A	Less Than Significant
	4.15b	N/A	Less Than Significant
	4.15c	MM-TRA-1	Less Than Significant with Mitigation
	4.15d	MM-HAZ-6	Less Than Significant with Mitigation
4.16. Tribal Cultural Resources	4.16a	MM-TCR-1, MM-TCR-2, and MM-TCR-3	Less Than Significant with Mitigation
	4.16b	MM-TCR-1, MM-TCR-2, and MM-TCR-3	Less Than Significant with Mitigation
4.17. Utilities and Service Systems	4.17a	MM-UTIL-1	Less Than Significant with Mitigation
	4.17b	MM-UTIL-1	Less Than Significant with Mitigation

Table 6-1. Summary of Environmental Impacts

Environmental Topic	Threshold	Mitigation Measures	Significance Determination
	4.17c	MM-UTIL-1	Less Than Significant with Mitigation
	4.17d	N/A	Less Than Significant
	4.17e	N/A	Less Than Significant
4.18. Wildfire	4.18a	MM-HAZ-6, MM-WF-1, and MM-WF-2	Less Than Significant with Mitigation
	4.18b	MM-WF-1 through MM-WF-5	Less Than Significant with Mitigation
	4.18c	MM-WF-2 through MM-WF-5	Less Than Significant with Mitigation
	4.18d	MM-HYD-1	Less Than Significant with Mitigation

Notes: All "Significant and Unavoidable" impact determinations would also cumulatively considerable, while all "No Impact" or "Less Than Significant" impact determinations would not be cumulatively considerable, unless otherwise noted.

1. Under Threshold 4.1a in Section 4.1 of this Draft SEIR, Project level impacts related to scenic vistas would be less than significant with mitigation incorporated; however, the Project's contribution to existing significant impacts on scenic vistas would be cumulatively considerable.
2. Under Threshold 4.1c in Section 4.1 of this Draft SEIR, Project level impacts related to existing visual character or quality of public views of the site and its surroundings would be less than significant with mitigation incorporated; however, the Project's contribution to existing significant impacts on scenic vistas would be cumulatively considerable.

Consistent with CEQA, the analysis presented in this chapter considers a reasonable range of alternatives to the Project and evaluates their comparative environmental impacts. The selection of alternatives and their discussion must "foster informed decision making and public participation" (CEQA Guidelines Section 15126.6[a]). Therefore, this chapter identifies potential alternatives to the Project and evaluates them, as required by CEQA.

The inclusion of an alternative in an EIR does not constitute definitive evidence that the alternative is in fact "feasible." The final decision regarding the feasibility of alternatives lies with the decision maker(s) for a given project, who must make the necessary findings addressing the potential feasibility of an alternative, including whether it meets most of the basic project objectives (provided in Section 6.1.2, Project Objectives) or reduces the severity of significant environmental effects pursuant to CEQA (California Public Resources Code, Section 21081; see also CEQA Guidelines Section 15091).

6.2 Criteria for Selecting Alternatives

In selecting the Project alternatives developed for analysis in this chapter, the City has considered a range of reasonable alternatives to the Project, or to the location of the Project that would feasibly obtain the basic objectives of the Project and avoid or substantially lessen the significant effects of the Project (14 CCR Section 15126.6[c]).

The alternatives herein have been developed to reduce the identified significant and unavoidable impacts related to aesthetics, air quality, greenhouse gas emissions, and/or noise, as well as those significant impacts of the Project that would be reduced to less-than-significant levels with implementation of mitigation (refer to Table 6-1, above).

6.3 Alternatives Considered and Removed from Further Consideration

An EIR is required to identify any alternatives that the lead agency considered but were rejected as infeasible and briefly explain the reasons for the rejection. According to the CEQA Guidelines, among the factors that may be used to eliminate an alternative from detailed consideration are the alternative's failure to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. The following discussion presents information on alternatives to the Project that were considered but rejected. These alternatives are not discussed in further detail and have been eliminated from further consideration.

6.3.1 4.9 Million Square Feet of Business Park Use; All 90-Foot Heigh Buildings

As initially proposed, the Project would have allowed 4.9 million square feet of Business Park uses with an allowable maximum building height of 90 feet in all Business Park planning areas. However, in order to reduce impacts related to aesthetics, air quality, energy, and greenhouse gas emissions, it was determined that the maximum allowable building square footage would be reduced to 4.4 million square feet and the maximum building height would be reduced to 60 feet for all Business Park Planning Areas. As this previously proposed Project design would result in increased environmental impacts and would not avoid any significant environmental impacts compared to the Project, it has been rejected. It is not discussed in further detail and has been eliminated from further consideration.

6.3.2 Alternative Locations

Development of the Project on an alternate site was considered but rejected as infeasible and because an alternative site would not meet the Project's basic objectives. Further, the prior Mesa Verde Specific Plan Area 2 Amendment 1 has been approved. To relocate the entire development to an alternate site would require contiguous, undeveloped land suitable for the construction of residential, commercial, mixed use, parks/open space, public facilities (e.g., schools), and other amenities similar in size and scale to the current Project.

Moreover, the Project applicant does not currently own or control any alternative site within area that could accommodate development of the size and scale proposed for the current Project. Costs associated with an alternative site location would also likely be significantly higher than the current Project due to large-scale land acquisition costs, higher costs of acquiring appropriately designated land, and potential demolition and redevelopment costs. Further, the City as lead agency has made the broad policy-level decision to allow for development at the current Project site. While that policy-level decision could change, it is a factor in evaluating the infeasibility of other alternative locations within the City. For all these reasons, an alternative location was considered and rejected from further analysis as infeasible.

6.4 Alternatives to the Project

This section evaluates six alternatives to the Project:

1. Alternative 1: No Project - Previously Approved 2017 Mesa Verde Specific Plan Area 2 Amendment 1
2. Alternative 2: Business Park Use Restrictions 1

3. Alternative 3: Reduced Grading /Increased Residential Density/Decreased Business Park
4. Alternative 4: Reduced Grading /Increased Residential Density/Decreased Business Park – Emergency-Access Only on County Line Road
5. Alternative 5: Active Adult Units
6. Alternative 6: Business Park Use Restrictions 2

These alternatives are summarized below and compared with the Project. For each alternative, a brief description is presented, followed by a summary impact analysis relative to the significant impacts of the Project analyzed in Chapter 4. In addition to environmental topic areas that would result in potentially significant impacts[1] for the Project, this section also includes analysis of environmental topics that, under a given alternative, may result in new significant impacts. In many cases, the Project and a project alternative may share the same level of significance (i.e., both alternatives would result in a potentially significant impact). Though the alternatives may share the same or similar level of significance under CEQA, the actual degree of impact may be different, in which case the difference may act as the basis for a conclusion of greater or lesser impacts compared to the Project.

An environmentally superior alternative is identified among the alternatives evaluated in this Draft SEIR. An alternative would be environmentally superior to the Project if it would result in fewer or less significant environmental impacts while achieving most of the basic Project objectives. The environmentally superior alternative is provided at the end of this chapter.

6.4.1 Alternative 1 – Previously Approved 2017 Mesa Verde Specific Plan Area 2 Amendment 1 (No Project)

Alternative 1, Previously Approved 2017 Mesa Verde Specific Plan Area 2 Amendment 1, is a "No Project" alternative pursuant to Section 15126.6(e) of the CEQA Guidelines and examines the environmental effects that would occur if development occurred under the previously approved 2017 Mesa Verde Specific Plan. Under this alternative, buildout of the Project site would occur as currently approved. This would include the development of up to 3,650 residential units; 250,000 square feet of commercial space; 46.5 acres of mixed-use space; 519 acres of open space; 56.2 acres of public parks and private recreation facilities; 87.5 acres of roads; and two school sites. This alternative includes the extension of Roberts Road from the Project site boundary north to County Line Road, does not include an emergency access roadway through the Yucaipa Valley Water District property to the north, and assumes County Line Road would be utilized for emergency-access only.

Aesthetics

As analyzed in the 2007 Final EIR and 2017 Addendum, Alternative 1 impacts related to a scenic vista, public views, and lighting/glare would be less than significant with mitigation incorporated. There would be no impact related to scenic resources within a scenic highway. Project impacts related to aesthetics would be consistent with the findings of the 2007 Final EIR and 2017 Addendum for Alternative 1, with the exception of the cumulatively considerable impacts related to a substantial adverse effect on a scenic vista and the existing visual character or quality of public views of the Project site and surrounding area. The proposed Business Park uses under the Project would not dominate or otherwise significantly adversely affect the scenic viewsheds available to motorists along I-10. However, as more of the open space to south is developed, the visual impact of the Business Park in the cumulative context of the loss of the mesas, hillsides, and canyons within the Northern Plateau and Ravines

[1] "Potentially significant impacts" refers to impacts that would require mitigation or would result in a significant unavoidable impact.

viewshed would become more pronounced, resulting in a cumulatively considerable impact. Although Alternative 1 does not propose any Business Bark uses, this alternative would not eliminate the significant cumulative impact related to a scenic vista and the character or quality of public views, as the Project at buildout would still be viewed in the context of the surrounding cumulative development, which was not known or considered under the previous environmental documents. None the less, due to the elimination of the Business Park uses, Alternative 1 would result in a reduced impact to aesthetics compared to the Project.

Air Quality

As analyzed in the 2007 Final EIR and 2017 Addendum, Alternative 1 would result in significant air quality impacts, even with the implementation of mitigation. As discussed in Section 4.2, Air Quality, of this Draft SEIR, the quantitative results of the construction emissions for the Project were less than the emissions previously calculated for Alternative 1. However, when compared to Alternative 1, the Project would result in greater emissions for volatile organic compounds (VOC), carbon monoxide (CO), and sulfur oxides (SO_x), even with implementation of additional mitigation. Furthermore, as shown in Table 1 of Appendix M, Alternatives—Trip Generation, the total trip generation for the Alternative 1 would be 35,928 daily vehicle trips, compared to 68,630 daily vehicle trips for the proposed Project. Therefore, operational emissions from vehicles would be reduced under Alternative 1, as this alternative would result in approximately 32,702 fewer vehicle trips. Therefore, Alternative 1 would result in reduced impacts compared to the current Project but would not reduce impacts related to air quality below significance, even with the implementation of all feasible mitigation measures.

Biological Resources

As analyzed in the 2007 Final EIR and 2017 Addendum, Alternative 1 would result in less-than-significant impacts with mitigation incorporated for all biological resource thresholds. Compared to the Project, the grading footprint under Alternative 1 would be reduced by approximately 61.4 acres. However, as discussed in Section 4.3, Biological Resources, of this Draft SEIR, the increased grading footprint under the Project would not result in any new significant biological resource impacts compared to Alternative 1. Project impacts related to biological resources would be consistent with the findings of the 2007 Final EIR and 2017 Addendum except for direct impacts to special status plant species (i.e., Threshold 4.3a), which would be reduced from less than significant with mitigation incorporated to no impact. The reduced impact determination is the result of elimination of a mitigation measure, specifically, Measure B-5 as required for Alternative 1 and identified in the 2017 Mitigation Monitoring and Reporting Program (MMRP). Measure B-5 required a pre-grading focus survey for Narrow Endemic Plant Species and Criteria Area Species and a plan for a Biologically Equivalent or Superior Preservation alternative if Narrow Endemic Plant Species and Criteria Area Species were observed and could not be avoided. Surveys for Narrow Endemic Plant Species and Criteria Area Species were conducted for the Project, and none were observed within the study area which required a survey for special status species. Although slightly different, potential off-site biological resource impacts under Alternative 1 would generally be comparable to the Project. For example, while this alternative would not result in any potential off-site impacts associated with the widening of County Line Road, off-site impacts to biological resources could still occur as a result of the extension of Roberts Road. However, due to the reduced grading footprint under Alternative 1, Alternative 1 would result in reduced impacts to biological resources compared to the Project.

Cultural and Tribal Cultural Resources

As analyzed in the 2007 Final EIR and 2017 Addendum, Alternative 1 would not cause a substantial adverse change related to substantial adverse change in the significance of a historical resource pursuant to §15064 and no impact

would occur. Impacts related to archaeological resources and human remains would be less than significant with mitigation incorporated. The 2007 Final EIR and 2017 Addendum did not include a standalone tribal cultural resource analysis. Compared to the Project, the grading footprint under Alternative 1 would be reduced by approximately 61.4 acres. However, as discussed in Sections 4.4, Cultural Resources and 4.16, Tribal Cultural Resources of this Draft SEIR, the increased grading footprint under the Project would not result in any new significant cultural resource impacts compared to Alternative 1. Project impacts related to cultural resources would be consistent with the findings of the 2007 Final EIR and 2017 Addendum for Alternative 1. Although slightly different, potential off-site cultural and tribal cultural resource impacts under Alternative 1 would generally be comparable to the Project. However, as the disturbed area under Alternative 1 would be slightly less than the Project due to the reduced grading footprint, Alternative 1 impacts would be slightly reduced for cultural and tribal cultural resources.

Geology and Soils

As analyzed in the 2007 Final EIR and 2017 Addendum, Alternative 1 impacts related to a known earthquake fault, seismic ground shaking, seismic-related ground failure (including liquefaction), landslides, loss of topsoil, expansive soil, and paleontological resources would be less than significant with mitigation incorporated; impacts related to a geologic unit or soil that is unstable would be less than significant; and there would be no impact related to use of septic tanks or alternative waste water disposal systems. Compared to the Project, the grading footprint under Alternative 1 would be reduced. However, as discussed in Section 4.6, Geology and Soils, of this Draft SEIR, the increased grading footprint under the Project would not result in any new significant geology and soils impacts compared to Alternative 1. Due to compliance with existing regulations, the Project would not require certain mitigation measures identified in the 2017 MMRP, which were applicable to Alternative 1. These include Measures GS-1, GS-2, GS-3, GS-6, GS-7, GS-8, and GS-9. As a result, impact determinations under the Project were reduced from less than significant with mitigation incorporated to less than significant for Thresholds 4.6(i), 4.6(ii). 4.6(iii), and 4.6(iv) compared to Alternative 1. However, whether due to compliance with existing regulation or implementation of mitigation, the potential impacts would be generally comparable and would be reduced to less than significant for both the Project and Alternative 1. All other Project impacts related to geology and soils would be consistent with the findings of the 2007 Final EIR and 2017 Addendum for Alternative 1. However, due to the reduced grading footprint under Alternative 1, Alternative 1 would result in reduced impacts to geology and soils compared to the Project.

Greenhouse Gas Emissions

As the 2007 Final EIR did not analyze greenhouse gas (GHG) emissions, the 2017 Addendum did not change the conclusion of the 2007 EIR, as current information on GHG emissions did not trigger the need for preparation of a subsequent or supplemental EIR pursuant to Public Resources Section 21166 and CEQA Guidelines Section 15162. Nonetheless, the 2017 Addendum quantified the emissions for Alternative 1. Not including amortized construction emissions, the total operational emissions of Alternative 1 were determined to be 75,684 metric tons (MT) of CO_2 equivalent (CO_2e), and the total operational emissions of the Alternative 1 were determined to be 74,513 MT CO_2e/year. It should be noted that the Project's operational GHG emissions, including construction-related GHG emissions amortized over 30 years, would be approximately 71,669 MT CO_2e/year, which is less than the GHG emissions estimated for Alternative 1 in the 2017 Addendum. It is assumed that this disparity is related to changes in the CalEEMod between 2017 and 2024, which underwent a substantive revision for CalEEMod Version 2020.4.0, as it is anticipated that the proposed Project would generate more GHG emissions than the previously approved project given the changes in land uses, including the inclusion of the Business Park land use. Both the Project and Alternative 1 would exceed the South Coast Air Quality Management District's (SCAQMD's)

brightline threshold of 3,000 MT CO_2e/year, resulting in a significant GHG impact under both scenarios, even after the implementation of mitigation. Furthermore, as shown in Table 1 of Appendix M, Alternatives—Trip Generation, the total trip generation for the Alternative 1 would be 35,928 daily vehicle trips, compared to 68,630 daily vehicle trips for the proposed Project. Therefore, operational emissions from vehicles would be reduced under Alternative 1, as this alternative would result in approximately 32,702 fewer vehicle trips. Therefore, as GHG emission under Alternative 1 are understood to be less than the Project, Alternative 1 would result in reduced GHG impacts.

Hazards and Hazardous Materials

As analyzed in the 2007 Final EIR and 2017 Addendum, Alternative 1 impacts related to the routine transport, use, or disposal of hazardous materials, reasonably foreseeable upset and accident conditions, and wildland fires would be less than significant with mitigation incorporated; impacts related hazards to an existing or proposed school and an adopted emergency response plan or emergency evacuation plan would be less than significant; and no impacts would occur related to airports or a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Compared to the Project, Alternative 1 does not include any industrial land uses and therefore would have no potential impacts associated with the proximity of industrial uses to schools. Alternative 1 would eliminate the need for MM-HAZ-3, which prohibits facilities located within 0.25 miles of the existing school from storing, handling, or using toxic or highly toxic gases at quantities that exceed threshold levels established by California Health and Safety Code 25532. As such, impacts related to hazards near a proposed or existing school would be reduced under Alternative 1 compared to the Project. Furthermore, due to compliance with existing regulations, the Project would not require Measure HAZ-4 as identified in the 2017 MMRP, which was applicable to Alternative 1. As a result, the impact determination under the Project was reduced from less than significant with mitigation incorporated to less than significant for Threshold 4.8a. However, whether due to compliance with existing regulation or implementation of mitigation, the potential impacts related to the routine transport, use, or disposal of hazardous materials. All other Project impacts related to hazards and hazardous materials would be consistent with the findings of the 2007 Final EIR and 2017 Addendum for Alternative 1. However, due to the elimination of Business Park/industrial use under Alternative 1, Alternative 1 would result in reduced impacts to hazards and hazardous materials compared to the Project.

Hydrology and Water Quality

As analyzed in the 2007 Final EIR and 2017 Addendum, Alternative 1 impacts related to a surface or ground water quality, substantial erosion or siltation, flooding, and polluted runoff would be less than significant with mitigation incorporated, and impacts related to groundwater supplies/sustainable groundwater management, flood flows, release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones, and implementation of a water quality control plan or sustainable groundwater management plan would be less than significant. Compared to the Project, the grading footprint under Alternative 1 would be reduced. However, as discussed in Section 4.9, Hydrology and Water Quality, of this Draft SEIR, the increased grading footprint under the Project would not result in any new significant hydrology/water quality impacts compared to Alternative 1. All Project impacts related to hydrology and water quality would be consistent with the findings of the 2007 Final EIR and 2017 Addendum for Alternative 1. Although slightly different, potential off-site hydrology/water quality impacts under Alternative 1 would generally be comparable to the Project. However, due to the reduced grading footprint under Alternative 1, Alternative 1 would result in reduced impacts to hydrology and water quality compared to the Project.

Land Use and Planning

As analyzed in the 2007 Final EIR and 2017 Addendum, impacts related to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect would be less than significant. Alternative 1 includes the extension of Roberts Road northward to create a new roadway connection to County Line Road near the I-10 Interchange. The 2007 Final EIR determined that this impact would be significant and unavoidable due to the combined effects of increased noise, traffic, and dust on the neighborhood surrounding the Roberts Road extension. Thus, the Roberts Road extension under Alternative 1 was determined to result in a significant and unavoidable impact related to the physical division of an established community. As the Project would not include the extension of Roberts Road and would have a less than significant impact with mitigation incorporated related to the physical division of an established community, the significant and unavoidable impact under Alternative 1 would constitute an increased impact determination.

As demonstrated throughout this analysis and as shown in Table 6-4, Comparison of the Environmental Impacts of Alternatives, Alternative 1 would reduce impacts associated with most potentially significant environmental topic areas addressed in this Draft SEIR (specifically, aesthetics, air quality, biological resources, cultural/tribal cultural resources, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, noise, transportation, utilities and service systems, and wildfire) and would eliminate the significant unavoidable impacts related to aesthetics and noise. The reduced environmental impacts could result in a reduction of potential conflicts with any with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. However, this alternative would not eliminate the significant unavoidable impacts related to air quality or GHG emissions. Furthermore, Alternative 1 would result in a significant and unavoidable impact related to the physical division of an established community. As such, Alternative 1 would increase impacts related to land use and planning compared to the proposed Project.

Noise

As analyzed in the 2007 Final EIR and 2017 Addendum, Alternative 1 impacts related to substantial temporary or permanent increase in ambient noise levels would be less than significant with mitigation required; impacts related to groundborne vibration would be less than significant; and there would be no impact related to airports or an airport land use plan. Under Alternative 1, County Line Road would be restricted to emergency access only. However, the Project would utilize County Line Road as a through roadway, resulting in a significant and unavoidable impact related to traffic noise along County Line Road. Furthermore, as shown in Table 1 of Appendix M, Alternatives—Trip Generation, the total trip generation for the Alternative 1 would be 35,928 daily vehicle trips, compared to 68,630 daily vehicle trips for the proposed Project. Therefore, operational vehicle noise would be reduced under Alternative 1, as this alternative would result in approximately 32,702 fewer vehicle trips. For these reasons, Alternative 1 would reduce impacts to noise and would eliminate the significant and unavoidable impact related to traffic noise along County Line Road. However, mitigation measures would still be required to reduce noise impacts to a less than significant level.

Transportation

As analyzed in the 2007 Final EIR and 2017 Addendum, impacts related to a conflict with a program, plan, ordinance or policy addressing the circulation system would be less than significant with mitigation incorporated and there would be no impacts related to hazards due to a design feature/incompatible uses or inadequate emergency access. Due to the Project's conditions of approval (COA) and/or Development Agreement, the Project would not require certain mitigation measures identified in the 2017 MMRP, which were applicable to Alternative

1. These include Measures T-1 through T-12. As a result, the impact determination under the Project was reduced from less than significant with mitigation incorporated to less than significant for Threshold 4.15(a) compared to Alternative 1. However, whether due to required compliance with the COAs/Development Agreement or implementation of mitigation, the potential impacts would be generally comparable and would be reduced to less than significant for both the Project and Alternative 1.

The transportation threshold related to potential conflicts or inconsistencies with CEQA Guidelines § 15064.3, subdivision (b) was included in the CEQA guidelines updated in 2018 for evaluating traffic impacts using the vehicle miles traveled (VMT) methodology and hence was not evaluated in the 2017 Addendum or 2007 Final EIR. However, this alternative would result in significantly fewer employees due to the elimination of the Business Park land use. The Project would result in 8,509 employees, while Alternative 1 would result in 1,043 employees, resulting in a reduction of 7,466 employees. As such, Alternative 1 would result in lower overall VMT and a VMT per service population of 17.7, compared to a VMT per service population of 24.2 under the project. Neither the Project nor Alternative 1 would be above the City's impact threshold of 38.4 VMT per service population. However, as VMT impacts would be reduced under Alternative 1, this alternative would result in a reduced transportation impact compared to the proposed Project.

Utilities and Service Systems

As analyzed in the 2007 Final EIR and 2017 Addendum, Alternative 1 impacts related to the relocation or construction of new or expanded utility facilities, water supply, and wastewater treatment would be less than significant with mitigation incorporated; and impacts related to solid waste would be less than significant; and there All Project impacts related to utilities and service systems would be consistent with the findings of the 2007 Final EIR and 2017 Addendum for Alternative 1. However, while impacts related to water supply and wastewater would be less than significant with mitigation incorporated under both the Project and Alternative 1, the water demand under Alternative 1 would be reduced by approximately 959 acre feet per year while wastewater generation would be reduced by approximately 0.5 million gallons per day. For these reasons, Alternative 1 would result in a reduced impact to utilities compared to the Project.

Wildfire

The 2007 Final EIR and 2017 Addendum did not include a standalone wildfire analysis. Regarding an adopted emergency response plan or emergency evacuation plan, both the Project and Alternative 1 would have emergency access routes via Sandalwood Drive and County Line Road. Alternative 1 would not include the emergency access roadway through the Yucaipa Velley Water District property to the north. However, under Alternative 1, emergency access would also be provided via the Roberts Road extension. While both the Project and Alternative 1 would result in the same number of units (i.e. 3,650 units), the Project would result in a substantial increase in employment due to the proposed Business Park uses. While both the Project and Alternative 1 would require mitigation to reduce impacts to a level of less than significant, the increased number of daytime employees under the Project could potentially require more emergency response and result additional roadway congestion due to the increased number of evacuees during an emergency situation. Furthermore, while Alternative 1 would not include construction and operation of a new on site fire station, Alternative 1 would also not include any Business Park uses. Business Park/industrial uses proposed as part of the Project could involve the operation of business engaged in light manufacturing, storage, warehousing/distribution, wholesaling, small-scale warehouse retail, service commercial services, public uses, churches, and educational facilities. Hazardous materials (including hazardous wastes) that are flammable could be used in manufacturing processes in the Business Park planning areas, which would represent an increased fire hazard compared to Alternative 1. While potential wildfire impacts would be reduced to

a less than significant level with the implementation of mitigation under both the Project and Alternative 1, Alternative 1 would likely result in a reduced impact due to the elimination of fire hazards associated with the Business Park uses and reduced number of on-site employees.

Feasibility

Alternative 1 could be feasibly developed due to its consistency with the previously approved specific plan (i.e., the Mesa Verde Specific Plan Area 2 Amendment 1); however, it is unlikely that buildout would occur under this alternative unless the economic and market conditions in the area changed substantially. Further, Alternative 1 does not fully satisfy the Project's basic objectives (see Section 6.1.2, above, and discussion, below).

Project Objectives

Alternative 1 would not create as much employment as the Project due to the elimination of the Business Park and Commercial planning areas. Thus, this alternative would be less effective in satisfying Objective 1 and Objective 3 and would not satisfy Objective 2. Alternative 1 would also be less effective in satisfying Objective 4 due to elimination of the fire station. Finally, Alternative 1 would be less effective in satisfying Objective 7, as it would be less clustered and would include more low-density residential development. All other basic Project objectives would be fully satisfied.

6.4.2 Alternative 2 – Business Park Use Restrictions 1

Alternative 2, Business Park Use Restrictions would limit the types of uses that could occupy the Business Park zone. Under Alternative 2 (and as with the Project) the Business Park zone would consist of 243 acres comprised of seven Planning Areas contiguously in the southeastern portion of the Project site. The maximum size of any single building for any single structure housing a warehouse, storage facility or distribution facility within the Business Park zone would be 700,000 net square feet (except for Planning Area 3, which would have a maximum building area of 240,000 square feet) and the maximum development limit would be 4,440,000 square feet of Business Park use. The maximum building height would be 60 feet for all Business Park Planning Areas.

However, Alternative 2 would reduce the amount of allowable High-Cube Fulfillment Center (Sort) uses from 1,400,000 square feet to 700,000 square feet. In total, Alternative 2 would allow for 2,800,000 square feet of general light industrial, 700,000 square feet of High-Cube Fulfillment Center (Sort), 700,000 square feet of High-Cube Fulfillment Center (Non Sort), and 240,000 square feet of professional office uses. Aside from the change in allowable uses for 700,000 square feet of Business Park use, all other Project components under Alternative 2 would be the same as the proposed Project.

Aesthetics

The Business Park use restrictions under this alternative would not substantively impact aesthetics, as maximum allowable building height and building square footage would remain the same as under the Project. As all other Project components under Alternative 2 would be the same as the proposed Project, aesthetic impacts under Alternative 2 would be similar to the Project. Alternative 2 would still result in a cumulatively considerable impact regarding public views of the Project site and surrounding areas, even after implementation of required mitigation. All aesthetic mitigation measures required under the Project would also be required under Alternative 2.

Air Quality

As Alternative 2 would not reduce building square footage and would include the same grading footprint, construction-related emissions under this alternative would be similar to the Project. However, as shown in Table 2 of Appendix M, Alternatives—Trip Generation, the total trip generation for the Alternative 2 would be 65,392 daily vehicle trips, compared to 68,630 daily vehicle trips for the proposed Project. Therefore, operational emissions from vehicles would be reduced under Alternative 2, as this alternative would result in approximately 3,238 fewer vehicle trips due the reduced amount of allowable High-Cube Fulfillment Center (Sort) uses. Therefore, Alternative 2 would result in a slightly reduced impact compared to the Project. All air quality mitigation measures required under the Project would also be required under Alternative 2, and impacts would remain significant and unavoidable.

Biological Resources

The Business Park use restrictions under this alternative would not measurably impact biological resources, as maximum allowable building square footage and layout would remain the same as under the Project. As all other Project components under Alternative 2 would be the same as the proposed Project, biological resource impacts under Alternative 2 would be similar to the Project. All biological resource mitigation measures required under the Project would also be required under Alternative 2 to reduce impacts to a less than significant level.

Cultural and Tribal Cultural Resources

The Business Park use restrictions under this alternative would not measurably impact cultural or tribal cultural resources, as maximum allowable building square footage would remain the same as under the Project and the grading footprint would not change. As all other Project components under Alternative 2 would be the same as the proposed Project, cultural and tribal cultural resource impacts under Alternative 2 would be similar to the Project. All cultural and tribal cultural resource mitigation measures required under the Project would also be required under Alternative 2 to reduce impacts to a less than significant level.

Geology and Soils

The Business Park use restrictions under this alternative would not measurably impact geology and soils, as maximum allowable building square footage would remain the same as under the Project and the grading footprint would not change. As all other Project components under Alternative 2 would be the same as the proposed Project, geology and soils impacts under Alternative 2 would be similar to the Project. All geology and soils mitigation measures required under the Project would also be required under Alternative 2 to reduce impacts to a less than significant level.

Greenhouse Gas Emissions

As Alternative 2 would not reduce building square footage and would include the same grading footprint, construction-related GHG emissions under this alternative would be similar to the Project. However, as shown in Table 2 of Appendix M, Alternatives—Trip Generation, the total trip generation for the Alternative 2 would be 65,392 daily vehicle trips, compared to 68,630 daily vehicle trips for the proposed Project. Therefore, operational emissions from vehicles would be reduced under Alternative 2, as this alternative would result in approximately 3,238 fewer vehicle trips. Therefore, Alternative 2 would result in a slightly reduced impact compared to the Project. All GHG mitigation measures required under the Project would also be required under Alternative 2, and impacts would remain significant and unavoidable.

Hazards and Hazardous Materials

The Business Park use restrictions would not include any additional restrictions related to hazards or hazardous materials. Both the Project and Alternative 2 would allow for 2,800,000 square feet of general light industrial. Regarding "Sort" and "Non-Sort" buildings, there would be no measurable difference between the types of hazardous materials handled, used, and transported. As all other Project components under Alternative 2 would be the same as the proposed Project, hazard and hazardous material impacts under Alternative 2 would be similar to the Project. All hazard mitigation measures required under the Project would also be required under Alternative 2 to reduce impacts to a less than significant level.

Hydrology and Water Quality

The Business Park use restrictions under this alternative would not measurably impact hydrology and water quality, as the maximum allowable building square footage would remain the same as under the Project and the grading footprint would not change. As all other Project components under Alternative 2 would be the same as the proposed Project, hydrology and water quality impacts under Alternative 2 would be similar to the Project. All hydrology and water quality mitigation measures required under the Project would also be required under Alternative 2 to reduce impacts to a less than significant level.

Land Use and Planning

The Business Park use restrictions under this alternative would not impact the physical division of an established community or the potential to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. As all other Project components under Alternative 2 would be the same as the proposed Project, land use and planning impacts under Alternative 2 would be similar to the Project. All mitigation measures required under the Project would also be required under Alternative 2 to reduce land use and planning impacts to a less than significant level.

Noise

As Alternative 2 would not reduce building square footage and would include a similar building layout, construction-related noise under this alternative would be similar to the Project. However, as shown in Table 2 of Appendix M, Alternatives—Trip Generation, the total trip generation for the Alternative 2 would be 65,392 daily vehicle trips, compared to 68,630 daily vehicle trips for the proposed Project. Therefore, operational noise impacts from vehicles would be reduced under Alternative 2, as this alternative would result in approximately 3,238 fewer vehicle trips. As such, operational traffic-related related noise would be slightly reduced. However, this would not eliminate the significant and unavoidable impact related to traffic noise along County Line Road, as the reduced trips would be associated with the change in Business Park uses. Vehicles and trucks associated with the Business Park uses would be anticipated to use Sandalwood Drive for ingress/egress, not County Line Road. For these reasons, Alternative 2 would result in a slightly reduced impact compared to the Project, but impacts would remain significant and unavoidable, even after implementation of required mitigation measures. All noise mitigation measures required under the Project would also be required under Alternative 2.

Transportation

As with the Project, impacts under Alternative 2 related to a potential conflict with a program, plan, ordinance or policy addressing the circulation system would be less than significant. This alternative would also require the same

mitigation as the Project to reduce potentially significant impacts related to roadway hazards and emergency access. However, this alternative would result in slightly fewer employees due to the reduction of total allowable High-Cube Fulfillment Center (Sort) building square footage. The Project would result in 8,509 employees, while Alternative 2 would result in 8,021 employees, resulting in a reduction of 488 employees. As such, Alternative 2 would result in slightly lower overall VMT and a VMT per service population of 24.0, compared to 24.2 VMT per service population under the Project. Neither the Project nor Alternative 2 would exceed the City's adopted impact threshold of 38.4 VMT per service population. However, as both overall VMT and VMT per service population would be reduced under Alternative 2, this alternative would result in a slightly reduced transportation impact compared to the Project.

Utilities and Service Systems

The Business Park use restrictions under this alternative would not measurably impact utilities. "Sort" and "Non-Sort" buildings would have similar demands regarding dry utilities and water supply and would generate similar amounts of wastewater and solid waste. As all other Project components under Alternative 2 would be the same as the proposed Project, utility impacts under Alternative 2 would be similar to the Project. All utility mitigation measures required under the Project would also be required under Alternative 2 to reduce impacts to a less than significant level.

Wildfire

The transition from "Sort" to "Non-Sort" buildings in the Business Park planning areas would not influence potential wildfire impacts. As discussed above under "Hazards and Hazardous Materials," both uses would require similar handling, use, and transport of hazardous (and potential flammable) materials. Both uses would also generate a similar number of employees. All wildfire mitigation measures required under the Project would also be required under Alternative 2 to reduce impacts to a less than significant level. As all other Project components under Alternative 2 would be the same as the proposed Project, wildfire impacts under Alternative 2 would be similar to the Project.

Feasibility

Alternative 2 could be feasibly developed; however, the increased use restrictions in the Business Park planning areas could result in less flexibility, making it more difficult to attract suitable building tenants.

Project Objectives

Compared to the Project, Alternative 2 would equally satisfy all the Project Objectives.

6.4.3 Alternative 3 – Reduced Grading/Increased Residential Density/Decreased Business Park

Alternative 3, Reduced Grading/Increased Residential Density/Decreased Business Park, would reduce the grading footprint by 264.3 acres by substantially reducing the number of single-family homes in favor of multifamily housing and attached-row townhomes, which would provide increased density within a more clustered development area. Under Alternative 3, the total unit count would remain at 3,650 but the unit mixed would be changed. Alternative 3 would include 1,256 High Residential units (i.e., multifamily; 21 dwelling units per acre), 1,080 Medium-High Residential units (i.e., attached row townhomes; 16 dwelling units per acre), and 1,314 Medium Residential units

(i.e., single-family cluster; 12 dwelling units per acre). The Low-Medium and Low Residential units would be eliminated.

The maximum square footage allowed in the Business Park land use would be reduced by 10%, from a maximum of 4,400,000 square feet to a maximum of 3,996,000 square feet. The maximum size of any single building for any single structure housing a warehouse, storage facility or distribution facility would remain at a not exceed 700,000 square feet, but the total allowable development would be reduced by 10%.

For the purposes of analysis of Alternative 3, the reduction in Business Park buildout is allocated among Planning Areas 2 through 8. Alternative 3 would allow for 1,260,000 square feet of High-Cube Fulfillment Center- Sort (reduced from 1,400,000 square feet), 2,520,000 square feet of general light industrial (reduced from 2,800,000 square feet), and 216,000 square feet of professional office use (reduced from 240,000 square feet).

The Natural Open Space (OS-N) land use category would be increased from 497.2 acres (34% of the Project site) to 760.2 acres (52.0% of the Project site), which results in a preservation of 263 acres (53% increase in open space) when compared to the proposed Project. The acreages of the other land uses would remain the same as under the proposed Project. The total acreage of park space (i.e., Open Space – Public Park [OS-PP] and Open Space – Private Recreation [OS-PR]), Public/Quasi-Public Facilities (PF), Elementary School (ES), and roads would be increased or reduced per Table 6-2, below. The Alternative 3 land use plan is illustrated in Figure 6-1, Alternative 3 Land Use Plan.

Table 6-2. Project Compared to Alternative 3

Category	Project	Alternative 4	Change
Residential Land Uses			
High Residential (H)	790 units	1,256 units	+466
Medium-High Residential (MH)	594 units	1,080 units	+486
Medium Residential (M)	1,450 units	1,314 units	-136
Low-Medium Residential (LM)	677 units	0 units	Eliminated
Low Residential (L)	139 units	0 units	Eliminated
Total	3,650 units	3,650 units	No Change
Non-Residential Land Uses			
Mixed Use (MU)	19.4 acres	19.4 acres	No Change
Commercial (C)	4.4 acres	4.4 acres	No Change
Business Park (BP)	241.9 acres	241.9 acres	No Change
Calimesa Public Works (CPW)	5.3 acres	5.3 acres	No Change
Open Space – Natural (OS-N)	497.2 acres	760.2 acres	+263 acres
OS – Public Park (OS-PP) OS – Private Recreation (OS-PR)	66.4 acres	65.7 acres	-0.7 acres
Public Facility (PF)	30.9 acres	21.9 acres	-9.0 acres
Elementary School (ES)	22.0 acres	23.6 acres	+1.6 acres
Roads	101.0 acres	82.8 acres	-18.2 acres

Aesthetics

Aesthetic impacts under Alternative 3 would be reduced as a result of more clustered residential development, reduced Business Park building square footage, and a reduced grading footprint, which would preserve 263.6

additional acres of open space. As such, Alternative 3 would result in reduced aesthetic impacts compared to the Project. Although Alternative 3 would substantially reduce the grading and residential development footprint of the Project site, the preserved portion of the Project site would be located to the farthest western portion of the property, which is not readily visible from surrounding public vantage points such as I-10. The Business Park buildings, which would be reduced from a maximum of 4,400,000 square feet to a maximum of 3,996,000 square feet, would still be pronounced and result in a visual cumulative impact, particularly considering planned development to the south of the Project site visible from I-10. As such, Alternative 3 would reduce cumulative impacts but would still result in a cumulatively considerable impact regarding public views of a scenic vista and the visual character or quality of the Project site and surrounding areas, even after implementation of required mitigation. All aesthetic mitigation measures required under the Project would also be required under Alternative 3.

Air Quality

As Alternative 3 would reduce the building square footage of the Business Park and substantially reduce the grading footprint (which would in turn reduce required earthwork/grading), the construction-related emissions under Alternative 3 would be reduced compared to the Project. Furthermore, as shown in Table 3 of Appendix M, the total trip generation for the Alternative 3 would be 60,702 daily vehicle trips, compared to 68,630 daily vehicle trips for the proposed Project. Therefore, operational emissions from vehicles would be reduced under Alternative 3 as this alternative would result in approximately 7,928 fewer vehicle trips due to elimination of single family housing in favor of multifamily and reduced Business Park building area. Therefore, Alternative 3 would result in a reduced impact compared to the Project for both short-term construction and long-term operational emissions. However, all air quality mitigation measures required under the Project would also be required under Alternative 3, and impacts would remain significant and unavoidable.

Biological Resources

Biological resource impacts under Alternative 3 would be reduced as a result of the substantially reduced grading footprint, which would preserve an additional 263.7 acres of open space, which includes mostly non-native grassland with large areas of chamise chaparral, and bush mallow scrub. Coast live oaks, scrub oaks, tamarisk, elderberry, and olive trees would also be avoided, in addition to a drainage in the southwestern portion of the property. Although specific impacts included within the Project's mitigation measures would change under this alternative (e.g., the required number of replacement trees, acres of impacts), all biological resource mitigation measures required under the Project would also be required under Alternative 3 to reduce impacts to a level of less than significant.

Cultural and Tribal Cultural Resources

Alternative 3 would reduce overall Business Park building square footage and substantially reduce the grading footprint (which would in turn substantially reduce earthwork/grading). As such, Alternative 3 would substantially reduce potential impacts to cultural and tribal cultural resources by reducing the potential for inadvertent discovery of resources during the construction phase. However, all cultural and tribal cultural resource mitigation measures required under the Project would also be required under Alternative 3 to reduce impacts to a less than significant level.

Geology and Soils

Alternative 3 would reduce overall Business Park building square footage and would substantially reduce the grading footprint (which would in turn substantially reduce earthwork/grading). As such, Alternative 3 would reduce potential impacts to geology and soils. However, all geology and soils mitigation measures required under the Project would also be required under Alternative 3 to reduce impacts to a less than significant level.

Greenhouse Gas Emissions

As Alternative 3 would reduce the overall Business Park building square footage and substantial grading footprint (which would in turn reduce required earthwork/grading), construction-related GHG emissions under this alternative would be reduced compared to the Project. Furthermore, as shown in Table 3 of Appendix M, the total trip generation for the Alternative 3 would be 60,702 daily vehicle trips, compared to 68,630 daily vehicle trips for the proposed Project. Therefore, operational GHG emissions from vehicles would be reduced under Alternative 3 as this alternative would result in approximately 7,928 fewer vehicle trips due to elimination of single family housing in favor of multifamily and reduced Business Park building area. Therefore, Alternative 3 would result in a reduced impact compared to the Project. However, all air GHG mitigation measures required under the Project would also be required under Alternative 3, and impacts would remain significant and unavoidable.

Hazards and Hazardous Materials

Due to the reduction in Business Park building square footage, there may be a slight reduction in the amount of hazardous materials handled, used, and transported on the Project site under this alternative. The reduced Business Park building area would also result in a slight reduction in on-site employment, resulting in fewer evacuees and less roadway congestion during an emergency situation. The change in residential unit type would not have a measurable impact, as residential population numbers would not change, and the types of hazardous materials used in all residential homes (regardless of unit type) are generally similar and relatively benign. For these reasons, hazard and hazardous materials impacts under Alternative 3 would be reduced compared to the Project. However, all hazard mitigation measures required under the Project would also be required under Alternative 3 to reduce impacts to a less than significant level.

Hydrology and Water Quality

Alternative 3 would reduce overall Business Park building square footage, substantially reduce the grading footprint, and would cluster residential development, which would preserve an addition 263.7 acres of open space, reduce the amount of impervious surface area, and reduce runoff. As such, Alternative 3 would reduce potential impacts to hydrology and water quality. However, all hydrology and water quality mitigation measures required under the Project would also be required under Alternative 3 to reduce impacts to a less than significant level.

Land Use and Planning

Under Alternative 3, impacts related to the physical division of an established community would be the same as the proposed Project and would be less than significant with mitigation incorporated. As demonstrated throughout this analysis and as shown in Table 6-4, Alternative 3 would reduce all the Project impacts associated with potentially significant environmental topic areas addressed in this Draft SEIR (specifically, aesthetics, air quality, biological resources, cultural/tribal cultural resources, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, noise, transportation, utilities and service systems, and wildfire). The reduced

environmental impacts could result in a reduction of potential conflicts with any with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. However, this alternative would not eliminate any significant unavoidable impacts associated with the Project. Impacts related to land use and planning under Alternative 3 would be reduced compared to the Project. However, all mitigation measures required under the Project to reduce land us and planning impacts to a less than significant level would also be required under Alternative 3.

Noise

As Alternative 3 would reduce Business Park building square footage and substantially reduce the grading footprint, construction-related noise under this alternative would be reduced compared to the Project. Furthermore, as shown in Table 3 of Appendix M, the total trip generation for the Alternative 3 would be 60,702 daily vehicle trips, compared to 68,630 daily vehicle trips for the proposed Project, resulting in a reduction of 7,928 vehicle trips. As such, operational traffic-related related noise to would be reduced. However, this reduction would likely not eliminate the significant and unavoidable impact related to traffic noise along County Line Road. For these reasons, Alternative 3 would result in a reduced impact compared to the Project., but impacts would remain significant and unavoidable, even after implementation of required mitigation measures. All noise mitigation measures required under the Project would also be required under Alternative 3.

Transportation

Impacts related to a potential conflict with a program, plan, ordinance or policy addressing the circulation system would continue to be less than significant under Alternative 3. This alternative would also require the same mitigation measures as the Project to reduce potentially significant impacts related to roadway hazards and emergency access. However, this alternative would result in slightly fewer employees due to the reduction of total allowable building square footage in the Business Park planning areas. The Project would result in 8,509 employees, while Alternative 3 would result in 8,021 employees, resulting in a reduction of 488 employees. As such, Alternative 3 would result in slightly lower overall VMT and a VMT per service population of 24.0, compared to 24.2 VMT per service population under the Project. Neither the Project nor Alternative 3 would exceed the City's adopted impact threshold of 38.4 VMT per service population. However, as both overall VMT and VMT per service population would be reduced under Alternative 3, this alternative would result in a slightly reduced transportation impact compared to the Project.

Utilities and Service Systems

The reduction in Business Park building square footage would slightly reduce the number of on-site employees, which would incrementally reduce demand associated with dry utilities and water supply and would generate less wastewater and solid waste. The changes in residential unit type would not measurably impact utility demands as residential population would remain unchanged. As such, impacts related to utilities under Alternative 3 would be reduced compared to the Project. However, all utility mitigation measures required under the Project would also be required under Alternative 3 to reduce impacts to a less than significant level.

Wildfire

As discussed above under "Hazards and Hazardous Materials," the reduced Business Park building square footage, may slightly reduce the amount of hazardous (and potentially flammable) materials handled, used, and transported on the Project site under this alternative, which could reduce the potential for accidental ignitions. The reduced

Business Park building area would also reduce the number of on-site employees, which would result in fewer evacuees and roadway congestion during an emergency wildfire situation. The changes in residential unit type and more compact residential development layout would not be likely to influence potential wildfire impacts as residential population would remain the same and there would be adequate emergency access under both scenarios. For these reasons, wildfire impacts under Alternative 3 would be reduced compared to the Project. However, all wildfire mitigation measures required under the Project would also be required under Alternative 3 to reduce impacts to a less than significant level.

Feasibility

Alternative 3 could be feasibly developed; however, Alternative 3 does not fully satisfy all of the Project's basic objectives (see Section 6.1.2, above, and discussion, below).

Project Objectives

Alternative 3 would not create as much employment as the Project due to the reduction in Business Park building area. Thus, this alternative would be slightly less effective in satisfying Objective 1, Objective 2, and Objective 3. All other basic Project objectives would be fully satisfied.

6.4.4 Alternative 4 – Reduced Grading/Increased Residential Density/Decreased Business Park – Emergency-Access Only on County Line Road

Alternative 4: Reduced Grading/Increased Residential Density/Decreased Business Park – Emergency-Access Only on County Line Road would utilize the buildout assumptions included in Alternative 3 but would also eliminate the use of County Line Road as a through-street. Under Alternative 4, Street "A" would be gated at the boundary of the Project site and would utilize County Line Road for emergency-access only, with all Project-related traffic going down Sandalwood Drive.

Aesthetics

The "Aesthetics" discussion provided above in Section 6.4.3, Alternative 3: Reduced Grading /Increased Residential Density/Decreased Business Park is also applicable to Alternative 4. In addition, the elimination of the widening of County Line Road would reduce short-term construction impacts to visual character. This alternative would result in reduced aesthetic impacts compared to the Project. However, Alternative 4 would still result in a cumulatively considerable impact regarding public views of the Project site and surrounding areas, even after implementation of required mitigation. All aesthetic mitigation measures required under the Project would also be required under Alternative 4.

Air Quality

The "Air Quality" discussion provided above in Section 6.4.3 for Alternative 3 is also applicable to Alternative 4. In addition, the elimination of the widening of County Line Road would reduce emissions impacts associated with short-term construction activities. Alternative 4 would result in a reduced impact compared to the Project. However, all air quality mitigation measures required under the Project would also be required under Alternative 4, and impacts would remain significant and unavoidable.

Biological Resources

The "Biological Resources" discussion provided above in Section 6.4.3 for Alternative 3 is also applicable to Alternative 4. The elimination of the widening of County Line Road would not result in substantive avoidance of biological resources, as the area that would be developed is predominately disturbed or landscaped. Alternative 4 would result in reduced biological resource impacts compared to the Project. Although specific elements within proposed mitigation measures may change under this alternative, all biological resource mitigation measures required under the Project would also be required under Alternative 4 to reduce impacts to a level of less than significant.

Cultural and Tribal Cultural Resources

The "Cultural and Tribal Cultural Resources" discussion provided above in Section 6.4.3 for Alternative 3 is also applicable to Alternative 4. In addition, the elimination of the widening of County Line Road would reduce impacts associated with short-term construction activities. Alternative 4 would reduce potential impacts to cultural and tribal cultural resources. However, all cultural and tribal cultural resource mitigation measures required under the Project would also be required under Alternative 4 to reduce impacts to a less than significant level.

Geology and Soils

The "Geology and Soils" discussion provided above in Section 6.4.3 for Alternative 3 is also applicable to Alternative 4. In addition, the elimination of the widening of County Line Road would reduce impacts associated with short-term construction activities. Alternative 4 would slightly reduce potential impacts to geology and soils. However, all geology and soils mitigation measures required under the Project would also be required under Alternative 4 to reduce impacts to a less than significant level.

Greenhouse Gas Emissions

The "Greenhouse Gas Emissions" discussion provided above in Section 6.4.3 for Alternative 3 is also applicable to Alternative 4. In addition, the elimination of the widening of County Line Road would reduce emissions impacts associated with short-term construction activities. Alternative 4 would result in a reduced impact compared to the Project. However, all air GHG mitigation measures required under the Project would also be required under Alternative 4, and impacts would remain significant and unavoidable.

Hazards and Hazardous Materials

The "Hazards and Hazardous Materials" discussion provided above in Section 6.4.3 for Alternative 3 related to hazardous materials handled, used, and transported is also applicable to Alternative 4. However, regarding emergency response and evacuation, under Alternative 4, the only through access point to the Project site would be via Sandalwood Drive. The Calimesa Fire Department has indicated that restricting existing 20-foot-wide County Line Road to emergency access only would result an unacceptable impairment emergency response and evacuations of the Project area. The Calimesa Fire Department has indicated that the expansion of County Line Road into a Modified Collector (within the existing right-of-way, which ranges between 60-feet and 80-feet), including 48-feet of paved roadway section, curb-to-curb (i.e. 12-foot lanes each direction, one 12-foot center turn lane, and 6-foot bicycle lanes on each side) and additional unpaved right of way on either side of the curb, is necessary to safely accommodate emergency vehicle access and emergency evacuations. All hazards and hazardous materials mitigation measures required under the Project would also be required under Alternative 4 to

reduce impacts; however, impacts related to emergency response and evacuation would be significant and unavoidable. As such, impacts related to hazards and hazardous materials under Alternative 4 would increase compared to the Project.

Hydrology and Water Quality

The "Hydrology and Water Quality" discussion provided above in Section 6.4.3 for Alternative 3 is also applicable to Alternative 4. In addition, the elimination of the widening of County Line Road would reduce emissions impacts associated with short-term construction activities. Alternative 4 would reduce potential impacts to hydrology and water quality. However, all hydrology and water quality mitigation measures required under the Project would also be required under Alternative 4 to reduce impacts to a less than significant level.

Land Use and Planning

Under Alternative 4, impacts related to the physical division of an established community would be the same as the proposed Project and would be less than significant with mitigation incorporated. However, as demonstrated throughout this analysis and as shown in Table 6-4, although Alternative 4 would reduce some Project impacts associated with potentially significant environmental topic areas addressed in this Draft SEIR (specifically, aesthetics, air quality, biological resources, cultural/tribal cultural resources, geology and soils, GHG emissions, hydrology and water quality, noise, and utilities and service systems) and would eliminate the significant unavoidable impact related to traffic noise along County Line Road, this alternative would result in several new significant unavoidable impacts related to emergency access and response times (i.e., hazards and hazardous materials, public services, transportation, and wildfire). These increased environmental impacts related to emergency access and response times could result in an increase of potential conflicts with any with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. As such, impacts under Alternative 4 related to land use and planning would increase compared to the proposed Project. The noise mitigation requirement for rubberized asphalt along County Line Road would be eliminated; however, all other mitigation measures required under the Project to reduce land use and planning impacts would also be required under Alternative 4.

Noise

The "Noise" discussion provided above in Section 6.4.3 for Alternative 3 is also applicable to Alternative 4. In addition, the elimination of the widening of County Line Road would reduce noise impacts associated with short-term construction activities. Furthermore, this alternative would eliminate the use of County Line Road as a through street. By restricting use of County Line Road to emergency access only, Alternative 4 would eliminate the significant and unavoidable impact related to operational traffic noise along County Line Road. Although, roadway noise would be increased along Sandalwood due to the accommodation of all Project-related traffic, there are no sensitive noise receptors along this roadway. For these reasons, Alternative 4 would result in a reduced impact compared to the Project. The mitigation requirement for rubberized asphalt would be eliminated, but all other noise mitigation measures required under the Project would also be required under Alternative 4 to reduce potential impacts.

Public Services

Although both the Project and Alternative 4 would include an emergency access roadway through the Yucaipa Valley Water District Property, under Alternative 4, the only through access point to the Project site would be via Sandalwood Drive, as County Line Road would be restricted to emergency access only. The Calimesa Fire

Department has indicated that restricting the existing 20-foot-wide County Line Road to emergency access only would result an unacceptable level of traffic congestion along Sandalwood Drive, which would adversely impact response times for fire, police, and other emergency medical responders. The Calimesa Fire Department has indicated that the expansion of County Line Road into a Modified Collector (within the existing right-of-way, which ranges between 60-feet and 80-feet), including 48-feet of paved roadway section, curb-to-curb (i.e. 12-foot lanes each direction, one 12-foot center turn lane, and 6-foot bicycle lanes on each side) and additional unpaved right of way on either side of the curb, is necessary to establish adequate response times within the community. Although this alternative includes construction and operation of a new on-site fire station, the fire station would be located near the Project site entrance along Sandalwood Drive and would be adversely affected by the added roadway congestion at Sandalwood Drive, causing response times to increase to an unacceptable level and would therefore result in inadequate emergency access to the Project site. This would result in a new significant impact for Public Services. The Calimesa Fire Department has indicated that there are no feasible mitigation measures to reduce this impact to a less than significant level. As such, Alternative 4 impacts to public services related to response times and emergency access to the Project site would increase under Alternative 4 and would be significant and unavoidable.

Transportation

The "Transportation" discussion related to VMT provided above in Section 6.4.3 for Alternative 3 is also applicable to Alternative 4. Overall VMT and VMT per service population under Alternative 4 would be slightly reduced compared to the Project. Regarding emergency access, under Alternative 4, the only through access point to the Project site would be via Sandalwood Drive. As discussed above under "Public Services," the Calimesa Fire Department has indicated that restricting the existing 20-foot wide County Line Road to emergency access only would result an unacceptable level of traffic congestion along Sandalwood Drive, which would result an unacceptable impairment to emergency response and evacuations of the Project area. The Calimesa Fire Department has indicated that the expansion of County Line Road into a Modified Collector (within the existing right-of-way, which ranges between 60-feet and 80-feet), including 48-feet of paved roadway section, curb-to-curb (i.e. 12-foot lanes each direction, one 12-foot center turn lane, and 6-foot bicycle lanes on each side) and additional unpaved right of way on either side of the curb, is necessary to establish adequate response times within the community. This would result in a new significant impact for transportation. The Calimesa Fire Department has indicated that there are no feasible mitigation measures to reduce this impact to a less than significant level. As such, Alternative 4 impacts to transportation related to emergency access to the Project site would increase under Alternative 4 and would be significant and unavoidable.

Utilities and Service Systems

The "Utilities and Service Systems" discussion provided above in Section 6.4.3 for Alternative 3 is also applicable to Alternative 4. Impacts related to utilities under Alternative 4 would be reduced compared to the Project. However, all utility mitigation measures required under the Project would also be required under Alternative 4 to reduce impacts to a less than significant level.

Wildfire

Under Alternative 4, the only through access point to the Project site would be via Sandalwood Drive. The Calimesa Fire Department has indicated that restricting existing 20-foot-wide County Line Road to emergency access only would result an unacceptable impairment emergency response and evacuations of the Project area. The Calimesa Fire Department has indicated that the expansion of County Line Road into a Modified Collector (within the existing

right-of-way, which ranges between 60-feet and 80-feet), including 48-feet of paved roadway section, curb-to-curb (i.e. 12-foot lanes each direction, one 12-foot center turn lane, and 6-foot bicycle lanes on each side) and additional unpaved right of way on either side of the curb, is necessary to safely accommodate emergency vehicle access and emergency evacuations. All wildfire mitigation measures required under the Project would also be required under Alternative 4 to reduce impacts; however, impacts related to emergency response and evacuation would be significant and unavoidable. As such, impacts related to wildfire under Alternative 4 would increase compared to the Project.

Feasibility

Alternative 4 could be feasibly developed; however, Alternative 4 does not fully satisfy the Project's basic objectives (see Section 6.1.2, above, and discussion, below) and would result in new significant and unavoidable impacts for public services related to increased response times for fire, police, and emergency medical providers and to transportation, hazards and hazardous materials, and wildfire due to inadequate emergency access.

Project Objectives

Alternative 4 would not create as much employment as the Project due to the reduction in Business Park building area. Thus, this alternative would be slightly less effective in satisfying Objective 1, Objective 2, and Objective 3. Alternative 4 would also not satisfy Objective 4, as the use of County Line Road for emergency access only would result in an unacceptable emergency access and response times for public services, and an unacceptable level of roadway congestion along Sandalwood Drive. All other basic Project objectives would be fully satisfied.

6.4.5 Alternative 5 – Active Adult Units

Alternative 5, Active Adult Units, would include active adult units in the Medium, Low-Medium, and Low residential unit mix. Under Alternative 5, the total unit count and unit type (i.e., High, Medium High, Medium, Low Medium, and Low) would remain the same as under the Project; however, the unit mix would now include 1,620 active adult units, specifically 875 Medium, 677 Low-Medium, and 68 Low active adult units. The overall grading acreage for the Project would remain the same, and the acres of all Planning Areas would remain the same, with the exception of the elimination of one school and corresponding reduction in the Elementary School (ES) zone by 10.3 acres. The 10.3 acres would be absorbed into the Residential Planning Areas, although the total unit count would remain at 3,650 units. However, as identified in National Association of Home Builders (NAHB), population density for age restricted dwellings units is 2.11 persons per household, compared to an average household size of 2.75 persons per household for typical dwelling units. Of the 3,650 total dwelling units, 1,620 would be active adult units. As such, the total residential population under Alternative 5 would be reduced to 9,002 compared to 10,038 under the Project (i.e., a reduction of 1,036 residents). The Alternative 5 land use plan under is illustrated in Figure 6-2, Alternative 5 Land Use Plan.

Table 6-3. Project Compared to Alternative 5

Category	Project	Alternative 5		Change
Residential Land Uses				
High Residential (H)	790 units	790 units	—	No Change
Medium-High Residential (MH)	594 units	594 units	—	No Change
Medium Residential (M)	1,450 units	1,450 units	*875 active adult units*	No Change

Low-Medium Residential (LM)	677 units	677 units	*677 active adult units*	No Change
Low Residential (L)	139 units	139 units	*68 active adult units*	No Change
Total	3,650 units	3,650 units	*1,620 active adult units*	No Change
Non-Residential Land Uses				
Mixed Use (MU)	19.4 acres	19.4 acres		No Change
Commercial (C)	4.4 acres	4.4 acres		No Change
Business Park (BP)	241.9 acres	241.9 acres		No Change
Calimesa Public Works (CPW)	5.3 acres	5.3 acres		No Change
Open Space – Natural (OS-N)	497.2 acres	497.2 acres		No Change
OS – Public Park (OS-PP) OS – Private Recreation (OS-PR)	66.4 acres	66.4 acres		No Change
Public Facility (PF)	30.9 acres	30.9 acres		No Change
Elementary School (ES)	22.0 acres	11.7 acres		-10.3
Roads	101.0 acres	101.0 acres		No Change

Aesthetics

Under Alternative 5, the inclusion of active adult units would not impact aesthetics, as the number of units, unit type, and general layout of the residential planning areas would remain the same. Likewise, the removal of one school site would not result in any measurable impact reduction, as the location of the school site in the western portion of the Project site is not readily visible from surrounding public vantage points and would be developed similar to the residential planning areas. As all other Project components under Alternative 5 would be the same as the proposed Project, aesthetic impacts under Alternative 5 would be similar to the Project. Alternative 5 would still result in a cumulatively considerable impact regarding public views of the Project site and surrounding areas, even after implementation of required mitigation. All aesthetic mitigation measures required under the Project would also be required under Alternative 5.

Air Quality

Alternative 5 would eliminate one elementary school but would allow for construction within the same grading footprint; therefore, construction-related emissions under this alternative would be similar to the Project. As shown in Table 2 of Appendix M, Alternatives—Trip Generation, the total trip generation for the Alternative 5 would be 61,466 daily vehicle trips, compared to 68,630 daily vehicle trips for the proposed Project. Therefore, operational emissions from vehicles would be reduced under Alternative 5, as this alternative would result in approximately 7,164 fewer vehicle trips due to the inclusion of active adult units, which have a lower vehicle trip rate, and removal of the school site, which would slightly reduce employment. Therefore, Alternative 5 would result in a reduced impact compared to the Project. All air quality mitigation measures required under the Project would also be required under Alternative 5, and impacts would remain significant and unavoidable.

Biological Resources

Despite the removal of the school site, this alternative would not reduce the grading footprint/disturbance area, as the school site would be developed similar to the residential planning areas. As all other Project components under Alternative 5 would be the same as the proposed Project, biological resource impacts under Alternative 5 would be

similar to the Project. All biological resource mitigation measures required under the Project would also be required under Alternative 5 to reduce impacts to a less than significant level.

Cultural and Tribal Cultural Resources

The changes proposed under Alternative 5 would not affect or reduce impacts related to cultural or tribal cultural resources. As discussed above, this alternative would not reduce the grading footprint/disturbance area, as the school site would be developed similar to the residential planning areas. Therefore, cultural and tribal cultural resource impacts under Alternative 5 would be similar to the Project. All cultural and tribal cultural resource mitigation measures required under the Project would also be required under Alternative 5 to reduce impacts to a less than significant level.

Geology and Soils

The changes proposed under Alternative 5 would not affect or reduce impacts related to geology and soils. As discussed above, this alternative would not reduce the grading footprint/disturbance area, as the school site would be developed similar to the residential planning areas. As such, geology and soils impacts under Alternative 5 would be similar to the Project. All geology and soils mitigation measures required under the Project would also be required under Alternative 5 to reduce impacts to a less than significant level.

Greenhouse Gas Emissions

Alternative 5 would eliminate one elementary school but would allow for construction within the same grading footprint; therefore, construction-related emissions under this alternative would be similar to the Project. As shown in Table 2 of Appendix M, Alternatives—Trip Generation, the total trip generation for the Alternative 5 would be 61,466 daily vehicle trips, compared to 68,630 daily vehicle trips for the proposed Project. Therefore, operational emissions from vehicles would be reduced under Alternative 5, as this alternative would result in approximately 7,164 fewer vehicle trips due the inclusion of active adult units, which have a lower vehicle trip rate, and removal of the school site, which would slightly reduce employment. Therefore, Alternative 5 would result in a reduced impact compared to the Project. All GHG mitigation measures required under the Project would also be required under Alternative 5, and impacts would remain significant and unavoidable.

Hazards and Hazardous Materials

Due to the reduced number of Project site residents as a result of the active adult units, the Project site would result in fewer evacuees and less roadway congestion during an emergency situation. Impacts related hazardous materials would be similar, as types of hazardous materials used in all residential homes (regardless of unit type) are generally similar and relatively benign. However, due to the reduced service population, hazard and hazardous material impacts under Alternative 5 would be reduced compared to the Project. All hazard mitigation measures required under the Project would also be required under Alternative 5 to reduce impacts to a less than significant level.

Hydrology and Water Quality

This alternative would not reduce the grading footprint/disturbance area, as the school site would be developed similar to the residential planning areas. As such, hydrology and water quality impact under Alternative 5 would be

similar to the Project. All hydrology and water quality mitigation measures required under the Project would also be required under Alternative 5 to reduce impacts to a less than significant level.

Land Use and Planning

The inclusion of active adult units and reduction of service population under this alternative would not measurably impact the physical division of an established community or the potential to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. As such, land use and planning impacts under Alternative 5 would be similar to the Project. All mitigation measures required under the Project would also be required under Alternative 5 to reduce land use and planning impacts to a less than significant level.

Noise

Alternative 5 would eliminate one elementary school but would allow for construction within the same grading footprint; therefore, construction-related noise under this alternative would be similar to the Project. As shown in Table 2 of Appendix M, Alternatives—Trip Generation, the total trip generation for the Alternative 5 would be 61,466 daily vehicle trips, compared to 68,630 daily vehicle trips for the proposed Project. Therefore, operational noise from vehicles would be reduced under Alternative 5, as this alternative would result in approximately 7,164 fewer vehicle trips due the inclusion of active adult units, which have a lower vehicle trip rate, and removal of the school site, which would slightly reduce employment. However, this would not eliminate the significant and unavoidable impact related to traffic noise along County Line Road. For these reasons, Alternative 5 would result in a reduced impact compared to the Project, but impacts would remain significant and unavoidable, even after implementation of required mitigation measures. All noise mitigation measures required under the Project would also be required under Alternative 5.

Transportation

Impacts related to emergency access and a potential conflict with a program, plan, ordinance or policy addressing the circulation system would continue to be less than significant under Alternative 5. This alternative would also require the same mitigation measures as the Project to reduce potentially significant impacts related to roadway hazards and emergency access. However, this alternative would result in a reduced residential population (approximately 9,001 people, as opposed to 10,038 people under the Project, equating to a reduction of 1.037 people) as a result of the inclusion of active adult units, which have a lower persons per household rate. As a result of the reduced population density, Alternative 5 would result in a slightly lower overall VMT but a slightly higher VMT per service population of 25.5, compared to 24.2 VMT per service population under the Project. Neither the Project nor Alternative 5 would exceed the City's adopted impact threshold of 38.4 VMT per service population. However, as VMT per service population would slightly increase under Alternative 5, this alternative would result in a slightly increased transportation impact compared to the Project.

Utilities and Service Systems

The inclusion of active adult units and elimination of one school site would reduce the total service population, which would in turn reduce demand associated with dry utilities and water supply and would generate slightly less wastewater and solid waste. As such, impacts related to utilities under Alternative 5 would be reduced compared to the Project. However, all utility mitigation measures required under the Project would also be required under Alternative 3 to reduce impacts to a less than significant level.

Wildfire

The changes proposed under Alternative 5 would not affect or reduce potential wildfire impacts. The types of hazardous (and potentially flammable) materials used in all residential homes, regardless of unit type, are generally similar and relatively benign. The Project and Alternative 5 would both have adequate emergency access via County Line Road and Sandalwood Drive. However, the elimination of one school site and reduced residential population would result and fewer evacuees and incrementally less roadway congestion during an emergency wildfire event. As such, wildfire impacts under Alternative 5 would be reduced compared to the Project. However, all wildfire mitigation measures required under the Project would also be required under Alternative 5 to reduce impacts to a less than significant level.

Feasibility

Alternative 5 could be feasibly developed; however, Alternative 5 does not fully satisfy the Project's basic objectives (see Section 6.1.2, above, and discussion, below).

Project Objectives

Due to the elimination of one school site, Alternative 5 would result in a slight decrease in employment and would be slightly less effective in satisfying Project Objectives 1, 2, 3, and 4. All other Project Objectives would be fully satisfied.

6.4.6 Alternative 6 – Business Park Use Restrictions 2

Similar to Alternative 2, Alternative 6, Business Park Use Restrictions 2 would limit the types of uses that could occupy the Business Park zone. Under Alternative 6 (and as with the Project) the Business Park zone would consist of 243 acres comprised of seven Planning Areas contiguously in the southeastern portion of the Project site. The maximum size of any single building for any single structure housing a warehouse, storage facility or distribution facility within the Business Park zone would be 700,000 net square feet (except for Planning Area 3, which would have a maximum building area of 240,000 square feet) and the maximum development limit would be 4,440,000 square feet of Business Park use. The maximum building height would be 60 feet for all Business Park Planning Areas.

Alternative 6 would reduce the amount of allowable High-Cube Fulfillment Center (Sort) uses from 1,400,000 square feet to 700,000 and include additional use restrictions to facilitate High Cube Transload/Short-Term Storage, High-Cube Cold Storage, and warehousing (as opposed to the general light industrial uses proposed under the Project). In total, Alternative 6 would allow for 1,900,000 square feet of High-Cube Transload/Short-Term Storage, 700,000 square feet of warehousing, 700,000 square feet of High-Cube Fulfillment Center (Sort), 700,000 square feet of High-Cube Fulfillment Center (Non Sort), 200,000 square feet of High-Cube Cold Storage, and 240,000 square feet of general office uses in the Business Park planning areas. Aside from the change in allowable uses for the Business Park planning areas, all other Project components under Alternative 6 would be the same as the proposed Project.

Aesthetics

The Business Park use restrictions under this alternative would not substantively impact aesthetics, as maximum allowable building height and building square footage would remain the same as under the Project. As all other

Project components under Alternative 6 would be the same as the proposed Project, aesthetic impacts under Alternative 6 would be similar to the Project. Alternative 6 would still result in a cumulatively considerable impact regarding public views of the Project site and surrounding areas, even after implementation of required mitigation. All aesthetic mitigation measures required under the Project would also be required under Alternative 6.

Air Quality

As Alternative 6 would not reduce building square footage and would include the same grading footprint, construction-related emissions under this alternative would be similar to the Project. However, as shown in Table 6 of Appendix M, Alternatives—Trip Generation, the total trip generation for the Alternative 6 would be 56,042 daily vehicle trips, compared to 68,630 daily vehicle trips for the proposed Project. Therefore, operational emissions from vehicles would be reduced under Alternative 6, as this alternative would result in approximately 12,588 fewer vehicle trips due the additional Business Park use restrictions. Therefore, Alternative 6 would result in a reduced impact compared to the Project. All air quality mitigation measures required under the Project would also be required under Alternative 6, and impacts would remain significant and unavoidable.

Biological Resources

The Business Park use restrictions under this alternative would not measurably impact biological resources, as maximum allowable building square footage and layout would remain the same as under the Project. As all other Project components under Alternative 6 would be the same as the proposed Project, biological resource impacts under Alternative 6 would be similar to the Project. All biological resource mitigation measures required under the Project would also be required under Alternative 6 to reduce impacts to a less than significant level.

Cultural and Tribal Cultural Resources

The Business Park use restrictions under this alternative would not measurably impact cultural or tribal cultural resources, as maximum allowable building square footage would remain the same as under the Project and the grading footprint would not change. As all other Project components under Alternative 6 would be the same as the proposed Project, cultural and tribal cultural resource impacts under Alternative 6 would be similar to the Project. All cultural and tribal cultural resource mitigation measures required under the Project would also be required under Alternative 6 to reduce impacts to a less than significant level.

Geology and Soils

The Business Park use restrictions under this alternative would not measurably impact geology and soils, as maximum allowable building square footage would remain the same as under the Project and the grading footprint would not change. As all other Project components under Alternative 6 would be the same as the proposed Project, geology and soils impacts under Alternative 6 would be similar to the Project. All geology and soils mitigation measures required under the Project would also be required under Alternative 6 to reduce impacts to a less than significant level.

Greenhouse Gas Emissions

As Alternative 6 would not reduce building square footage and would include the same grading footprint, construction-related GHG emissions under this alternative would be similar to the Project. However, as shown in Table 6 of Appendix M, Alternatives—Trip Generation, the total trip generation for the Alternative 6 would be 56,042

daily vehicle trips, compared to 68,630 daily vehicle trips for the proposed Project. Therefore, operational emissions from vehicles would be reduced under Alternative 6, as this alternative would result in approximately 12,588 fewer vehicle trips. Therefore, Alternative 6 would result in a slightly reduced impact compared to the Project. All GHG mitigation measures required under the Project would also be required under Alternative 6, and impacts would remain significant and unavoidable.

Hazards and Hazardous Materials

The Business Park use restrictions would not include any additional restrictions related to hazards or hazardous materials. There would be no measurable difference between the types of hazardous materials handled, used, and transported resulting from the transition from general light industrial to High-Cube Transload/Short-Term Storage, High-Cube Cold Storage, and warehousing, or the change in "Sort" and "Non-Sort" building square footage. As all other Project components under Alternative 6 would be the same as the proposed Project, hazard and hazardous material impacts under Alternative 6 would be similar to the Project. All hazard mitigation measures required under the Project would also be required under Alternative 6 to reduce impacts to a less than significant level.

Hydrology and Water Quality

The Business Park use restrictions under this alternative would not measurably impact hydrology and water quality, as the maximum allowable building square footage would remain the same as under the Project and the grading footprint would not change. As all other Project components under Alternative 6 would be the same as the proposed Project, hydrology and water quality impacts under Alternative 6 would be similar to the Project. All hydrology and water quality mitigation measures required under the Project would also be required under Alternative 6 to reduce impacts to a less than significant level.

Land Use and Planning

The Business Park use restrictions under this alternative would not impact the physical division of an established community or the potential to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. As all other Project components under Alternative 6 would be the same as the proposed Project, land use and planning impacts under Alternative 6 would be similar to the Project. All mitigation measures required under the Project would also be required under Alternative 6 to reduce land use and planning impacts to a less than significant level.

Noise

As Alternative 6 would not reduce building square footage and would include a similar building layout, construction-related noise under this alternative would be similar to the Project. However, as shown in Table 6 of Appendix M, Alternatives—Trip Generation, the total trip generation for the Alternative 6 would be 56,042 daily vehicle trips, compared to 68,630 daily vehicle trips for the proposed Project. Therefore, operational noise impacts from vehicles would be reduced under Alternative 6, as this alternative would result in approximately 12,588 fewer vehicle trips. As such, operational traffic-related related noise would be reduced. However, this would not eliminate the significant and unavoidable impact related to traffic noise along County Line Road, as the reduced trips would be associated with the change in Business Park uses. Vehicles and trucks associated with the Business Park uses would be anticipated to use Sandalwood Drive for ingress/egress, not County Line Road. For these reasons, Alternative 6 would result in a reduced impact compared to the Project, but impacts would remain significant and unavoidable, even after

implementation of required mitigation measures. All noise mitigation measures required under the Project would also be required under Alternative 6.

Transportation

As with the Project, impacts under Alternative 6 related to a potential conflict with a program, plan, ordinance or policy addressing the circulation system would be less than significant. This alternative would also require the same mitigation measures as the Project to reduce potentially significant impacts related to roadway hazards and emergency access. However, this alternative would result in slightly fewer employees due to the additional use restrictions in the Business Park planning areas. The Project would result in 8,509 employees, while Alternative 6 would result in 7,341 employees, resulting in a reduction of 1,168 employees. As such, Alternative 6 would result in slightly lower overall VMT and a VMT per service population of 23.6, compared to 24.2 VMT per service population under the Project. Neither the Project nor Alternative 6 would exceed the City's adopted impact threshold of 38.4 VMT per service population. However, as both overall VMT and VMT per service population would be reduced under Alternative 6, this alternative would result in a reduced transportation impact compared to the Project.

Utilities and Service Systems

The Business Park use restrictions under this alternative would not measurably impact utilities. The High-Cube Transload/Short-Term Storage, High-Cube Cold Storage, warehousing, and High-Cube Fulfillment Center uses would have similar demands regarding dry utilities and water supply and would generate similar amounts of wastewater and solid waste. As all other Project components under Alternative 6 would be the same as the proposed Project, utility impacts under Alternative 6 would be similar to the Project. All utility mitigation measures required under the Project would also be required under Alternative 6 to reduce impacts to a less than significant level.

Wildfire

The transition from "Sort" to "Non-Sort" buildings and from general light industrial to warehousing, High-Cube Cold Storage, or High-Cube Transload/Short-Term Storage in the Business Park planning areas would not influence potential wildfire impacts. As discussed above under "Hazards and Hazardous Materials," these uses would require similar handling, use, and transport of hazardous (and potential flammable) materials. These uses would also generate a similar number of employees. All wildfire mitigation measures required under the Project would also be required under Alternative 6 to reduce impacts to a less than significant level. As all other Project components under Alternative 6 would be the same as the proposed Project, wildfire impacts under Alternative 6 would be similar to the Project.

Feasibility

Alternative 6 could be feasibly developed; however, the increased use restrictions in the Business Park planning areas could result in less flexibility, making it more difficult to attract suitable building tenants.

Project Objectives

Compared to the Project, Alternative 6 would equally satisfy all the Project Objectives.

6.5 Comparison of Alternatives

Table 6-4. Comparison of the Environmental Impacts of Alternatives

Environmental Topic	Project	Alternative 1*	Alternative 2*	Alternative 3*	Alternative 4*	Alternative 5*	Alternative 6*
Aesthetics	Less Than Significant With Mitigation (Project); Significant and Unavoidable (Cumulative)	Reduced	Similar	Reduced (Still Significant and Unavoidable for Cumulative)	Reduced (Still Significant and Unavoidable for Cumulative)	Similar	Similar
Air Quality	Significant and Unavoidable (Project and Cumulative)	Reduced (Still Significant and Unavoidable)	Reduced (Still Significant and Unavoidable)	Reduced (Still Significant and Unavoidable)	Reduced (Still Significant and Unavoidable)	Reduced (Still Significant and Unavoidable)	Reduced (Still Significant and Unavoidable)
Biological Resources	Less Than Significant with Mitigation	Reduced	Similar	Reduced	Reduced	Similar	Similar
Cultural and Tribal Cultural Resources	Less Than Significant with Mitigation	Reduced	Similar	Reduced	Reduced	Similar	Similar
Geology and Soils	Less Than Significant with Mitigation	Reduced	Similar	Reduced	Reduced	Similar	Similar
Greenhouse Gas Emissions	Significant and Unavoidable (Project and Cumulative)	Reduced (Still Significant and Unavoidable)	Reduced (Still Significant and Unavoidable)	Reduced (Still Significant and Unavoidable)	Reduced (Still Significant and Unavoidable)	Reduced (Still Significant and Unavoidable)	Reduced (Still Significant and Unavoidable)
Hazards and Hazardous Materials	Less Than Significant with Mitigation	Reduced	Similar	Reduced	Increased (New Significant and Unavoidable)	Reduced	Similar

Table 6-4. Comparison of the Environmental Impacts of Alternatives

Environmental Topic	Project	Alternative 1*	Alternative 2*	Alternative 3*	Alternative 4*	Alternative 5*	Alternative 6*
Hydrology and Water Quality	Less Than Significant with Mitigation	Reduced	Similar	Reduced	Reduced	Similar	Similar
Land Use and Planning	Less Than Significant with Mitigation	Increased (New Significant and Unavoidable)	Similar	Reduced	Increased	Similar	Similar
Noise	Significant and Unavoidable (Project and Cumulative)	Reduced (Eliminates Significant and Unavoidable)	Reduced (Still Significant and Unavoidable)	Reduced (Still Significant and Unavoidable)	Reduced (Eliminates Significant and Unavoidable)	Reduced (Still Significant and Unavoidable)	Reduced (Still Significant and Unavoidable)
Public Services	Less Than Significant	—	—	—	Increased (New Significant and Unavoidable)	—	—
Transportation	Less Than Significant with Mitigation	Reduced	Reduced	Reduced	Increased (New Significant and Unavoidable)	Increased	Reduced
Utilities and Service Systems	Less Than Significant with Mitigation	Reduced	Similar	Reduced	Reduced	Reduced	Similar
Wildfire	Less Than Significant with Mitigation	Reduced	Similar	Reduced	Increased (New Significant and Unavoidable)	Reduced	Similar

*: Alternative 1: Previously Approved 2017 Mesa Verde Specific Plan Area 2 Amendment 1 (No Project); Alternative 2: Business Park Use Restrictions 1; Alternative 3: Reduced Grading/Increased Residential Density/Decreased Business Park; Alternative 4: Reduced Grading /Increased Residential Density/Decreased Business Park – Emergency-Access Only on County Line Road; Alternative 5 – Active Adult Units; Alternative 6: Business Park Use Restrictions 2.

6.6 Environmentally Superior Alternative

Section 15126.6 of the CEQA Guidelines states that an EIR must identify the "environmentally superior" alternative. "If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."

As shown above in Table 6-1, Summary of Environmental Impacts, the Project would result in significant and unavoidable impacts to aesthetics (cumulative only), air quality, GHG emissions, and noise, even with implementation of required mitigation measures. The Project would require mitigation measures to reduce potentially significant impacts to a less than significant level for biological resources, cultural and tribal cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, transportation, utilities and service systems, and wildfire.

Based on the above analysis and the comparison of impacts presented in Table 6.4, Comparison of the Environmental Impacts of Alternatives, the environmentally superior alternative would be Alternative 3, Reduced Grading/Increased Residential Density/Decreased Business Park. Alternatives 3 would reduce (still significant and unavoidable) impacts related to aesthetics, air quality, noise, and GHG emissions. Alternative 3 would also reduce impacts for biological resources, cultural and tribal cultural resources, geology and soils, GHG emissions, hazards, hydrology and water quality, land use and planning, transportation, utilities, and wildfire due to the substantially reduced grading footprint and preservation of more undeveloped open space within the Project site. Although Alternative 4 would also reduce impacts to many of the same potentially significant or significant and unavoidable environmental topic areas as Alternatives 3, and would eliminate the significant and unavoidable impact related to traffic noise along County Line Road, Alternative 4 would result in new significant unavoidable impacts to public services related to increased response times and evacuation for fire, police, and emergency medical providers and to hazards, transportation, and wildfire as a result of inadequate emergency access. While Alternatives 1 would eliminate the significant and unavoidable cumulative impact related to aesthetics, Alternative 1 would result in a new significant and unavoidable impacts related to the extension of Roberts Road and the physical division of an established community. Furthermore, Alternative 1 is a CEQA "No Project" alternative, and therefore, cannot be considered the environmentally superior alternative. Therefore, the environmentally superior alternative is Alternative 3, Reduced Grading/Increased Residential Density/Decreased Business Park.

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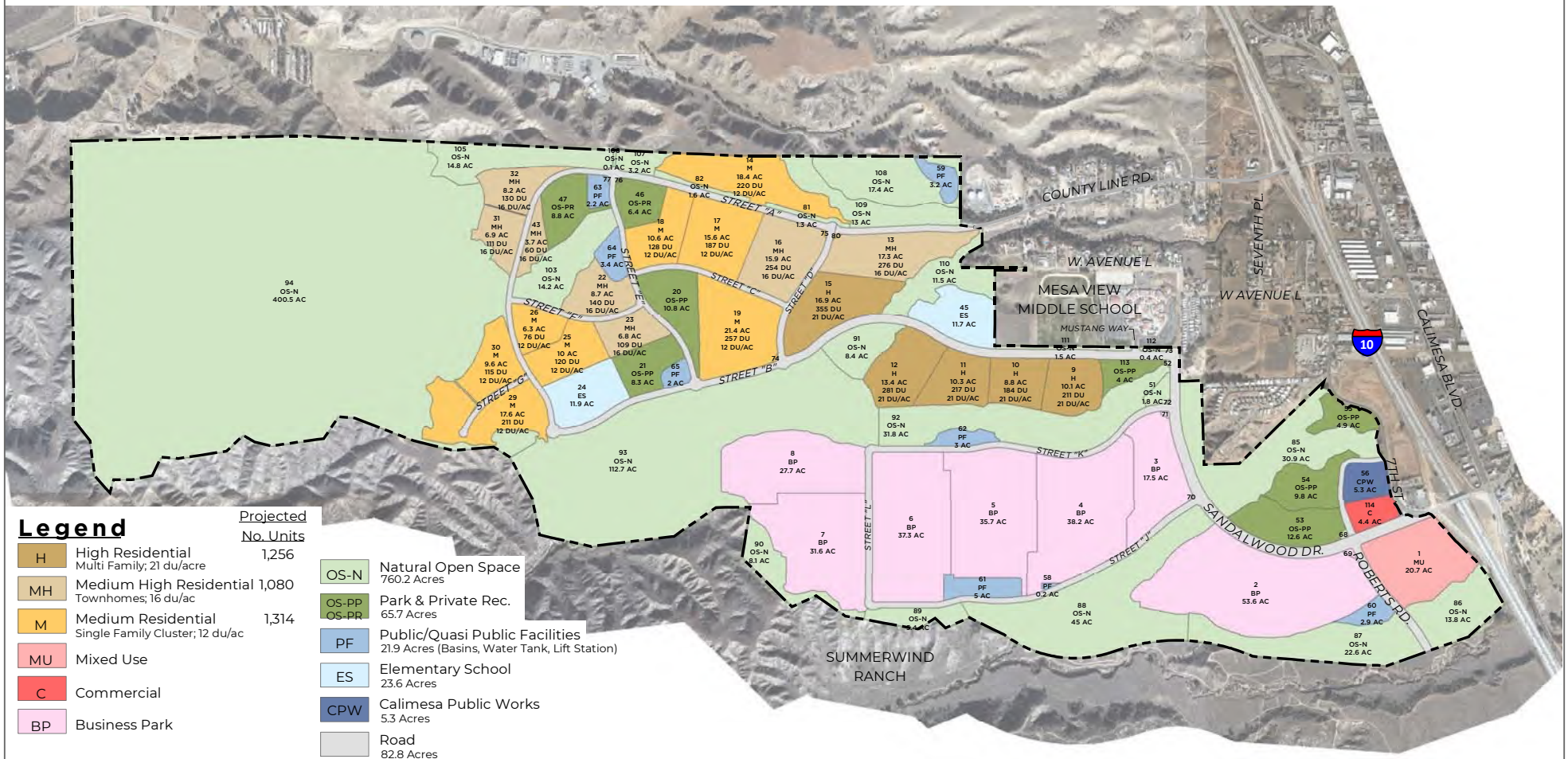

SOURCE: FORMA, September 2024

FIGURE 6-1

Alternative 3 Land Use Plan

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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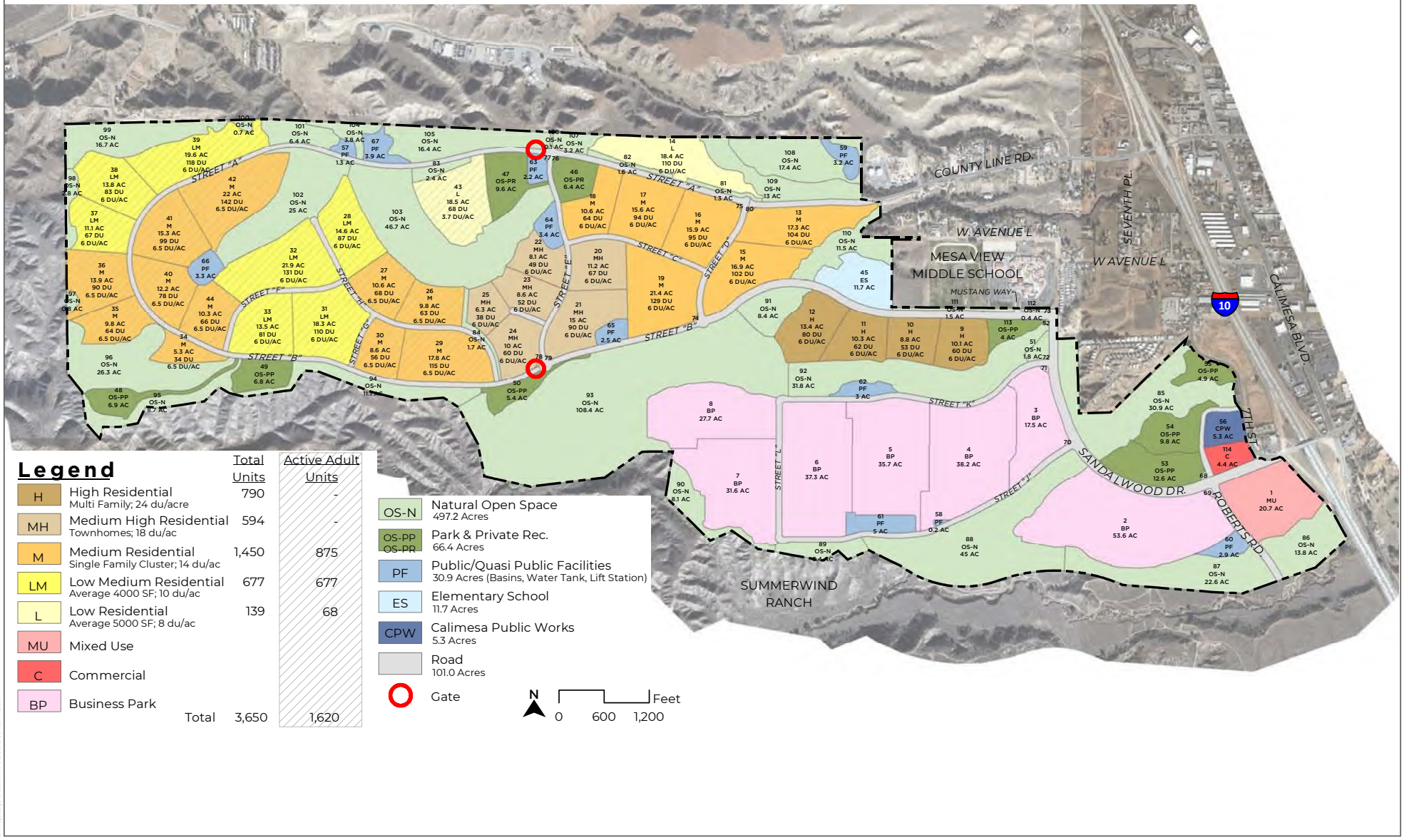

SOURCE: FORMA, September 2024

FIGURE 6-2

Alternative 5 Land Use Plan

SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project

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