Draft Environmental Impact Report
SCH No. 2023010612

Temescal Valley Commerce Center

Riverside County, California

Lead Agency
Riverside County
Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

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Lead Agency Discretionary Permits
General Plan Amendment (GPA 200007)
Change of Zone (CZ 2000028)
Plot Plan (PPT 220039)
Tentative Parcel Map (TPM 38551)

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ACRONYMS AND ABBREVIATIONS

Acronym	Definition
§	Section
§§	Sections
>	greater than
≥	greater than or equal to
24/7	24 hours per day, 7 days per week
a.m. or AM	Ante Meridiem (between the hours of midnight and noon)
AAC	Approval of Alternative Certification
AB	Assembly Bill
AC	acres
ACHP	Advisory Council on Historic Preservation
ACOE/Corps	Army Corps of Engineers
ACM	Alternative Calculation Method
ACS	American Community Survey
ADT	Average Daily Traffic
AGE	Advanced GeoEnvironmental
AIA	Airport Influence Area
AIRFA	American Indian Religious Freedom Act
ALUC	Airport Land Use Commission
amsl	above mean sea level
ANSI	American National Standards Institute
AOI	Area of Interest
A-P Act	Alquist-Priolo Earthquake Fault Zoning Act
APS	Alternative Planning Strategy
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
ASHRAE	American Society of Heating, Refrigerating and Air-Conditioning Engineers
ASTM	American Society of Testing and Materials
ASTs	Above-ground Storage Tanks
Av. / Ave.	Avenue
AQIA	Air Quality Impact Analysis
BAAQMD	Bay Area Air Quality Management District
BACM	Best Available Control Measure
BAU	Business as Usual
B.C.	Before Christ
BCGS	Bedford-Coldwater Groundwater Subbasin

ACRONYMS AND ABBREVIATIONS (CONT'D)

Acronym	Definition
BFSA	Brian F. Smith and Associates
bgs	below ground surface
Blvd.	Boulevard
BMPs	Best Management Practices
BLM	Bureau of Land Management
BRTR	Biological Resources Technical Report
BTS	Backbone Transmission System
BTU	British Thermal Unit
C&D	construction and demolition
C_2Cl_4	Perchloroethylene
C_2F_6	Hexafluoroethane
C_2H_6	Ethane
C_2H_4O	Acetaldehyde
C_4H_6	1,3-butadiene
C_6H_6	benzene
CA	California
CA MUTCD	California Manual on Uniform Traffic Control Devices
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEnviroScreen	California Communities Environmental Health Screening Tool Version 3.0
CalEPA	California Environmental Protection Agency
CalFire	California Department of Forestry and Fire Protection
Cal/OSHA	California Department of Industrial Relations Division of Occupational Safety and Health
CalSTA	California State Transportation Agency
Caltrans	California Department of Transportation
Calveno	California Vehicle Noise Emission Level
CAP	Climate Action Plan
CAPP	Community Air Protection Program
CAPCOA	California Air Pollution Control Officers Association
CAPSA	Criteria Area Plant Survey Area
CARB	California Air Resources Board
CASP	California Aviation System Plan
CAT	Climate Action Team
CBC	California Building Code
CBSC	California Building Standards Code
CC	Community Center
CCR	California Code of Regulations

ACRONYMS AND ABBREVIATIONS (CONT'D)

Acronym	Definition
CCAA	California Clear Air Act
CCW	Coldwater Canyon Wash
CDC	California Department of Conservation
CDE	California Department of Education
CDFG	California Fish and Game Code
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERS	California Environmental Reporting System
CESA	California Endangered Species Act
CFCs	Chlorofluorocarbons
CF_4	Tetrafluoromethane
cfd	Cubic Feet Per Day
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
cfs	cubic feet per second
C_2H_6	Ethane
CH_4	Methane
CH_2O	Formaldehyde
CH_3CF_2	1,1-difluoroethane
CH_2FCF	1,1,1,2-tetrafluoroethane
CHF_3	Fluoroform
CHL	California Historical Landmark
CHMIRS	California Hazardous Material Incident Reporting System
CIWMB	California Integrated Waste Management Board
CIWMP	Riverside Countywide Integrated Waste Management Plan
CLCA	California Land Conservation Act
CLOMR	Conditional Letter of Map Revision
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CNRA	California Natural Resources Agency
CNUSD	Corona-Norco Unified School District
CO	Carbon Monoxide
COG	Council of Governments
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
COH	Coefficient of Haze

ACRONYMS AND ABBREVIATIONS (CONT'D)

Acronym	Definition
COP	Community Oriented Policing Program
COPPS	Community Oriented and Policing Problem Solving Program
Corp.	U.S. Army Corps of Engineers
C-P-S	Scenic Highway Commercial
CPUC	California Public Utilities Commission
CR	Commercial Retail
CRA	Cultural Resources Assessment
CRHR	California Register of Historical Resources
CRMP	Cultural Resource Monitoring Program
Cr(VI)	Hexavalent Chromium
CSS	cross-street stop
CTA	core transport agents
CTC	California Transportation Commission
CTR	California Toxics Rule
CUP	Conditional Use Permit
CWA	Clean Water Act
CWC	California Water Code
CWL	California Watch List
CZ	Change of Zone
D	Urban and Built-Up Land
dB	decibel
dBA	A-weighted decibels
DC/TP	Discover Clause/Treatment Plan
DBESP	Determination of Biologically Equivalent or Superior Preservation
DHS	Department of Health Services
DIF	Development Impact Fee
DMV	Department of Motor Vehicles
DOE	Determination of Eligibility
DOF	Department of Finance
DPM	Diesel Particulate MatterDTSC Department of Toxic Substances Control
DU	dwelling units
DWR	California Department of Water Resources
EA	Existing plus Ambient Growth Conditions (without Project)
EAC	Existing plus Ambient plus Cumulative Conditions (without Project)
EAP	Existing plus Ambient Growth plus Project Conditions
EAPC	Existing plus Ambient Growth plus Project Conditions plus Cumulative Conditions
EP	Existing plus Project Conditions

ACRONYMS AND ABBREVIATIONS (CONT'D)

Acronym	Definition
EBGMP	Elsinore Basin Groundwater Management Plan
EC	Elemental Carbon
EDR	Environmental Data Resources, Inc.
EIA	Energy Information Administration
EIC	Eastern Information Center
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EMFAC	EMission FACtor Model
EMWD	Eastern Municipal Water District
EO	Executive Order
EPA	U.S. Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-To-Know Act
EPS	Emission Performance Standard
ESA	Environmental Site Assessment
ESA	Endangered Species Act
ESFR	Early Suppression, Fast Response (fire sprinkler system)
et seq.	*et sequentia*, meaning "and the following"
ETW	Equivalent Test Weight
EV	Electric Vehicle
EVMWD	Elsinore Valley Municipal Water District
F	Fahrenheit
FAA	Federal Aviation Administration
FAC	Facultative
FACU	Facultative Upland
FACW	Facultative Wetland
FAR	floor area ratio
FBMSMs	Facility Based Mobile Source Measures
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FERC	Federal Energy Regulatory Commission
FHSZ	Fire Hazard Severity Zone
FIMA	Federal Insurance and Mitigation Administration
FIRM	Flood Insurance Rate Map
FHWA	Federal Highway Administration
FICON	Federal Interagency Committee on Noise
FMMP	Farmland Mapping and Monitoring Program
FPP	Fire Protection Plan
FTA	Federal Transit Administration

ACRONYMS AND ABBREVIATIONS (CONT'D)

Acronym	Definition
FYI	For Your Information
G	Grazing Land
g/L	grams per liter
Gal	gallon
GBN	Ground-Based Noise
GBV	Ground-Based Vibration
GCC	Global Climate Change
Gg	Gigagrams
GHG	Greenhouse Gas
GHGA	Greenhouse Gas Analysis
GIS	Geographic Information Systems
GLA	Glenn Lukos Associates
GLO	General Land Office
GOBiz	Governor's Office of Business and Economic Development
Gov.	Governor
GPA	General Plan Amendment
gpd	gallons per day
gpm	gallons per minute
GSA	Groundwater Sustainability Agencies
GSP	Groundwater Sustainability Plans
GT&S	Gas Transmission and Storage
GVWR	Gross Vehicle Weight Rating
GWh	Gigawatt Hours
GWP	Global Warming Potential
H_2O	Water or water vapor
HANS	Habitat Acquisition and Negotiation Strategy
HAPs	Hazardous Air Pollutants
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HFCs	Hydrofluorocarbons
HHDTs	Heavy-Heavy Duty Trucks
HI	Hazard Index
HMBEP	Hazardous Materials Business Emergency Plan
HMC	Hazard Management Consulting
HMTA	Hazardous Materials Transportation Act
hp	horsepower
HR	Hour

ACRONYMS AND ABBREVIATIONS (CONT'D)

Acronym	Definition
HRA	Health Risk Assessment
HSC	Health and Safety Code
HSWA	Federal Hazardous and Solid Waste Amendments
HWCL	Hazardous Waste Control Law
Hz	Hertz (cycles per second)
I	Interstate
i.e.	that is
IA	Implementing Agreement or Implementation Agreement
IBank	California Infrastructure and Economic Development Bank
ICAO	International Civil Aviation Organization
IEPR	Integrated Energy Policy Report
in/sec	inches per second
IPCC	Intergovernmental Panel on Climate Change
IRP	Integrated Resource Planning
IS	Initial Study
ISO	California Independent Service Operator
ISO	International Organization for Standardization
ISTEA	Intermodal Surface Transportation Efficiency Act
ITIP	Interregional Transportation Improvement Plan
ITP	Incidental Take Permit
IWMA	Integrated Waste Management Act of 1989
IWMP	Integrated Waste Management Plan
kBTU	kilo-British Thermal Units
kWh	kilowatt-hour
L	Farmland of Local Importance
LACM	Natural History Museum of Los Angeles County
lbs	pounds
lbs/day	pounds per day
LCD	Liquid Crystal Display
LCFS	low carbon fuel standard
LDA	Light Duty Autos
LDT1	Light Duty Trucks 1
LDT2	Light Duty Trucks 2
LDV	Light duty vehicles
Leq	Equivalent Continuous Sound Level
LHMP	Local Hazard Mitigation Plan

ACRONYMS AND ABBREVIATIONS (CONT'D)

Acronym	Definition
LI	Light Industrial
LLWRF	Lee Lake Water Reclamation Facility
Lmax	Maximum level measured over the time interval
Lmin	Maximum level measured over the time interval
LNAP	Lakeview/Nuevo Area Plan
LOMR	Letter of Map Revision
LOS	Level of Service
LRA	Local Responsibility Area
LSA	Lake and Streambed Alteration
LSE	Load-Serving Entities
LSTs	Localized Significance Thresholds
LTOs	Licensed Timber Operators
LULUCF	Land-Use, Land-Use Change and Forestry
LUST	Leaking Underground Storage Tank
Lw	reference sound power level
MBTA	Migratory Bird Treaty Act
MDAQMD	Mojave Desert Air Quality Management District
MEISC	maximally exposed individual school child
MEIR	maximally exposed individual receptor
MEIW	maximally exposed individual worker
MGD	million gallons per day
MHDT	medium-heavy duty truck
MICR	Maximum Individual Cancer Risk
M-M	Manufacturing Medium
MM	Mitigation Measure
MMcfd	Million Cubic Feet Per Day
MMTs	million metric tonsMMTCO2e million metric tons of carbon dioxide equivalent
mpg	miles per gallon
mph	miles per hour
MPO	Metropolitan Planning Organization
M-R	Mineral Resources
M-R-A	Mineral Resources and Related Manufacturing
MRZ	Mineral Resource Zone
M-SC	Manufacturing-Service Commercial
MSHCP	Multiple Species Habitat Conservation Plan
MTCO2e/yr	Metric Tons of Carbon Dioxide Equivalent per year
n.d.	no date

ACRONYMS AND ABBREVIATIONS (CONT'D)

Acronym	Definition
NAHC	Native American Heritage Commission
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act
NAIOP	Commercial Real Estate Development Association
NB	Northbound
NBL/T	Northbound Left Turn
NBR	Northbound Right
NCCP	Natural Community Conservation Planning
NCHRP	National Cooperative Highway Research Program
NDCs	nationally determined contributions
NEPSA	Narrow Endemic Plant Survey Area
NESHAP	National Emission Standards for Hazardous Air Pollutants
NF_6	Sulfur Hexafluoride
NFA	No Further Action
NFIP	National Flood Insurance Program
NHL	National Historic Landmark
NHPA	National Historic Preservation Act
NIA	Noise Impact Analysis
NIOSH	National Institute for Occupational Safety and Health
NMFS	National Marine Fisheries Service
No.	Number
NO	Nitric Oxide
NO_2	Nitrogen Dioxide
NO_X	Nitrogen Oxides
N_2	Nitrogen
N_2O	Nitrous Oxide
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NPPA	Native Plant Protection Act
NRHP	National Register of Historic Places
NRPM	Notice of Proposed Rule Making
NPS	National Park Service
NRHP	National Register of Historic Places
NTR	National Toxics Rule
O_2	Oxygen
O_3	Ozone
OAG	Office of Attorney General
OEHHA	Office of Environmental Health Hazard Assessment

ACRONYMS AND ABBREVIATIONS (CONT'D)

Acronym	Definition
OHWM	Ordinary High-Water Mark
OHP	Office of Historic Preservation
OIH	Office of Industrial Hygiene
OPR	Office of Planning and Research
OS	Open Space
OS-CH	Open Space-Conservation Habitat
OS-MR	Open Space-Mineral Resources
OS-W	Open Space-Water
OSHA	Occupational Safety and Health Administration
P	Prime Farmland
P-WQMP	Project Specific Preliminary Water Quality Management Plan
Pb	Lead
pc/mi/ln	passenger cards per mile per lane
PCBs	Polychlorinated biphenyls
PCEs	Passenger Car Equivalents
PEL	Permissible Exposure Limit
PeMS	Caltrans Performance Measurement System
PF	Public Facilities
PFCs	Perfluorocarbons
PG&E	Pacific Gas and Electric
PHF	Peak Hour factor
p.m. or PM	Post Meridiem (between the hours of noon and midnight)
PM	Particulate Matter
$PM_{2.5}$	Fine Particulate Matter (2.5 microns or smaller)
PM_{10}	Fine Particulate Matter (10 microns or smaller)
Porter-Cologne	Porter-Cologne Water Quality Control Act
POU	Publicly Owned Utilities
ppb	parts per billion
ppm	parts per million
pp.	pages
ppt	parts per trillion
PPV	peak particle velocity
PRIMP	Paleontological Resource Impact Mitigation Program
PRPA	Paleontological Resources Preservation Act
PV	photovoltaic
RCA	Regional Conservation Authority
RCDEH	Riverside County Department of Environmental Health

ACRONYMS AND ABBREVIATIONS (CONT'D)

Acronym	Definition
RCDWR	Riverside County Department of Waste Resources
RCIT	Riverside County Information Technology
RCFCWCD	Riverside County Flood Control and Water Conservation District
RCFD	Riverside County Fire Department
RCP	Regional Comprehensive Plan
RCPG	The SCAG Regional Comprehensive Plan and Guide
RCLS	Riverside County Library System
RCRA	Resource Conservation and Recovery Act
RCSD	Riverside County Sheriff's Department
RCTC	Riverside County Transportation Commission
Rd.	Road
REC	Recognized Environmental Condition
REMEL	Reference Mean Emission Level
RGA	Recovered Government Archive
RHNA	The SCAG Regional Housing Needs Assessment
RIVTAM	Riverside Transportation Analysis Model
RM	Room(s)
RMM	Riverside Municipal Museum
RMS	root mean square
ROG	Reactive Organic Gasses
ROW or R/W	Right of Way
RPF	Registered Professional Foresters
RPS	Renewable Portfolio Standard
RTA	Riverside Transit Authority
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RWQCB	Regional Water Quality Control Board
S	Farmland of Statewide Importance
SAA	Streambed Alteration Agreement
SAWPA	Santa Ana Watershed Project Authority
SCE	Southern California Edison
s.f.	square-foot, square foot, square footage, or square feet
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SB	Southbound
SBL/T	Southbound Left Turn
SBR	Southbound Ramp

ACRONYMS AND ABBREVIATIONS (CONT'D)

Acronym	Definition
SB 1000	California Senate Bill 1000, Environmental Justice in Local Land Use Planning of 2016
SBCM	San Bernardino County Museum
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCH	California State Clearinghouse (Office of Planning and Research)
SCS	Sustainable Communities Strategy
SDAB	San Diego Air Basin
SDG&E	San Diego Gas and Electric
SDNHM	San Diego National History Museum
SDWA	Safe Drinking Water Act
SF_6	Sulfur Hexafluoride
SLF	Sacred Lands File
SFP	School Facilities Program
SFP	State fully protected
SGC	Strategic Growth Council
SGMA	Sustainable Groundwater Management Act
SHA	Safe Harbor Agreement
SHMA	Seismic Hazards Mapping Act
SHPOs	State Historic Preservation Officers
SHRC	State Historical Resources Commission
SHS	State Highway System
SIP	State Implementation Plan
SJVUAPCD	San Joaquin Valley Unified Air Pollution Control District
SKR	Stephens' Kangaroo Rat
SLCP	Short-Lived Climate Pollutants
SLPS	Short-Lived Climate Pollutant Strategy
SMARA	Surface Mining and Reclamation Act
SMP	Soil Management Plan
SO_2	Sulfur Dioxide
SO_4	Sulfates
SO_X	Sulfur Oxides
SOC	Statement of Overriding Considerations
SoCal	Southern California
SoCal Gas	Southern California Gas Company
SP	Specific Plan
SQG	Small Quantity Generator
SR	State Route

ACRONYMS AND ABBREVIATIONS (CONT'D)

Acronym	Definition
SRA	Source Receptor Area
SRA	State Responsibility Area
SRRE	Source Reduction and Recycling Element
SSC	Species of Special Concern
STIP	Statewide Transportation Improvement Plan
STU	Students
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TA	Transportation Analysis
TAC	Toxic Air Contaminants
TAZ	Traffic Analysis Zone
TCAP	Temescal Canyon Area Plan
TDA	Transportation Development Act
TEA-21	Transportation Equality Act for the 21st Century
THP	Timber Harvesting Plan
TIA	Traffic Impact Analysis
TPA	Transit Priority Area
TPD	Tons Per Day
TPH-d	Total Petroleum Hydrocarbons as Diesel
TPH-g	Total Petroleum Hydrocarbons as Gasoline
tpy	tons per year
TSCA	Toxic Substances Control Act
TS	Traffic Signal
TSF	Thousand Square Feet
TTM	Tentative Tract Map
TUMF	Transportation Uniform Mitigation Fee
TVWD	Temescal Valley Water District
TVWRF	Temescal Valley Water Reclamation Facility
U	Unique Farmland
µg	microgram
UCR	University of California Riverside
UNFCCC	United Nations' Framework Convention on Climate Change
U.S.	United States
USACE	United States Army Corps of Engineers
U.S.C.	United States Code
USDA	U.S. Department of Agriculture

ACRONYMS AND ABBREVIATIONS (CONT'D)

Acronym	Definition
USFWS	United States Fish and Wildlife Service
UPL	Upland
UWMP	Urban Water Management Plan
VdB	Vibration Decibel Notation
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOCs	Volatile Organic Compounds
vph	vehicles per hour
w/	with
w/o	without
WDRs	Waste Discharge Requirements
WMI	Watershed Management Initiative
WMIE	Waste Management of the Inland Empire
WMWD	Western Municipal Water District
WQMP	Water Quality Management Plan
WRCOG	Western Riverside Council of Governments
WRI	World Resources Institute
WRP	Waste Recycling Plan
WRRA	Water Reuse and Recycle Act
WSC	Western Science Center
WUI	Wildland-Urban Interface
X	Other Land
YBP	Years before Present
Yr	Year
ZC	Zone change
ZORI	Zones of Required Investigation

S.0 EXECUTIVE SUMMARY

S.1 INTRODUCTION

The California Environmental Quality Act (CEQA), Public Resources Code Section 18000, *et seq.* requires that before a public agency makes a decision to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about the project's potential environmental impacts, give the public an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment.

This Draft Environmental Impact Report (EIR), having California State Clearinghouse (SCH) No. 2020120546, was prepared in accordance with CEQA Guidelines Article 9, Sections 15120-15132 to evaluate the potential environmental impacts associated with planning, constructing, and operating the proposed Project, which consists of General Plan Amendment No. 200007 (GPA 200007), Change of Zone No. 2000028 (CZ 2000028), Plot Plan No. 220039 (PPT 220039), and Tentative Parcel Map No. 38551 (TPM 38551), which are collectively referred to herein as the "Project" or "proposed Project." This EIR does not recommend approval or denial of the proposed Project; rather, this EIR is a source of factual information regarding potential impacts that the Project may cause to the physical environment. The Draft EIR will be available for public review for a minimum period of 45 days. After consideration of public comment, the County of Riverside will consider certifying the Final EIR and adopting required findings.

This Executive Summary complies with CEQA Guidelines Section 15123, "Summary." This EIR includes a description of the proposed Project and evaluates the physical environmental effects that could result from Project implementation. Riverside County determined that the scope of this EIR should cover 21 subject areas. The scope includes all of the subject areas listed in Appendix G to the CEQA Guidelines and in consideration of public comment received by Riverside County in response to this EIR's Notice of Preparation (NOP). The NOP, and written comments received by Riverside County in response to the NOP, are attached to this EIR as *Technical Appendix A*. In consideration of public comment on the NOP, the 21 environmental subject areas that could be reasonably and significantly affected by planning, constructing, and/or operating the proposed Project are analyzed herein, including:

1. Aesthetics
2. Agriculture and Forestry Resources
3. Air Quality
4. Biological Resources
5. Cultural Resources
6. Energy
7. Geology and Soils
8. Greenhouse Gas Emissions
9. Hazards and Hazardous Materials
10. Hydrology and Water Quality
11. Land Use and Planning
12. Mineral Resources
13. Noise
14. Paleontological Resources
15. Population and Housing
16. Public Services
17. Recreation
18. Transportation
19. Tribal Cultural Resources
20. Utilities and Service Systems
21. Wildfire

Refer to EIR Section 4.0, *Environmental Analysis*, for a full account and analysis of the subject matters listed above. For each of the aforementioned subject areas, this EIR describes: 1) the physical conditions that existed at the approximate time this EIR's NOP was filed with the California State Clearinghouse (January 30, 2023); 2) discloses the type and magnitude of potential environmental impacts resulting from Project planning, construction, and operation; and 3) if warranted, recommends feasible mitigation measures that would reduce or avoid significant adverse environmental impacts that the proposed Project may cause. A summary of the proposed Project's significant environmental impacts and the mitigation measures imposed by Riverside County on the Project to lessen or avoid those impacts is included in this Executive Summary as Table S-1, *Summary of Impacts, Mitigation Measures, and Conclusions*. Riverside County applies mitigation measures that it determines: 1) are feasible and practical for project applicants to implement; 2) are feasible and practical for Riverside County to monitor and enforce; 3) are legal for Riverside County to impose; 4) have an essential nexus to the Project's impacts; and 5) would result in a benefit to the physical environment. CEQA does not require the Lead Agency to impose mitigation measures that are duplicative of mandatory regulatory requirements.

This EIR also discusses alternatives to the proposed Project. Alternatives are described that would attain most of the Project's objectives while avoiding or substantially lessening the proposed Project's significant adverse environmental effects. A full discussion of Project alternatives is found in Section 6.0, *Alternatives*.

S.2 PROJECT SYNOPSIS

S.2.1 LOCATION AND REGIONAL SETTING

The 46.14-acre Project site that is the subject of this EIR is located within the Temescal Canyon portion of unincorporated Riverside County, east of Interstate 15 (I-15), south of State Route 91 (SR 91), and northwest of State Route 74 (SR 74). More specifically, and as depicted on EIR Figure 2-2, the 46.14-acre Project site is located east of Temescal Canyon Road and the I-15, and southeast and southwest of Dawson Canyon Road. The Project site encompasses portion of Assessor's Parcel Numbers (APNs) 283-160-046 and 283-190-044. Under existing conditions, the Project site is vacant and undeveloped, but was previously developed with a concrete pipe manufacturing facility (Hydro Conduit). The site is largely graded and disturbed, and is regularly disced for weed and fire abatement purposes. The Temescal Wash traverses the northern corner of the Project site, while the existing Coldwater Canyon Wash drainage occurs on site along the western Project boundary. Land uses in the vicinity of the Project site include open space, undeveloped lands, aggregate mining operations, and a motorcycle race track to the south and east; an existing golf driving range, the El Sobrante Landfill, light industrial/business park uses, and open space to the north; and several business park buildings, a gasoline/service station with convenience market, open space, and I-15 to the west. To the west of I-15 is a mixture of open space and rural residences, beyond which is a master-planned residential community. Refer to EIR Section 2.0, *Environmental Setting*, for a detailed description of the local setting and surrounding land uses.

S.2.2 PROJECT SUMMARY DESCRIPTION

The Project as evaluated herein consists of applications filed by Dawson Canyon LLC (herein, "Project Applicant") for a General Plan Amendment (GPA), Change of Zone (CZ), Tentative Parcel Map (TPM), and Plot Plan (PP) to allow for future development of a 46.14-acre property located east of Temescal Canyon Road and Interstate 15 (I-15), and southeast and southwest of Dawson Canyon Road. Approximately 33.63 acres of the Project site are proposed for development with seven (7) light industrial warehouse buildings ranging in size from 33,320 square feet (s.f.) to 183,090 s.f. and with a total building area of 633,607 s.f. Approximately 1.84 acres in the northern corner of the Project site would be dedicated to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Reserve System for long-term conservation. Additionally, as part of the Project the Coldwater Canyon Wash drainage channel would be realigned from the western Project site boundary to the southeastern Project site boundary on approximately 6.90 acres of the Project site. As part of the Project, approximately 3.17 acres would be dedicated for the future realignment of Temescal Canyon Road along the southwestern boundary of the Project site, although the planned realignment would not occur as part of the Project and instead would occur in conjunction with buildout of the adjacent Serrano Commerce Center Specific Plan. Approximately 0.70-acre in the northern portion of the site would be dedicated as right-of-way for the northwest/southeast-aligned portion of Dawson Canyon Road (herein, "Dawson Canyon Road South"). Access to the site is proposed via one driveway along Temescal Canyon Road, one driveway along the southwest/northeast-aligned portion of Dawson Canyon Road (herein, "Dawson Canyon Road North), and four driveways along Dawson Canyon Road South.

Specifically, the Project Applicant is requesting the following governmental approvals from Riverside County to implement the Project (refer to Chapter 3.0, *Project Description*, for a complete description of the Project's construction and operational characteristics):

- **GPA 200007** is proposed to modify the approved land uses for the Project site. The adopted general plan designates the 46.14-acre Project site for "Light Industrial (LI)," "Community Center (CC)," and "Open Space – Water (OS-W)" land uses. As part of GPA 200007, areas designated for LI land uses would be expanded to encompass approximately 33.63 acres of the Project site. The northern 1.84 acres of the Project site are proposed to be dedicated to the Multiple Species Habitat Conservation Plan (MSHCP) Reserve System and would be designated for "Open Space – Conservation Habitat (OS-CH)" uses. Approximately 6.90 acres along the southeastern boundary of the Project site that are proposed for the realignment of the Coldwater Canyon Wash drainage channel would be designated for "Open Space – Water (OS-W)." Approximately 3.17 acres along the western boundary of the Project site would be dedicated as right-of-way for the future realignment of Temescal Canyon Road. Areas proposed for roadway dedication would not be assigned a General Plan land use designation.

- **CZ 2000028** is proposed to modify planning area boundaries, permitted uses, and development standards throughout the 46.14-acre site. Under existing conditions, the southern portion of the Project site is zoned for "Manufacturing-Medium (M-M)," while the northern portion of the Project site is zoned for "Mineral Resources & Related Manufacturing (M-R-A)." As part of CZ 2000028, approximately 33.63 acres of the Project site would be reclassified as "Manufacturing-Service Commercial (M-SC)," which would allow for a wide variety of light manufacturing and industrial uses

with plot plan approval. The northern 1.84 acres of the Project site as well as 6.90 acres along the southeastern boundary of the Project site would be rezoned for "Watercourse, Watershed & Conservation Areas (W-1)" uses. Approximately 3.17 acres along the western boundary of the Project site would be dedicated as right-of-way for the future realignment of Temescal Canyon Road, while approximately 0.70 acre in the northern portion of the site would be dedicated as right-of-way for Dawson Canyon Road South. Areas proposed for roadway dedication would not be assigned a zoning classification.

- **PPT 220039** is proposed to permit the development of approximately 33.63 acres of the 46.14-acre Project site with seven light industrial warehouse building with a total building area of 633,607 s.f., while the Coldwater Canyon Wash drainage would be realigned on site within a 180-foot-wide easement encompassing approximately 6.90 acres. Section 11.2 of Ordinance No. 348, which establishes permitted uses within the M-SC zone, allows for warehousing and distribution uses with approval of a Plot Plan. Accordingly, Plot Plan No. 220039 (PPT 220039) is proposed to allow for the development of the seven proposed light industrial warehouse buildings.

- **TPM 38551** is proposed to subdivide the two existing legal lots on site into a total of seven parcels for development with light industrial land uses and five lots to be conveyed for open space, drainage, and roadway purposes. Proposed Parcels 1 through 7 would encompass the sites for Buildings 1 through 7, as shown on PPT 220039. Lot A is intended to be conveyed to the Regional Conservation Authority (RCA) for inclusion in the MSHCP Reserve System. Lot B is proposed for the dedication of additional right-of-way (ROW) for Dawson Canyon Road South. Lots C and D are proposed for ROW dedication to accommodate the future realignment of Temescal Canyon Road, although the roadway realignment would not occur as part of the Project. Lot E is proposed for the conveyance of the realigned Coldwater Canyon Wash drainage channel to the RCFCWCD for long-term maintenance.

S.3 Areas of Controversy and Issues to Be Resolved

Substantive issues raised in response to the NOP are summarized in Table 1-1 of EIR Section 1.0. The purpose of this table is to present the primary environmental issues of concern raised by public agencies and the general public during the NOP review period. The table is not intended to list every comment received by the County during the NOP review period. Regardless of whether or not a comment is listed in the table, all applicable comments received in responses to the NOP are addressed in this EIR. Based on comments received during the NOP review period, concerns were raised regarding potential impacts to biological resources, hydrology (related to the proposed realigned Coldwater Canyon Wash drainage), traffic (in particular, the I-15 interchange at Temescal Canyon Road), and potential impacts to trails. No other areas of controversy were identified as part of the NOP process, beyond comments regarding the Project's potential environmental effects.

S.4 PROJECT ALTERNATIVES

S.4.1 NO DEVELOPMENT ALTERNATIVE

The No Development Alternative (NDA) considers no development/disturbance on the Project site beyond that which occurs under existing conditions. As such, the Project site would continue to consist of 46.14 acres of vacant and undeveloped land that was formerly utilized as a concrete pipe manufacturing facility. Under the NDA, no improvements would be made to the Project site and none of the Project's roadway, utility, or other infrastructure improvements would occur. This Alternative was selected by the Lead Agency to compare the environmental effects of the proposed Project with an alternative that would leave the Project site in its existing condition.

S.4.2 NO PROJECT (EXISTING GENERAL PLAN) ALTERNATIVE ("NPA")

The No Project (Existing General Plan) Alternative, herein referred to as the "No Project Alternative" (NPA), assumes development of the 46.14-acre property in accordance with the site's existing General Plan land use designations. Under the NPA, the 46.14-acre Project site would be developed in accordance with the site's existing General Plan and Temescal Canyon Area Plan (TCAP) land use designations. As summarized in EIR Table 6-1, the NPA would allow for the future development of 451,891 square feet (s.f.) of building area within areas designated by the Riverside County General Plan for LI land uses. Within areas designated for CC land uses, the NPA would entail the future development of approximately 27,835 s.f. of commercial retail building area on 1.6 acres; 46,391 s.f. of commercial office land uses on 1.1 acres; 52,886 s.f. of light industrial uses on 3.2 acres; 83,505 s.f. of business park uses on 3.2 acres; open space on 1.6 acres; and the realignment of Coldwater Canyon Wash on 6.9 acres. In total, the NPA would allow for 504,777 s.f. of light industrial building area on 30.5 acres; 27,835 s.f. of commercial retail building area on 1.6 acres; 46,391 s.f. of commercial office building area on 1.1 acres; 83,505 s.f. of business park building area on 3.2 acres; and open space land uses on 8.3 acres. All other components of the NPA would be similar to the proposed Project, including planned infrastructure and roadway improvements.

S.4.3 ALTERNATIVE SITE LOCATION ALTERNATIVE ("ASLA")

The Alternative Site Location Alternative (ASLA) considers development of the Project at an alternative site location. Although the Project Applicant does not own or control any nearby sites where the Project could be reasonably located, a search for available sites owned by other parties was performed in a two-mile radius, revealing two sites with potential to accommodate the Project.

ASLA No. 1 considers developing the Project on an approximately 35.27-acre property located approximately 1.4 miles north of the Project site. The Project site would remain in its existing condition but would be available for the pursuit of other development projects. There would be no realignment of the Coldwater Canyon Wash drainage channel under the ASLA, and no dedications of open space to the MSHCP Reserve System. ASLA No. 1 considers development of the Project on a currently vacant, approximately 35.27-acre property located west of and abutting the Temescal Wash, north and south of Foster Road, and east of Dial Way Court and Temescal Canyon Road. Aside from the change in site location, the physical attributes of the Project's proposed

construction and operation would be the same or similar as described in this EIR for the Project. ASLA No. 1 contemplates development of the 35.27-acre property with up to 633,607 s.f. of light industrial building area.

ASLA No. 2 considers developing the Project in the Serrano Commerce Center Specific Plan area, located south of the Project site. The Project site would remain in its existing condition but would be available for the pursuit of other development projects. There would be no realignment of the Coldwater Canyon Wash drainage channel under the ASLA, and no dedications of open space to the MSHCP Reserve System. ASLA No. 2 considers development of the Project in Planning Area 9 of the Serrano Commerce Center Specific Plan, which is located approximately 0.8-mile south of the Project site. Aside from the change in site location, the physical construction and operation would be the same or similar as described in this EIR for the Project. Specifically, ASLA No. 2 contemplates development of a portion of Serrano Commerce Center Specific Plan Planning Area 9 with up to 633,607 s.f. of light industrial building area. As part of the ASLA, Temescal Canyon Road would be constructed as planned by the Serrano Commerce Center Specific Plan in order to provide access to the ASLA No. 2 site, and a new intersection of Temescal Canyon Road and Old Temescal Canyon Road also would be constructed.

S.4.4 Reduced Project Alternative (RPA)

The Reduced Project Alternative (RPA) considers development of the Project site with warehouse building area that is 30% smaller than the warehouse buildings proposed under the Project. Implementation of the RPA would allow for up to 443,525 s.f. of warehouse building area. All other components of the RPA would be the same as proposed for the Project. Specifically, and similar to the proposed Project, the Coldwater Canyon Wash would be realigned on site on approximately 6.90 acres, and a total of approximately 1.84 acres in the northern corner of the Project site would be dedicated to the MSHCP. This alternative was selected to allow the Lead Agency (Riverside County) to consider a design for the Project site that would reduce the Project's significant and unavoidable impacts due to VMT.

S.5 EIR Process

As a first step in the CEQA compliance process, Riverside County determined that the proposed Project likely would result in significant environmental effects, and distributed a Notice of Preparation (NOP) for public review on January 30, 2023. An Initial Study was not prepared for the Project, and thus this EIR evaluates all of the environmental subjects listed in Appendix G to the CEQA Guidelines, as set forth in the County's standard Environmental Assessment Checklist form. This EIR has been prepared as a Project EIR pursuant to CEQA Guidelines § 15161. As described by CEQA Guidelines § 15161, a Project EIR is the most common type of EIR that: 1) examines the environmental impacts of a specific development project; 2) should focus primarily on the changes in the environment that would result from the development of the project; and 3) shall examine all phases of the project, including planning, construction, and operation.

This EIR represents the independent judgment of Riverside County (as the Lead Agency) and evaluates the physical environmental effects that could result from constructing and operating the proposed Project. Acting as Lead Agency, Riverside County will consider the following issues regarding the proposed Project: a) evaluation of this EIR to determine if the physical environmental impacts are adequately disclosed; b)

assessment of the adequacy and feasibility of identified mitigation measures and the potential addition, modification to, or deletion of mitigation measures, standard conditions of approval, or Project design features; c) consideration of alternatives to the Project that would reduce or eliminate significant environmental effects of the Project; and, if necessary, d) consideration of Project benefits that override the Project's unavoidable and unmitigable significant effects on the environment.

Before taking action to approve the Project, Riverside County (serving as the Lead Agency) has the obligation to: (1) ensure this EIR has been completed in accordance with CEQA; (2) review and consider the information contained in this EIR as part of its decision-making process; (3) make a statement that this EIR reflects Riverside County's independent judgment; (4) ensure that all significant effects on the environment are avoided or substantially lessened where feasible; and, if necessary (5) make written findings for each unavoidable significant environmental effect stating the reasons why mitigation measures or project alternatives identified in this EIR are infeasible and citing the specific benefits of the proposed Project that outweigh its unavoidable adverse effects (CEQA Guidelines §§ 15090-15093).

S.6 Summary of Impacts, Mitigation Measures, and Conclusions

S.6.1 Effects Found Not to Be Significant

An Initial Study was not prepared for the proposed Project, and thus this EIR evaluates all of the environmental subjects listed in Appendix G to the CEQA Guidelines, as set forth in the County's standard Environmental Assessment Checklist form. There were no issues found to be not significant as a result of the Project's NOP process.

S.6.2 Impacts of the Proposed Project

Table S-1, *Summary of Impacts, Mitigation Measures, and Conclusions*, provides a summary of the proposed Project's environmental impacts, as required by CEQA Guidelines § 15123(a). Also presented are the mitigation measures recommended by Riverside County to further avoid adverse environmental impacts or to reduce their level of significance. After the application of all feasible mitigation measures, the Project would result in a significant and unavoidable environmental effect due to Vehicle Miles Traveled (VMT), as summarized below.

- Transportation: Significant and Unavoidable Direct and Cumulatively-Considerable Impact (Vehicle Miles Traveled). With implementation of Mitigation Measure MM 4.18-2 the Project would result in 20.4 VMT per employee, which would exceed the Riverside County VMT per employee threshold by 43.7% and would exceed the Unincorporated WRCOG region baseline average total VMT per SP by 83.4%. Although Mitigation Measure MM 4.18-2 would serve to reduce the Project's VMT to the maximum practical extent, it is unlikely that the required mitigation would reduce the Project's Work VMT per employee to below the County's threshold of significance or reduce the Project's total VMT per SP to below the Unincorporated WRCOG region baseline. Accordingly, Project impacts due to VMT would represent a significant and unavoidable impact on both a direct and cumulatively-considerable basis.

Table S-1 Summary of Impacts, Mitigation Measures, and Conclusions

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
4.1 Aesthetics				
Threshold a.: There are no officially-designated scenic highway corridors within the Project's viewshed. Although I-15 is identified as a State Eligible scenic highway, due to the disturbed nature of the Project site under existing conditions, the Project site does not comprise a visual resource. Furthermore, the Project would be developed in a manner that is not visually offensive, and would be visually compatible with existing and planned developments along the east side of I-15. Therefore, the Project would not have a substantial effect upon a scenic highway corridor, and impacts would be less than significant.	Less than Significant	Impacts to aesthetics would be less than significant; thus, mitigation measures are not required.	N/A	N/A
Threshold b.: With implementation of the Project as proposed, the Project would not damage scenic resources, obstruct any prominent scenic vista or view open to the public, or result in the creation of an aesthetically offensive site open to public view. Impacts would be less than significant.	Less than Significant			
Threshold c.: The Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings and would not conflict with applicable zoning and other regulations governing scenic quality; therefore, impacts would be less than significant.	Less than Significant			
Threshold d.: The Project site is located outside of areas subject to compliance with Riverside County Ordinance No. 655, and future development on site would be required to comply with Riverside County Ordinance No. 915, which includes provisions related to lighting shielding, glare, and light trespass. Therefore, the Project would not interfere with the nighttime use of the Mt. Palomar Observatory, and impacts would be less than significant.	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Threshold e.: Future development on the Project site would be subject to Riverside County Ordinance No. 915, which requires that all outdoor luminaires shall be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way. Furthermore, none of the Project's proposed building materials would consist of reflective materials, except for the proposed windows, which would not be mirrored and would have similar low-potential glare characteristics as do other glass windows on buildings in the Project vicinity. Accordingly, and because the Project would be required to comply with the lighting provisions of Riverside County Ordinance No. 915, impacts due to Project lighting and glare would be less than significant.	Less than Significant			
Threshold f.: The nearest residentially-designated properties occur to the west of the I-15. Furthermore, and as noted above, the Project would be subject to Riverside County Ordinance No. 915, which requires that all outdoor luminaires shall be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way. Due to the distance to the nearest residentially-designated properties and lighting associated with vehicular traffic along the I-15, and with mandatory compliance with Ordinance No. 915, the Project would not expose residential property to unacceptable light levels and impacts would be less than significant.	Less than Significant			
4.2 Agriculture and Forestry Resources				
Threshold a.: As mapped by the CDC's FMMP, the 46.14-acre Project site is classified by the FMMP as "Urban and Build-Up Land" and "Other Lands." Based on the FMMP, the Project site does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. As such, the Project would not convert FMMP-designated Farmland to a non-agricultural	No Impact	Impacts to agricultural and forestry resources would be less than significant; thus, mitigation measures are not required.	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
use, and no impact would occur. **Threshold b.:** The Project site is not zoned for agricultural use, is not used for agricultural production, is not subject to any Williamson Act contracts, and is not located within a Riverside County Agricultural Preserve. Therefore, no impacts would occur. **Threshold c.:** There are no properties within 300 feet of the Project site that comprise agriculturally-zoned property pursuant to Riverside County Ordinance No. 625. Therefore, the Project would not cause development of non-agricultural uses within 300 feet of agriculturally zoned property, and no impact would occur. **Threshold d.**: Although the Project would introduce warehouse uses on site, areas surrounding the Project site that are not classified as containing Prime Farmland, Unique Farmland, or Farmland of Local Importance and these properties are not utilized for agricultural production under existing conditions. As such, the Project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use, and no impact would occur. **Thresholds e, f and g:** There are no forest lands in the Project vicinity, and no lands in the Project vicinity are zoned for timberland, timberland production, or forest uses. The Project would not result in the conversion of forest land to non-forest use. No impact would occur.	No Impact No Impact No Impact No Impact			
4.3 Air Quality				
Threshold a.: The Project's regional and localized construction- and operational-source emissions would not exceed applicable regional significance thresholds or LSTs.	Less than Significant	Impacts to air quality would be less than significant; thus, mitigation measures are not required.	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Additionally, the Project would not exceed the assumptions in the SCAQMD AQMP based on the years of Project build-out phase. As such, the Project would not conflict with or obstruct implementation of the applicable air quality plan, and impacts would be less than significant.				
Threshold b.: As indicated in Tables 4.3-7 and 4.3-8, Project constructional and operational-related regional emissions would not exceed any of the SCAQMD Regional Thresholds for criteria pollutants. As such, Project regional constructional and operational-related emissions would not 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, and impacts would be less than significant.	Less than Significant			
Threshold c.: As indicated in Table 4.3-9 and Table 4.3-10, Project-related construction and long-term operational emissions would not exceed the SCAQMD LSTs for any criteria pollutant. Additionally, the Project considered herein 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 BAAQMD CO threshold considerations. In addition, based on a Project-specific HRA (Technical Appendix B2) and Focused HRA (Technical Appendix B3), the Project would not expose the MEIR, MEIW, or MEISC to cancer risks exceeding the SCAQMD significance threshold of 10 in one million or non-cancer health risks exceeding the applicable significance threshold of 1.0, both with and without the Temescal Canyon Road realignment and even when considering the Project's combined construction- and operational-related health risks. Therefore, the Project would not expose sensitive receptors, which are located within one (1) mile of the Project site, to substantial pollutant concentrations, and impacts would be less than significant.	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Threshold d.: The Project does not propose land uses typically associated with emitting objectionable odors. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. Additionally, it is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with Riverside County's solid waste regulations. The proposed Project also would be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required.	Less than Significant			
4.4 Biological Resources				
Threshold a.: Implementation of Mitigation Measure MM 4.4-1 would ensure that permanent impacts to 2.574 acres of MSHCP Section 6.1.2 Riparian/Riverine resources (0.09-acre riparian, 2.484-acre riverine) are mitigated through the purchase of 2.55 acres of reestablishment and 2.55-acres of rehabilitation credits from the Riverpark Mitigation Bank (5.10 acres total). Mitigation Measure MM 4.4-2 would ensure that the Project's temporary impacts to 0.56-acre of MSHCP Section 6.1.2 riparian and riverine habitat within Temescal Wash are mitigated through a combination of credits from the Riverpark Mitigation Bank (0.25-acre of reestablishment and 0.25-acre of rehabilitation credits), and through the rehabilitation of 0.62-acre of RAFSS habitats within the Temescal Wash Conservation and Mitigation Area (as depicted on Figure 4.4-8). Mitigation Measure MM 4.4-3 would ensure that Project off-site temporary (0.05-acre) and permanent (0.004-acre) impacts to Riversidean Alluvial Fan Sage Scrub (RAFSS)	Less than Significant with Mitigation	**MM 4.4-1** Prior to issuance of grading permits, the Project Applicant shall provide evidence to Riverside County that permanent onsite/offsite impacts to 2.574 acres (0.09-acre riparian and 2.484 acre riverine) and temporary onsite/offsite impacts to 0.67-acre (0.19-acre riparian, 0.48-acre riverine) of MSHCP Section 6.1.2 Riparian/Riverine resources (3.244-acres total) have been mitigated in accordance with the Project's Determination of Biologically Equivalent or Superior Preservation ("DBESP"; EIR *Technical Appendix C3*). Specifically, permanent impacts to 2.56 acres of riparian and riverine habitat within the Coldwater Canyon Wash, Temescal Wash (excluding impacts to Riversidean Alluvial Fan Sage Scrub (RAFSS)), and Drainage A shall be mitigated through purchase of 2.55 acres of reestablishment and 2.55 acres of rehabilitation credits in an approved mitigation bank such as the Riverpark Mitigation Bank (5.10 acres total). Should compensatory mitigation credits be unavailable at the	Project Applicant/ Riverside County Planning Department and Environmental Programs Department	Prior to issuance of grading permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
within the Temescal Wash resulting from the realignment of the drainage channel have been mitigated through the rehabilitation of 0.22-acre of RAFSS within the Temescal Wash Conservation and Mitigation Area. Mitigation Measure MM 4.4-4 would ensure that Project permanent and temporary impacts to 0.07-acre of riparian habitat occupied or representing suitable habitat for the least Bell's vireo within the Temescal Wash is mitigated in accordance with the Project's DBESP, requiring the purchase of 0.07-acre of reestablishment credits and 0.07-acre of rehabilitation credits from the Riverpark Mitigation Bank as well as 0.14-acre of rehabilitation of willow habitat within the Temescal Wash Conservation and Mitigation Area. Mitigation Measure MM 4.4-5 would ensure that Project indirect impacts to the off-site, downstream Coldwater Canyon Creek, due to reduction in stream discharge associated with realignment of Coldwater Canyon Creek accounting for 0.31-acre have been mitigated through the purchase of 0.31-acre of reestablishment and 0.31-acre of rehabilitation credits from the Riverpark Mitigation Bank. Implementation of Mitigation Measure 4.4-6 would ensure that permanent and temporary impacts to 0.15-acre of riparian habitat (0.07-acre of willow and 0.08-acre of cottonwood) are mitigated through the rehabilitation of 0.28-acre of black willow and 0.16-acre cottonwood (0.44-acre total) constituting Section 6.1.2 riparian habitat within the Temescal Wash Conservation and Mitigation Area. Implementation of Mitigation Measure MM 4.4-7 would ensure that any nighttime lighting elements during construction activities are directed away from nearby conservation areas, thereby ensuring consistency with the lighting provisions of MSHCP Section 6.1.4. Implementation of Mitigation Measure MM 4.4-8 would ensure that measures are undertaken during Project construction activities to preclude potential indirect noise impacts affecting MSHCP conservation areas, including habitat occupied by least Bell's vireo. Implementation of Mitigation Measure MM 4.4-9 would ensure that pre-construction surveys for the burrowing		Riverpark Mitigation Bank, the Project Applicant shall coordinate with the regulatory agencies, Riverside County, and MSHCP Wildlife Agencies to secure alternate mitigation totaling a minimum of 5.10 acres at another approved mitigation bank or in-lieu fee program. **MM 4.4-2** Prior to issuance of grading permits the Project Applicant shall provide evidence to Riverside County that temporary impacts to 0.56-acre of riparian and riverine habitat within Temescal Wash has been mitigated through a combination of credits from the Riverpark Mitigation Bank and through habitat reestablishment in the Temescal Wash Conservation and Mitigation Area (as depicted on Figure 4.4-8 of the Project's EIR). Specifically, mitigation for temporary impacts to 0.13-acre of riparian and 0.12-acre of riverine habitat shall include 0.25-acre of reestablishment and 0.25-acre of rehabilitation credits from the Riverpark Mitigation Bank, totaling 0.50-acre. Should compensatory mitigation credits be unavailable at the Riverpark Mitigation Bank, the Project Applicant shall coordinate with the regulatory agencies, Riverside County, and MSHCP Wildlife Agencies to secure alternate mitigation totaling a minimum of 0.50-acre at another approved mitigation bank or in-lieu fee program. Additionally, impacts to 0.34-acre of riverine habitat shall be mitigated through rehabilitation of RAFSS habitats within the Temescal Wash Conservation and Mitigation Area for a, totaling 0.62-acre. **MM 4.4-3** Prior to issuance of grading permits, the Project Applicant shall provide evidence to Riverside County that off-site temporary (0.05-acre) and permanent (0.004-acre) impacts to Riversidean Alluvial Fan Sage Scrub (RAFSS) within the Temescal Wash resulting from the realignment of the drainage channel have been mitigated in accordance with the Project's DBESP (EIR *Technical Appendix C3*). Specifically, indirect	Project Applicant/ Riverside County Planning Department and Environmental Programs Department Project Applicant/ Riverside County Planning Department and Environmental Programs	Prior to issuance of grading permits Prior to issuance of grading permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
owl are conducted prior to ground-disturbing activities, in accordance with MSHCP Objective 6 for the burrowing owl, and that a burrowing owl management plan is prepared and implemented in order to address the relocation of owls from the Project site, passively and/or actively. Implementation of the required mitigation would ensure Project consistency with MSHCP Section 6.3.2. With implementation of the required mitigation, the proposed Project would be fully consistent with the MSHCP, and impacts would be reduced to less-than-significant levels. **Thresholds b. and c.:** Implementation of Mitigation Measure MM 4.4-9 would ensure that pre-construction surveys for the burrowing owl are conducted prior to ground-disturbing activities, in accordance with MSHCP Objective 6 for the burrowing owl, and that a burrowing owl management plan is prepared and implemented in order to address the relocation of owls from the Project site, passively and/or actively. Implementation of Mitigation Measure MM 4.4-10 would ensure pre-construction nesting surveys are conducted prior to commencement of construction activities, and further requires appropriate avoidance of any active nests that may be identified. Implementation of Mitigation Measure MM 4.4-4 would ensure that 0.07-acre of permanent and temporary impacts to suitable and occupied least Bell's vireo habitat (black willow) are mitigated through the purchase of 0.07-acre of reestablishment credits and 0.07-acre of rehabilitation credits from the Riverpark Mitigation Bank as well as 0.14-acre of rehabilitation of willow habitat within the proposed Temescal Wash Conservation and Mitigation Area. Implementation of Mitigation Measure 4.4-6 would ensure that permanent and temporary impacts to 0.15-acre of riparian habitat (0.07-acre of willow and 0.08-acre of cottonwood) occupied or representing suitable habitat for the least Bell's vireo within Temescal Wash have been subject to rehabilitation of 0.28-acre of black willow	Less than Significant with Mitigation	impacts shall be mitigated through the rehabilitation of 0.22-acre of RAFSS within the Temescal Wash Conservation and Mitigation Area (as depicted on Figure 4.4-8 of the Project's EIR) **MM 4.4-4** Prior to the issuance of grading permits, the Project Applicant shall provide evidence to Riverside County that temporary (0.06-acre) and permanent impacts (0.01-acre) to 0.07-acre of riparian black willow habitat occupied or representing suitable habitat for the least Bell's vireo within the Temescal Wash have been mitigated in accordance with the Project's DBESP (*EIR Technical Appendix C3*). Specifically, permanent and temporary impacts to habitat for the least Bell's vireo shall be mitigated through the purchase of 0.07-acre of reestablishment credits and 0.07-acre of rehabilitation credits from the Riverpark Mitigation Bank as well as 0.14-acre of rehabilitation of willow habitat within the Temescal Wash Conservation and Mitigation Area (as depicted on Figure 4.4-8 of the Project's EIR). Should compensatory mitigation credits be unavailable at the Riverpark Mitigation Bank, the Project Applicant shall coordinate with the regulatory agencies, Riverside County, and MSHCP Wildlife Agencies to secure alternate mitigation totaling a minimum of 0.14-acre at another approved mitigation bank or in-lieu fee program. **MM 4.4-5** Prior to the issuance of grading permits, the Project Applicant shall provide evidence to Riverside County that indirect impacts to the off-site, downstream Coldwater Canyon Creek, due to reduction in stream discharge associated with realignment of Coldwater Canyon Creek accounting for 0.31-acre has been mitigated through the purchase of 0.31-acre of reestablishment and 0.31-acre of rehabilitation credits from the Riverpark Mitigation Bank, totaling 0.62-acre. Should compensatory mitigation credits be unavailable at the	Department Project Applicant/ Riverside County Planning Department and Environmental Programs Department; MSHCP Wildlife Agencies Project Applicant/ Riverside County Planning Department and Environmental Programs Department; MSHCP Wildlife	 Prior to issuance of grading permits Prior to issuance of grading permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
and 0.16-acre cottonwood (0.44-acre total) constituting Section 6.1.2 riparian habitat within the Temescal Wash Conservation and Mitigation Area. Implementation of Mitigation Measure MM 4.4-12 would ensure that a HMMP is prepared and implemented for the proposed Temescal Wash Conservation and Mitigation Area, and further would ensure long-term funding for the preservation of the Temescal Wash Conservation and Mitigation Area. Mitigation Measure MM 4.4-13 would ensure that future construction employees are trained regarding the Endangered Species Act and MSHCP requirements. Implementation of Mitigation Measure MM 4.4-14 would ensure that appropriate construction fencing is installed during construction activities to preclude impacts to areas not planned for disturbance by the Project. Implementation of Mitigation Measure MM 4.4-15 would ensure that appropriate measures are undertaken during construction activities to preclude indirect impacts to the least Bell's vireo. Implementation of Mitigation Measure MM 4.4-16 would ensure that on-going monitoring for invasive species is conducted, and that appropriate removal measures are undertaken in the event invasive species are identified. Mitigation Measure MM 4.4-17 would ensure that measures are undertaken to promote the growth of native plant species and to reduce the potential for non-native plant species within the Project's temporary impact areas. Implementation of the required mitigation would reduce Project impacts to nesting birds, nesting raptors, the burrowing owl, and least Bell's vireo to below a level of significance. **Threshold d.:** The Project would not 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, and impacts would be less than significant.	Less than Significant	Riverpark Mitigation Bank, the Project Applicant shall coordinate with the regulatory agencies, Riverside County, and MSHCP Wildlife Agencies to secure alternate mitigation totaling a minimum of 0.62-acre at another approved mitigation bank or in-lieu fee program. **MM 4.4-6** Prior to the issuance of grading permits, the Project Applicant shall provide evidence to Riverside County that permanent and temporary impacts to 0.15-acre of riparian habitat (0.07-acre of willow and 0.08-acre of cottonwood) occupied or representing suitable habitat for the least Bell's vireo within Temescal Wash have been subject to rehabilitation of 0.28-acre of black willow and 0.16-acre cottonwood (0.44-acre total) resulting in a 2:1 replacement of cottonwood and a 4:1 replacement of black willow constituting Section 6.1.2 riparian habitat within the Temescal Wash Conservation and Mitigation Area (as depicted on Figure 4.4-8 of the Project's EIR). All grading permits shall include conditions requiring annual monitoring for least Bell's vireo for a minimum of three (3) years following rehabilitation of riparian habitat, or until a pair is detected utilizing the rehabilitated habitat, as required by the Project's approved JPR No. 21-06-30-01. If least Bell's vireo is not detected within the rehabilitated riparian habitat, the project will purchase riparian rehabilitation credits at a 2:1 ratio from an approved entity (e.g., Riverside-Corona Resource Conservation District). **MM 4.4-7** Prior to approval of grading or building permits that allow for nighttime construction activities, Riverside County shall condition such permits to require that any lighting elements used in conjunction with nighttime construction activities shall be shielded and directed away from open space areas to the east and north of the Project site. This requirement also shall be included as a note on the grading or building plans. The Project's construction contractor shall permit	Agencies Project Applicant/ Riverside County Planning Department and Environmental Programs Department; MSHCP Wildlife Agencies Project Applicant/ Riverside County Planning Department and Environmental Programs Department	 Prior to issuance of grading permit Prior to approval of grading or building permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Threshold e.: Implementation of Mitigation Measure MM 4.4-1 would ensure that permanent impacts to 2.574 acres (0.09-acre riparian and 2.484 acre riverine) and temporary impacts to 0.67-acre (0.19-acre riparian and 0.48-acre riverine) of MSHCP Section 6.1.2 Riparian/Riverine resources (3.244-acres total) have been mitigated in accordance with the Project's DBESP, which requires mitigation through purchase of 2.55 acres of reestablishment and 2.5580 acres of rehabilitation credits in an approved mitigation bank such as the Riverpark Mitigation Bank (5.10 acres total). Mitigation Measure MM 4.4-2 would ensure that the Project's temporary impacts to 0.56-acre of MSHCP Section 6.1.2 riparian and riverine habitat within Temescal Wash are mitigated through the purchase of 0.25-acre of reestablishment and 0.25-acre of rehabilitation credits from the Riverpark Mitigation Bank, and through the rehabilitation of 0.62-acre of RAFSS habitats within the Temescal Wash Conservation and Mitigation Area (as depicted on Figure 4.4-8). Mitigation Measure MM 4.4-3 would ensure that off-site temporary (0.05-acre) and permanent (0.004-acre) impacts to Riversidean Alluvial Fan Sage Scrub (RAFSS) within the Temescal Wash resulting from the realignment of the drainage channel have been mitigated at a ratio of 4:1 through the rehabilitation of 0.22-acre of RAFSS within the Temescal Wash Conservation and Mitigation Area. As required by Mitigation Measure MM 4.4-4, Project temporary (0.06-acre) and permanent impacts (0.01-acre) to 0.07-acre of riparian black willow habitat occupied or representing suitable habitat for the least Bell's vireo within the Temescal Wash would be mitigated through the purchase of 0.07-acre of reestablishment credits and 0.07-acre of rehabilitation credits from the Riverpark Mitigation Bank as well as 0.14-acre of rehabilitation of willow habitat within the Temescal Wash Conservation and Mitigation Area. Mitigation Measure MM 4.4-5 would ensure that indirect impacts to the off-site, downstream Coldwater Canyon Creek, due to reduction in stream discharge associated with	Less than Significant with Mitigation	inspection by Riverside County staff to verify compliance with this requirement. **MM 4.4-8** Prior to approval of grading or building permits, Riverside County shall condition the permit(s) to require implementation of the following measures to reduce potential construction-related noise impacts affecting open space areas located east of the Project site: • During all 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 limit all construction-related activities that would result in high noise levels according to the construction hours to be determined by County of Riverside staff. • 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. • Construction activities conducted during the least Bell's vireo breeding season (March 15 to September 30) and within 300 feet of least Bell's vireo habitat shall be monitored by a qualified biologist to ensure no direct and/or indirect noise impacts occur to the species in the vicinity of the Project site during construction. Noise monitoring also shall be conducted by a qualified acoustical consultant to ensure that noise levels do not exceed 60 dB within 300 feet of least Bell's vireo habitat during the nesting period. If pre-construction ambient noise levels exceed 60 dB, the median average ambient noise level during the full daylight period (sunrise to	Project Applicant/ Riverside County Planning Department	Prior to approval of grading or building permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
realignment of Coldwater Canyon Creek accounting for 0.31-acre has been mitigated through the purchase of 0.31-acre of reestablishment and 0.31-acre of rehabilitation credits from the Riverpark Mitigation Bank, totaling 0.62-acre. Mitigation Measure 4.4-6 would ensure that Project permanent and temporary impacts to 0.15-acre of riparian habitat (0.07-acre of willow and 0.08-acre of cottonwood) occupied or representing suitable habitat for the least Bell's vireo within the Temescal Wash is mitigated in accordance with the Project's DBESP, requiring rehabilitation of 0.28-acre of black willow and 0.16-acre cottonwood (0.44-acre total) within the Temescal Wash Conservation and Mitigation Area. Implementation of Mitigation Measure MM 4.4-12 would ensure that a HMMP is prepared and implemented for the proposed Temescal Wash Conservation and Mitigation Area, and further would ensure long-term funding for the preservation of the Temescal Wash Conservation and Mitigation Area. With implementation of the required mitigation, the Project's impacts to riparian habitat would be reduced to less-than-significant levels. **Threshold f.:** Implementation of Mitigation Measures MM 4.4-1 and MM 4.4-2 would ensure that 0.84-acre of permanent impact to USACE/RWQCB jurisdictional areas and 2.574 acres of permanent impacts to CDFW/MSHCP jurisdictional areas are mitigated to below a level of significance. Mitigation Measure MM 4.4-1 requires mitigation at a minimum ratio of 2:1 through purchase of 2.55 acres of reestablishment and 2.55 acres of rehabilitation credits in an approved mitigation bank such as the Riverpark Mitigation Bank (5.10 acres total). Mitigation Measure MM 4.4-2 requires mitigation through a combination of credits from the Riverpark Mitigation Bank (0.25-acre of reestablishment and 0.25-acre of rehabilitation credits), and through reestablishment of 0.62--acre of RAFSS habitats within the Temescal Wash Conservation and Mitigation Area. In addition, Mitigation Measure MM 4.4-11	Less than Significant with Mitigation	sunset) can be used as the baseline in lieu of 60 dB. For projects that need to perform nighttime construction activities the same measures shall be implemented as described above but with measurements taken during the full nighttime period (sunset to sunrise). The Project's construction contractor shall permit inspection by Riverside County staff to verify compliance with these requirements, and the qualified biologist and acoustical consultant shall maintain records demonstrating that noise monitoring, if required, occurred during the least Bell's vireo breeding season. **MM 4.4-9** In accordance with MSHCP Objective 6, prior to issuance of grading permits or other permits authorizing ground disturbance or discing, the Project Applicant shall retain a qualified biologist to perform a burrowing owl survey at all potentially suitable habitat sites within the Project's limits of disturbance within 30 days prior to commencement of any ground-disturbing activities at the Project site, as discussed below. • Pre-Construction Survey: The pre-construction survey shall be performed by a qualified biologist that will survey the site for the presence/absence of burrowing owls within 30 days prior to commencement of ground-disturbing activities at the Project site. If burrowing owls are detected on-site during the pre-construction survey, the owls shall be relocated/excluded from the site outside of the breeding season following accepted protocols, and subject to the approval of the RCA and Wildlife Agencies (i.e., CDFW and/or USFWS). • Burrowing Owl Management Plan: In the event that burrowing owl is determined to be present, or in the event	Project Applicant, Construction Contractors/ Riverside County Planning and Environmental Programs Departments; Regional Conservation Authority; MSHCP Wildlife Agencies	Prior to issuance of grading permits or other permits authorizing ground disturbance or discing

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
would ensure that appropriate resource agency permits are issued and obtained by the Project Applicant, including a CWA Section 404 permit, Section 1602 Streambed Alteration Agreement, and a Waste Discharge Permit. Implementation of Mitigation Measure MM 4.4-12 would ensure that a HMMP is prepared and implemented for the proposed Temescal Wash Conservation and Mitigation Area, and further would ensure long-term funding for the preservation of the Temescal Wash Conservation and Mitigation Area. Implementation of the required mitigation would reduce the Project's impacts to State- and federally-protected wetlands to below a level of significance. **Threshold g.:** Aside from the SKR HCP and MSHCP, which are addressed under the analysis of Threshold a., the only other local policies or ordinances protecting biological resources are the Riverside County Oak Tree Management Guidelines and Riverside County Ordinance No. 559 (Regulating the Removal of Trees). The Project site does not contain any oak trees subject to the Riverside County Oak Tree Management Guidelines. Additionally, the Project site does not occur at an elevation exceeding 5,000 feet amsl; thus, Riverside County Ordinance No. 559 is not applicable to the proposed Project. Therefore, and aside from potential impacts due to a conflict with the MSHCP (as addressed under the analysis of Threshold a.), the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and no impact would occur.	No Impact	that an assumption is made that the burrowing owl occurs on site, a burrowing owl management plan shall be prepared and implemented in coordination with the Western Riverside County Regional Conservation Authority (RCA) and CDFW that shall detail the relocation of owls from the Project site, passively and/or actively. If additional site visits determine the species is absent, then the pre-construction survey (as discussed above) shall instead be implemented. A copy of the results of the pre-construction survey (and all additional surveys), as well as copies of the Burrowing Owl Management Plan, if required, shall be provided to the Riverside County Planning Department for review and approval (in the case of the Burrowing Owl Management Plan) prior to any vegetation clearing and ground-disturbing activities. **MM 4.4-10** The following shall be made conditions of all grading permits to reduce construction-related noise levels in the open space areas located east of the Project site. These items also shall be included as notes on grading plans, and shall be specified in bid documents issued to prospective construction contractors. *"Vegetation clearing shall be conducted outside of the bird nesting season (February 1 to August 31) to the extent feasible. If avoidance of the nesting season is not feasible, a nesting bird survey shall be conducted by a qualified biologist within no more than 72 hours of such scheduled disturbance, to determine the presence of nests or nesting birds. If active nests are identified, the biologist shall establish appropriate buffers around the vegetation (typically 500 feet for raptors and sensitive species, 200 feet for non-raptors/non-sensitive species). All work within*	Project Applicant, Project Biologist/ Riverside County Environmental Programs Department	Prior to issuance of grading or building permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		these buffers shall be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The biologist shall review and verify compliance with these nesting boundaries and shall verify the nesting effort has finished. Work may resume within the buffer area when no other active nests are found. Alternatively, a qualified biologist may determine that construction can be permitted within the buffer areas and would develop a monitoring plan to prevent any impacts while the nest continues to be active (eggs, chicks, etc.). Upon completion of the survey and any follow-up construction avoidance management, a report shall be prepared and submitted to Riverside County for mitigation monitoring compliance record keeping. If vegetation removal is not completed within 72 hours of a negative survey during nesting season, the nesting survey must be repeated to confirm the absence of nesting birds."		
		MM 4.4-11 Prior to issuance of grading permits in any area that would affect a jurisdictional wetland or water, the Project Applicant shall provide Riverside County with copies of the required Clean Water Act (CWA) Section 404 permit issued by the U.S. Army Corps of Engineers, Section 1602 Streambed Alteration Agreement issued by the California Department of Fish and Game, and the Waste Discharge Requirements permit issued by the Santa Ana Regional Water Quality Control Board pursuant to California Water Code Section 13260.	Project Applicant, Construction Contractors/ Riverside County Planning Department	Prior to issuance of grading permits
		MM 4.4-12 Prior to issuance of grading permits or other permits authorizing ground disturbance, a Habitat Monitoring and Mitigation Plan (HMMP) shall be prepared and submitted to the RCA, Wildlife Agencies (USFWS, and CDFW), and any other applicable water-regulating entities (e.g., Regional Water Quality Control Board) for review and approval. An	Project Applicant, Construction Contractors/ Riverside County Planning and Environmental	Prior to issuance of grading permits or other permits authorizing ground disturbance or discing

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		endowment to fund long-term maintenance requirements determined during finalization of the HMMP that are above and beyond MSHCP land management requirements, shall be provided to the RCA prior to the land transfer.	Programs Departments; Regional Conservation Authority; CDFW; USFWS	
		MM 4.4-13 A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished.	Project Applicant, Project Biologist/ Riverside County Planning and Environmental Programs Departments	As a condition of grading permit issuance and prior to commencement of construction activities
		MM 4.4-14 A condition shall be placed on grading permits requiring the upstream and downstream limits of the Project's disturbance plus lateral limits of disturbance on either side of the stream to be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work. The markings delineating limits of project disturbance shall be implemented for the duration of construction.	Project Applicant, Project Biologist/ Riverside County Planning and Environmental Programs Departments	As a condition of grading permit issuance and prior to commencement of construction activities
		MM 4.4-15 The following shall be made conditions of all grading permits to reduce indirect construction-related impacts on least Bell's vireo, as required by the Project's approved JPR No. 21-06-30-01. • Should construction activity be necessary during the breeding season, pre-construction surveys to determine if	Project Applicant, Project Biologist/ Riverside County Planning and Environmental Programs Departments;	As a condition of grading permit issuance and during construction activities

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		least Bell's vireo occurs within 300 feet of project construction, shall occur once a week for three consecutive weeks within the breeding season, with the last visit no more than three days prior to commencement of construction activities. The preconstruction surveys shall be conducted by a qualified biologist familiar with songs, whisper songs, calls, scolds, and plumage characteristics of adult and juvenile vireos. Prior performing the preconstruction surveys, a map shall be created illustrating the least Bell's vireo habitat and all detections of least Bell's vireo will be mapped and tracked. • Directly following the preconstruction surveys, weekly clearance surveys will be performed following the same methodology stated above for the preconstruction surveys. Again, all detections of least Bell's vireo are to be mapped with behavior tracked across detections/sightings. The qualified biologist must have experience with nesting ecology and behavior of least Bell's vireo to determine pre-nesting/nesting behavior. The MSHCP does not provide "take" of least Bell's vireo which includes negatively modifying foraging and nesting behavior. If at any time it is determined by the qualified biologist that construction activities are negatively affecting least Bell's vireo, including modification of behavior, work will be halted and CDFW and USFWS shall be contacted on next steps. **MM 4.4-16** The following shall be made conditions of all grading permits to reduce the spread of non-native plant species within temporary impact areas. "For the duration of construction, if areas of on-site and off-site temporary impacts are left bare and not under active ground disturbance for a period of 30 days or	Regional Conservation Authority; CDFW; USFWS Project Applicant, Project Biologist/ Riverside County Planning and Environmental Programs Departments	As a condition of grading permit issuance and during construction activities

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		greater, these areas shall be inspected by a qualified biologist for growth of non-native plant species listed as Moderate or High by the California Invasive Plant Council (Cal-IPC) (e.g., stinknet [Oncosiphon pilulifer], tocalote [Centaurea melitensis]). If detected, these species, with the exception of non-native grasses, shall be removed by a qualified landscape contractor with experience in native ecosystems by mechanical means (e.g., mowing, string trimming) or via application of herbicide by a California licensed applicator within 5 days of detection. These removal efforts shall focus on removal prior to seed setting/development. All material from species with a Cal-IPC rating of Moderate or High shall be bagged, removed, and disposed of off-site." **MM 4.4-17** The following shall be made conditions of all grading permits to promote the growth of native plant species and reduce the spread of non-native plant species within temporary impact areas. *"Areas of on-site and off-site temporary impacts shall be hydroseeded with a native seed mix developed by a qualified biologist and reviewed and approved in writing by the RCA. The hydroseeding shall occur during the first fall (September-October) following the completion of construction. These areas shall be subject to non-native plant control methods outlined above if left bare for a period of 30 days or greater prior to hydroseeding. These areas shall 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) following hydroseeding. All species listed as Moderate or High by Cal-IPC shall be removed following the methods outlined above.*	Project Applicant, Project Biologist/ Riverside County Planning and Environmental Programs Departments	As a condition of grading permit issuance and during and following construction activities

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		Maintenance/monitoring shall cease once the absolute cover of native species reflect pre-project condition and absolute cover of vegetation within the temporary impact areas are equal to or better than pre-project condition. A memo shall be provided to the RCA demonstrating completion (including photographs). These activities shall be included in and implemented as part of the project construction schedule."		
4.5 Cultural Resources				
Thresholds a. and b.: The Project would not impact known historical resources. However, there is a potential for previously-undiscovered historical resources to occur beneath the surface of areas planned for physical impact (i.e., grading) as part of the Project. Implementation of Mitigation Measures MM 4.5-2 through MM 4.5-5 would ensure that any historical resources identified on site during ground-disturbing activities are appropriately treated, including if necessary curation of the historical artifact(s) at the EIC or as directed by the County Archaeologist. Additionally, although not considered a significant historic resource pursuant to CEQA, implementation of Mitigation Measure MM 4.5-1 would ensure appropriate treatment of the two reconstructed early nineteenth century tanning vats and three historical monuments. Implementation of the required mitigation would further ensure that Project impacts to Site RIV-4111H remain below a level of significance. Implementation of the required mitigation would reduce Project impacts to historical resources to less-than-significant levels. **Thresholds c. and d.:** The Project would not impact any known archaeological sites and would not cause a substantial adverse change in the significance of any known archaeological resources pursuant to California Code of Regulation, Section 15064.5. However, there is a possibility that previously-	Less than Significant with Mitigation Less than Significant with Mitigation	**MM 4.5-1 060 – Planning-CUL.1: Cultural Resource Monitoring Program**. The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A CRMP 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. This document shall be provided to the County Archaeologist for review and approval prior to issuance of the grading permit. The CRMP shall contain at a minimum the following: • Archaeological Monitor: An adequate number of qualified archaeological monitors shall be onsite to ensure all earth moving activities are observed for areas being monitored. This includes all grubbing, grading and trenching onsite and for all offsite 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 sand directed by the Project Archaeologist. • Cultural Sensitivity Training: The Project Archaeologist	Project Applicant, Project Archaeologist/ County Archaeologist, Planning Department	Prior to issuance of grading permits or disturbance or removal of the two reconstructed early nineteenth century tanning vats and three historical monuments

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
undiscovered subsurface archaeological resources may be impacted by development of the Project as proposed. Therefore, Project impacts to previously-undiscovered archaeological resources that may occur in the on- or off-site impact areas of the proposed Project would be significant prior to mitigation. Implementation of Mitigation Measures MM 4.5-2 through MM 4.5-5 would ensure that any archaeological sites or resources identified on site during ground-disturbing activities are appropriately treated as directed by the Archaeological Monitor, County Archaeologist, and Native American Monitor. Implementation of the required mitigation would reduce the Project's potential impacts to subsurface archaeological sites or resources to below a level of significance. **Threshold e.:** The Project site does not contain a cemetery and no known cemeteries are located within the immediate site vicinity. Although the Project Applicant would be required to comply with the applicable provisions of California Health and Safety Code § 7050.5 and California Public Resources Code § 5097 et. seq., the Project's potential impacts to buried human remains would be significant on a direct and cumulatively-considerable basis prior to mitigation. In the event that human remains are discovered during construction activities, provision 2.c of Mitigation Measure MM 4.5-4 would require the Project Applicant to comply with the applicable provisions of California Health and Safety Code § 7050.5 and California Public Resources Code § 5097 et. seq. Mandatory compliance with Mitigation Measure MM 4.5-4, State law, and applicable regulatory requirements would reduce the Project's potential impacts to buried human remains to less-than-significant-levels.	Less than Significant with Mitigation	and if required, a representative designated by the Tribe shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; the areas to be avoided during grading activities; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event unanticipated cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. This is a mandatory training and all construction personnel must attend prior to beginning work on the project site. A sign-in sheet for attendees of this training shall be included in the Phase IV Monitoring Report. • Unanticipated Resources: In the event that previously unidentified potentially significant cultural resources are discovered, the Archaeological and/or Tribal Monitor(s) shall have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources. The Project Archaeologist, in consultation with the Tribal monitor, shall determine the significance of the discovered resources. The County Archaeologist must concur with the evaluation before construction activities will be allowed to resume in the affected area. Further, before construction activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The Project Archaeologist shall determine the amount of material to be recovered for an adequate artifact sample for analysis. Isolates and clearly non-significant deposits shall be minimally documented in the field and the		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		monitored grading can proceed. • Artifact Disposition: the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery. • Modifications: The Professional Archaeologist may submit a detailed letter to the County of Riverside during grading requesting a modification to the monitoring program if circumstances are encountered that reduce the need for monitoring. **MM 4.5-2 060-Planning-CUL.2: Cultural Mitigation Monitoring and Reporting Program (MMRP).** Monitoring during ground-disturbing activities, such as grading or trenching, by a qualified archaeologist is required to ensure that if buried archaeological artifacts or deposits are present, they will be handled in a timely and proper manner. A MMRP to mitigate potential impacts to RIV-4111H as well as undiscovered buried cultural resources within the Temescal Canyon Business Park Project shall be implemented to the satisfaction of the Lead Agency. This program shall include, but not be limited to, the following actions: 1. The project proponent shall make an effort to contact the Billy Holcomb Chapter of E Clampus Vitus to inform them of the impacts to the monuments and reconstructed tanning vats. a. E Clampus Vitus shall be provided the option of collecting the plaques found on the three monuments, as they provided partial funding for them, or allow the plaques to remain with the tanning vats. b. E Clampus Vitus shall also be provided the option of relocating the tanning vats.	Project Applicant, Project Archaeologist/ Planning Department, County Archaeologist, E Clampus Vitus	Prior to issuance of grading permits affecting Site RIV-4111H

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		i. In the event that E Clampus Vitus cannot be contacted or is uninterested, relocation shall be performed by the project proponent. ii. If relocation is chosen, either by E Clampus Vitus and/or by the project proponent, a suitable location shall be selected near the original location and the official State-approved forms shall be submitted to the California Office of Historic Preservation (OHP) to reassess the California Historical Landmark (CHL) landmark status, as well as outline the relocation process including how and where the monuments and tanning vats will be relocated. iii. In accordance with the OHP, authorization from the OHP is only required for moving the single official plaque for the tanning vats (CHL No. 186). The other monuments may be moved without OHP approval. 2. In the event that the CHL landmark status is confirmed and relocation is approved, the tanning vats and monuments shall be relocated per the OHP-approved plan immediately and in coordination between the project proponent and E Clampus Vitus. 3. In the event that the CHL landmark status is denied, the project proponent shall attempt to relocate them to an area for their historic interpretation value to the public. a. Relocation may include donation of the tanning vats to a local museum or historical society who would be willing to display the artifacts or, if an appropriate museum or historical society is not located, the tanning vats may be suitably relocated within the currently proposed development. 4. Prior to the removal process detailed drawings, measurements, and photos shall be taken of the vats to aid in the reconstruction of the feature at its new location.		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		5. Once relocated and updated California Department of Parks and Recreation (DPR) form for the resource shall be filed with the Eastern Information Center (EIC) at University of California, Riverside (UCR).		
		MM 4.5-3 060-Planning-CUL.2: Native American Monitor. Prior to the issuance of grading permits, the developer/permit applicant shall enter into agreement(s) with the consulting tribe(s) for Native American Monitor(s). In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall attend a pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. In addition, the Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the Project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this requirement. Upon verification, the Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.	Project Applicant/ County Archaeologist, Planning Department, Native American Monitor	Prior to issuance of grading permits, prior to commencement of construction activities, and during grading activities
		MM 4.5-4 Planning-CUL.1: Artifact Disposition. In the event cultural resources are identified during ground disturbing activities, the landowner(s) shall relinquish ownership of all cultural resources and provide evidence to the satisfaction of the County Archaeologist that all archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), have	Project Applicant, Project Archaeologist/ County Archaeologist, Planning Department, Native American	Prior to issuance of grading permits and during grading activities

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		been handled through the following methods. 1. Historic Resources. All historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), have been 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. Evidence shall be in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid. 2. Prehistoric and/or Tribal Cultural Resources. One of the following treatments shall be applied in the event prehistoric and/or tribal cultural resources are uncovered. a. Preservation–in-place, if feasible is the preferred option. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources. b. Reburial of the resources on the Project property. The measures for reburial shall be culturally appropriate as determined through consultation with the consulting Tribe(s)and include, at least, the following: i. Measures to protect the reburial area from any future impacts in perpetuity. Reburial shall not occur until all required cataloguing (including a complete photographic record) and analysis have been completed on the cultural resources, with the exception that sacred and ceremonial items, burial goods, and Native American human remains are excluded. ii. No cataloguing, analysis, or other studies may occur on human remains, grave goods, and sacred and ceremonial items.	Monitor	

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		iii. Any reburial processes shall be culturally appropriate and approved by the consulting tribe(s). iv. 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 County under a confidential cover and not subject to a Public Records Request. c. Human Remains. Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to 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 their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted by the Coroner within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant." The Most Likely Descendant shall then make recommendations and engage in consultation with the property owner concerning the treatment of the remains and any associated items as provided in Public Resources Code Section 5097.98. **MM 4.5-5 070 – Planning-CUL.2:** Phase IV Monitoring Report. Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural	Project Applicant, Project Archaeologist/ County Archaeologist, Planning Department,	Prior to grading final inspection

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance to procedures stipulated in the Cultural Resources Management Plan.	Native American Monitor	
4.6 Energy				
Threshold a: Project construction and operations would not result in the inefficient, wasteful, or unnecessary consumption of energy. Further, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. As such, Project impacts due to wasteful, inefficient, or unnecessary consumption of energy resources would be less than significant requiring no mitigation. **Threshold b**: Energy consumed by the Project's operation is calculated to be comparable to, or less than, energy consumed by other warehouse projects of similar scale and intensity that are operating in California, as the Project would be subject to current regulatory requirements, such as the 2022 version of Title 24, which was not in effect when most existing developments were constructed. Based on the analysis presented herein, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and impacts would be less than significant.	Less than Significant Less than Significant	Impacts due to energy consumption would be less than significant; thus, mitigation measures are not required.	N/A	N/A
4.7 Geology and Soils				
Thresholds a. and c.: The potential for surface fault rupture to	Less than	**MM 4.7-1** Prior to issuance of grading or building permits, the	Project	Prior to issuance

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
occur at the site is considered low. Impacts due to rupture of a known earthquake would therefore be less than significant. However, the Project site is located in a seismically active area of southern California and is expected to experience moderate to severe ground shaking during the lifetime of the Project. A significant impact could occur if the Project did not comply with the site-specific recommendations of the Project's Geotechnical Investigation (*Technical Appendix F1*). Implementation of Mitigation Measure MM 4.7-1 would ensure that the Project implements the recommendations of a future-required site- and design-specific geotechnical investigation, which would be based on the preliminary recommendations contained in the Project's Geotechnical Investigation. Implementation of the required mitigation would ensure measures are implemented to address potential impacts due to the exposure of people or structures to adverse effects, including loss, injury, or death as a result of strong seismic ground shaking. Implementation of the required mitigation would ensure that impacts are reduced to less-than-significant levels. **Threshold b.:** The Project site is situated in an area of generalized low/very low liquefaction potential. However, a significant impact due to localized liquefaction hazards could occur if the Project's development practices fail to incorporate site-specific recommendations of geotechnical studies that the County requires to be prepared in association with Project grading and building permits. Implementation of Mitigation Measure MM 4.7-1 would ensure that the Project implements the recommendations of a future-required site- and design-specific geotechnical investigation, which would be based on the preliminary recommendations contained in the Project's Geotechnical Investigation. Implementation of the required mitigation would ensure measures are implemented to address potential impacts due to liquefaction potential and would reduce	Significant with Mitigation Less than Significant with Mitigation	Project Applicant shall have prepared an updated Geotechnical Investigation that addresses the site-specific design included as part of the grading and building permits. The Riverside County Building and Safety Department shall verify that all of the recommendations given in the future-required Geotechnical Investigation in order to reduce the Project's potential impacts due to strong seismic ground shaking, liquefaction hazards, lateral spreading, collapse hazards, and slopes taller than 10 feet in height are incorporated into the construction and grading plans. Recommendations related to grading and building construction typically include but are not limited to: a) site grading recommendations; b) removal/recompaction recommendations; c) fill blanket recommendations; d) recommendations related to shrinkage and subsidence; e) recommendations related to temporary excavations and shoring design; f) recommendations related to foundation design; g) recommendations to address site settlement; h) recommendations to address lateral resistance; i) design parameters for retaining walls; j) measures related to floor slab design; k) measures to address expansive soils; l) recommendations related to utility trench and excavation backfill; m) design criteria to address potential corrosion hazards; and n) pavement design recommendations. Prior to issuance of grading or building permits, Riverside County shall review the grading and construction plans for compliance with the future-required site-specific geotechnical investigation(s) required for grading and building permits. **MM 4.7-2** In the event that any remnant septic systems are identified on site during ground-disturbing activities, such septic systems shall be removed in accordance with Section H1101.0 (Abandoned Sewers and Sewage Disposal Facilities) of the 2022 California Plumbing Code, as required pursuant to Section 5 of Riverside County Ordinance No. 592 (Sewer Use). Prior to final grading inspection, the Project Applicant	Applicant/ County Building and Safety Department Project Applicant/ County Building and Safety Department	of grading or building permits In the event any remnant septic systems are identified on site during ground-disturbing activities

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
impacts to less-than-significant levels. **Threshold d.:** Although hillsides occur to the northeast, the Project site is separated from these hillsides by Temescal Wash, and any localized landslide events would be confined to the Temescal Wash drainage channel and would not affect future development on the site. Due to the low probability of liquefaction to occur on site, the potential for lateral spreading is also considered low. Impacts due to collapse hazards could occur if proposed grading activities are not conducted in accordance with the site-specific recommendations of the Project's geotechnical study (*Technical Appendix F1*). Implementation of Mitigation Measure MM 4.7-1 would ensure that the Project implements the recommendations of a future-required site- and design-specific geotechnical investigation, which would be based on the preliminary recommendations contained in the Project's Geotechnical Investigation. Implementation of the required mitigation would ensure measures are implemented to address potential impacts due to lateral spreading and collapse hazards and would reduce potential impacts to less-than-significant levels. **Threshold e.:** The Project site is not situated within any of the three areas of Riverside County associated with documented subsidence. The potential for subsidence to impact the site is considered low. As such, the Project would not 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 ground subsidence, and impacts would therefore be less than significant. **Threshold f.:** There are no volcanoes in the Project region; thus, no impacts due to volcanic hazards would occur. Due to the lack of an on-site body of water or other bodies of water within close proximity to the site that have the potential to	Less than Significant with Mitigation Less than Significant Less than Significant	shall provide evidence to the Riverside County Department of Environmental Health (DEH) that either no remnant septic systems were identified, or that any identified septic systems have been removed in conformance with the 2022 California Plumbing Code.		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
result in site inundation, the potential for the Project site to be impacted by seiches is considered low. Additionally, although several existing hill forms occur to the northeast of the Project site, the Project site is separated from these hill forms by Temescal Wash. In the unlikely event of a mudflow hazard, mudflow would be confined to the Temescal Wash channel and would not impact the Project site. As such, impacts due to mudflow hazards would be less than significant.				
Threshold g: The Project site would be graded in a manner that largely approximates the site's existing topographic conditions. The Project would require a total of 97,245 cubic yards (cy) of cut and 97,245 cy of fill. Earthwork activities are expected to balance on site and no import or export of soils would be required. Thus, the Project would not result in a substantial change in topography or ground surface relief features, and impacts would be less than significant.	Less than Significant			
Thresholds h: All proposed slopes on site would be constructed at a maximum gradient of 2:1. However, the slopes along the site's frontage with Temescal Canyon Road and Coldwater Canyon Wash drainage would exceed a height of 10 feet. Thus, a potentially significant impact could occur if proposed grading activities are not conducted in accordance with the site-specific recommendations of the future-required geotechnical studies. Implementation of Mitigation Measure MM 4.7-1 would ensure that the Project implements the recommendations of a future-required site- and design-specific geotechnical investigation, which would be based on the preliminary recommendations contained in the Project's Geotechnical Investigation (Technical Appendix F1). Implementation of the required mitigation would ensure measures are implemented to address potential impacts due to manufactured slopes exceeding 10 feet in height. and would reduce Project impacts to less-than-significant levels.	Less than Significant with Mitigation			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Thresholds i: Septic systems were previously utilized on site in association with the prior use of the site for concrete pipe manufacturing. However, the site was subsequently subjected to substantial ground disturbance, and it is anticipated that all prior septic systems on site were removed. However, there is a remote potential that components of the prior septic system could still occur on site and therefore may be uncovered during grading activities. Implementation of Mitigation Measure MM 4.7-2 would ensure that any remnant septic systems that may be uncovered during ground-disturbing activities are removed in accordance with Section H1101.0 (Abandoned Sewers and Sewage Disposal Facilities) of the 2022 California Plumbing Code, and would reduce Project impacts to less-than-significant levels.	Less than Significant with Mitigation			
Threshold l: Sewer service to the proposed Project would be provided by the TVWD, and no septic tanks or alternative wastewater disposal systems are proposed as part of the Project. Accordingly, no impact would occur.	No impact			
Threshold j and m: The Project would not result in substantial soil erosion or loss of topsoil. The Project Applicant would be required to obtain a NPDES permit for construction activities and adhere to a Stormwater Pollution Prevention Plan (SWPPP) as well as SCAQMD Rule 403 and Riverside County Ordinance Nos. 457 and 460. With mandatory compliance to these regulatory requirements, the potential for water and wind erosion impacts during construction would be less than significant. Following development, wind and water erosion on the Project site would be minimized, as the areas disturbed during construction would be landscaped or covered with impervious surfaces and drainage would be controlled through a storm drain system. Furthermore, the Project is required by law to implement a WQMP during operation, which would preclude	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
substantial erosion impacts in the long-term. **Threshold k:** The upper soils at the site are very low (Expansion Index = 0-20) to low (21-50) in expansion potential. Accordingly, the Project would not be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), and would not create substantial risks to life or property; thus, impacts would be less than significant.	Less than Significant			
4.8 Greenhouse Gas Emissions				
Threshold a: The Project would emit approximately 13,988.83 $MTCO_2e$ per year; thus, the proposed Project would exceed the County's CAP Update screening threshold of 3,000 $MTCO_2e$ per year. Accordingly, prior to mitigation, Project-related GHG emissions would have the potential to result in a significant cumulatively-considerable impact on the environment. Implementation of Mitigation Measures MM 4.8-1 and MM 4.8-2 would ensure that the proposed Project is fully consistent with the Riverside County CAP Update (November 2019) by requiring the Project Applicant to demonstrate that implementing building permit applications have incorporated measures to achieve a minimum of 100 points pursuant to the CAP Update Screening Tables, and by requiring the Project Applicant to demonstrate that a minimum of 20% of the Project's energy demand would be met through renewable energy production. Accordingly, with implementation of Mitigation Measures MM 4.8-1 and MM 4.8-2, the Project would be fully consistent with the CAP Update and the Project's cumulatively-considerable impacts due to GHG emissions would be reduced to less-than-significant levels. **Threshold b:** The Project has the potential to conflict with the Riverside County CAP Update, which also represents a potential conflict with the CARB 2022 Scoping Plan. This is considered a direct and cumulatively-considerable impact of the	Less than Significant with Mitigation Less than Significant with Mitigation	**MM 4.8-1** Prior to building permit issuance, the Project Applicant shall demonstrate that appropriate building construction measures shall apply to achieve a minimum of 100 points per Appendix D to the Riverside County 2019 Climate Action Plan (CAP) Update. The conceptual measures anticipated for the Project are listed in Appendix 3.3 to the Project's Greenhouse Gas Analysis (GHGA), which is appended to this EIR as *Technical Appendix G*. The conceptual measures may be replaced with other measures as listed in Appendix 3.3 to *Technical Appendix G*, as long as they are replaced at the same time with other measures that in total achieve a minimum of 100 points per Appendix D to the 2019 Riverside County CAP Update. The County shall verify implementation of the identified measures prior to final building inspection. **MM 4.8-2** Prior to issuance of building permits, and in accordance with measure R2-CE1 of the Riverside County 2019 Climate Action Plan (CAP) Update, future implementing building permits that involve more than 100,000 gross square feet of commercial, office, industrial, or manufacturing development shall be required to offset the energy demand through renewable energy production. Renewable energy production shall be on-site generation of at least 20% of energy demand for commercial, office, industrial, or	Project Applicant/ Riverside County Planning Department Project Applicant/ Riverside County Planning Department	Prior to issuance of building permits Prior to issuance of building permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
proposed Project. Pursuant to Mitigation Measure MM 4.8-1, the Project Applicant would be required to implement Screening Table Measures that would provide a minimum of 100 points pursuant to the CAP Update Screening Tables (Appendix D to the CAP Update). Additionally, pursuant to Mitigation Measure MM 4.8-2, the Project Applicant would be required to demonstrate that at least 20% of the Project's energy demands for buildings larger than 100,000 s.f. would be met through renewable energy production, consistent with CAP Update measure R2-CE1. With implementation of Mitigation Measures MM 4.8-1 and MM 4.8-2, the Project would be fully consistent with the 2019 CAP Update. Compliance with the CAP Update would serve to meet and support the reduction targets established Senate Bill 32 and the CARB 2017 Scoping Plan. As such, with implementation of the required mitigation, Project impacts due to a conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs would be reduced to less-than-significant levels.		manufacturing development.		
4.9 Hazards and Hazardous Materials				
Thresholds a. and b.: Based on the Project's Phase I ESA and Phase II ESA, the Project site contains only one potential REC under existing conditions. Specifically, there was one area at the Project site in the location of the former USTs that were removed from the site where a single soil sample was reported to contain a hydrocarbon product only slightly above a relevant screening level. At this location, referred to as SB-5, naphthalene was reported above the relevant screening level and soil gas samples were reported to contain low concentrations of fuel products. Given the intended grading activity at the Project site, it is expected that soil gas and vapor contaminants would dissipate as part of grading activities and as such, would not require formal remedial measures. Notwithstanding, implementation of Mitigation Measure MM 4.9-1 would ensure that any potential impacts associated with	Less than Significant with Mitigation	**MM 4.9-1** Prior to issuance of a shell building permit, the Project Applicant shall provide evidence to Riverside County that hydrocarbon products detected in soil located in the location of the former USTs have dissipated or have been remediated by qualified professionals to remove or lessen the hydrocarbon products concentration to below relevant screening levels. This includes but is not limited to screening levels for naphthalene and soil gas.	Project Applicant/ Riverside County Building & Safety Department	Prior to issuance of a shell building permit

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
existing site contamination would be reduced to less-than-significant levels.				
Threshold c.: The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. Additionally, there are no emergency response plans or emergency evacuation plans in effect in the local area. Accordingly, implementation of the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and no impact would occur	No Impact			
Threshold d.: There are no existing or planned schools within one-quarter mile of the Project site. The nearest school is the Temescal Valley Elementary School, located approximately 0.5-mile northwest of the Project site and west of I-15. Accordingly, the Project would not emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and impacts would be less than significant.	Less than Significant			
Threshold e.: Based on the Project's Phase I ESA and Phase II ESA, the Project site is not located on any list of hazardous materials sites complied pursuant to Government Code Section 65962.5. Accordingly, no impact would occur.	No Impact			
Thresholds f., g., and h.: The Project site is not located within two miles of a public airport or within an airport land use plan, and there are no components of the proposed Project that would affect airport operations. The closest airport is the Corona Municipal Airport located roughly 10 miles northwest of the Project site. According to Map CO-1 of the Riverside County Airport Land Use Compatibility Plan Policy Document, the Project site is located outside of the compatibility zones for the Corona Municipal Airport, indicating that the Project site is not	No Impact			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
subject to airport-related hazards. The Project site also is outside of the Airport Influence Area (AIA) for the Corona Municipal Airport. Therefore, the Project would not result in an inconsistency with an Airport Master Plan, would not require review by the Airport Land Use Commission, and would not result in a safety hazard for people residing or working in the Project area. No impact would occur. **Threshold i.:** There are no private airstrips in the Project vicinity. The nearest private airport facility is the Skylark Airport, located approximately 14.3 miles southeast of the Project site within the City of Lake Elsinore. Due to the distance between the Project site and the Skylark Airport, as well as the limited operations that occur at the Skylark Airport, the Project would not result in a safety hazard for people residing or working in the Project area associated with private airports or heliports, and no impact would occur.	No Impact			
4.10 Hydrology and Water Quality				
Thresholds a., b., and i.: The Project would be served potable water by the TVWD and does not include any proposed groundwater wells on site; thus, Project impacts to groundwater supplies would be less than significant. Additionally, the total amount of runoff from the site would not change with Project development, and as such Project-related runoff would be conveyed to downstream facilities where groundwater recharge would continue to occur. Additionally, water quality impacts during construction, including potential impacts due to a conflict with the Basin Plan and the Bedford-Coldwater GSP, would be less than significant. In addition, with implementation of the proposed Project, all runoff generated on site would be appropriately treated by the Project's BMPs prior to ultimate discharge into the Temescal Wash and the Project would not adversely affect surface water or groundwater quality. Accordingly, the proposed Project would not violate any water	Less than Significant	**MM 4.10-1** Prior to issuance of a grading permit, and in conformance with the Project's Bridge Rehabilitation Assessment (*Technical Appendix I3* to the Project's EIR), the Project Applicant shall install additional rock riprap at the existing piers associated with the Dawson Canyon Bridge over the Temescal Wash in order to prevent scour of more than six feet as determined through consultation with the Riverside County Transportation Department. In addition to installation of additional riprap, the Project Applicant also shall remove all existing debris at the existing piers. These measures shall be in place prior to the issuance of any permit that would cause the confluence of Coldwater Canyon Wash and Temescal Wash to be moved from its existing condition. **MM 4.10-2** Prior to issuance of grading permits, the Project Applicant shall obtain a Conditional Letter of Map Revision	Project Applicant/ Riverside County Building & Safety Department, Riverside County Transportation Department Project Applicant/	Prior to issuance of a grading permit Prior to issuance of a grading permit

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quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality; would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge; and would not conflict with the Santa Ana Region Basin Plan or the Bedford-Coldwater GSP. Impacts would be less than significant. **Thresholds c. and f.:** As part of the Project, the Coldwater Canyon Wash would be realigned from the western Project boundary to the southeastern Project boundary, relocating its confluence into Temescal Wash approximately 1,000 feet further upstream from where the Coldwater Canyon Wash currently confluences with the Temescal Wash. As part of the Project, a portion of the southern Temescal Wash slope would be reestablished with a soil cement slope of varying steepness, projecting to a calculated scour depth below ground to prevent additional failure of the slope, which would ensure that this change does not alter the course of the Temescal Wash. Impacts associated with the slope stabilization/soil cement have been evaluated under appropriate subject headings throughout this EIR (e.g., biological resources, etc.). Also, the capacity of existing and planned stormwater drainage systems would not be exceeded. Impacts would be less than significant. **Threshold d.:** With mandatory adherence to the SWPPP requirements, effects associated with construction-related erosion, siltation, water quality, and flooding on downstream water sources and flood control systems would be maintained at a level below significance. With development of the Project site, the total flow rate within Temescal Wash would be increased in a 1,000-foot reach, including under the existing Dawson Canyon Road Bridge. Scouring and erosion in this area is an existing condition and would continue to occur with or without the proposed Project. Although the overall condition of	Less than Significant Less than Significant with Mitigation	(CLOMR) from the Federal Emergency Management Agency (FEMA) to identify measures that will be undertaken to remove the areas proposed for warehouse development from the mapped floodplains on site. Prior to issuance of a shell building permit, the Project Applicant shall obtain a Letter of Map Revision (LOMR) from FEMA to verify that the Project site has been graded in such a manner as to remove areas planned for development with warehouse uses from areas subject to flooding hazards.	Building & Safety Department, FEMA	

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
the Dawson Canyon Road bridge superstructure is fair and the existing riprap that has been placed is likely sufficient to minimize local scour pockets at the piers associated with the Dawson Canyon Road bridge over the Temescal Wash, implementation of Mitigation Measure MM 4.10-1 would help ensure the stability of the bridge structure by requiring the Project Applicant to install additional rock riprap at the existing Dawson Canyon Road bridge and to remove debris at the piers. Implementation of the required mitigation would reduce Project impacts to less-than-significant levels. **Threshold e. and g.:** A majority of the Project site is identified in areas subject to inundation during flood events. The Project site would be required to be developed in a manner that removes areas planned for warehouse uses out of the existing flood hazard areas on site. These modifications to drainage patterns associated with the Project have the potential to reduce the flood capacity in the local area, which in turn could increase flood hazards on downstream properties. Implementation of Mitigation Measure MM 4.10-2 requires the Project Applicant to obtain a CLOMR and LOMR from FEMA to remove the portions of the Project site proposed for development with warehouse uses from mapped floodplains occurring on site. As part of the CLOMR and LOMR process, FEMA will evaluate the proposed changes to the floodplain to ensure that the planned improvements do not result in changes to mapped floodplains downstream. With approval of a CLOMR and LOMR, the Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site, and would not impede or redirect flood flows in a manner that could adversely affect downstream properties. Implementation of the required mitigation would reduce Project impacts to less-than-significant levels. **Threshold h.:** The Project site is located approximately 24	Less than Significant with Mitigation Less than			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
miles northeast of the Pacific Ocean, and as such there is no potential for the Project site to be inundated with tsunamis. Additionally, there are no large enclosed bodies of water in the Project's immediate vicinity that could subject the site to hazards associated with seiches. However, a majority of the Project site is located within mapped flood hazard areas. Thus, in the absence of mitigation the Project has the potential to result in the release of pollutants due to Project site inundation. Implementation of Mitigation Measure MM 4.10-2 would ensure that the areas of the Project site that are proposed for development with warehouse uses are removed from the mapped floodplains and would ensure that future development is not subject to inundation during flood events. With implementation of the required mitigation, the Project would not risk the release of pollutants due to Project inundation, and impacts would be reduced to less-than-significant levels.	Significant with Mitigation			
4.11 Land Use and Planning				
Threshold a.: The Project would not conflict with the General Plan, TCAP, Connect SoCal, or any other land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Additionally, there are no impacts due to land use incompatibility that have not already been evaluated and mitigated to the maximum feasible extent in relevant sections of this EIR; therefore, Project impacts due to land use incompatibility would be less than significant. **Threshold b.:** The Project would not disrupt or divide the physical arrangement of an established community (including a low-income or minority community), and impacts would be less than significant.	Less than Significant Less than Significant	Impacts to land use and planning would be less than significant; thus, mitigation measures are not required.	N/A	N/A
4.12 Mineral Resources				
Threshold a.: The Project site does not contain any known mineral resources that would be of value to the region or the residents of the State. Accordingly, with implementation of the	No Impact	Impacts to mineral resources would be less than significant; thus, mitigation measures are not required.	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
proposed Project there would be no impact to known mineral resources.				
Threshold b.: The Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan, and no impact would occur.	No Impact			
Threshold c.: The eastern portions of the Project site are mapped as MRZ-2, indicating that these areas contain identified mineral resources. However, the Project site previously was used for mining operations, with mining operations ceasing in approximately 2014 when the prior concrete pipe manufacturing facility was closed. Additionally, although mining activities are occurring in the Project vicinity, the Project does not involve any residential uses or other uses that may be incompatible with mining operations occurring to the east of the Project site. Additionally, land uses on site would be buffered from on-going mining operations in the surrounding area by the Temescal Wash and other existing open space in the local area. Accordingly, the Project would not be an incompatible land use located adjacent to a State classified or designated area or existing surface mine, and impacts would be less than significant.	Less than Significant			
Threshold d.: Although some mining activities occurred in the past in association with the site's former use as a concrete pipe manufacturing facility, the Project site was subsequently graded and currently consists of disturbed, largely undeveloped land with little topographic variation. There are no components of the site's past mining activities that would expose future employees or other properties to mining-related hazards. Accordingly, impacts would be less than significant.	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
4.13 Noise				
Threshold a.: There are no airports within the vicinity of the Project site, with the nearest airport (Corona Municipal Airport) located approximately 10 miles northwest of the Project site. The Project site is located well outside of the 55 dBA CNEL noise contour for the Corona Municipal Airport. As such, the Project would not exposed people residing or working in the area to excessive noise levels from airport operations, and impacts would be less than significant.	Less than Significant	Impacts due to noise would be less than significant; thus, mitigation measures are not required.	N/A	N/A
Threshold b.: There are no private airstrips in the Project vicinity. The nearest private airport facility is the Skylark Airport, located approximately 14.3 miles southeast of the Project site within the City of Lake Elsinore. Due to the distance between the Project site and the Skylark Airport, as well as the limited operations that occur at the Skylark Airport, the Project would not expose people residing or working in the area to excessive private airport-related noise. Accordingly, impacts would be less than significant.	Less than Significant			
Threshold c.: Project-related construction noise levels are expected to range from 43.5 to 63.4 dBA Leq at the nearby receiver locations during normal construction activities, and noise levels from nighttime concrete pouring activities are estimated to range from 39.3 to 49.4 dBA Leq at the nearest noise sensitive receiver locations. The construction noise analysis shows that the nearby sensitive receiver locations would not be exposed to Project-related construction noise levels exceeding the daytime significance threshold of 80 dBA or the nighttime significance threshold of 70 dBA Leq; therefore, the noise impacts due to Project construction noise would be less than significant at all receiver locations. With respect to Project operations, the daytime hourly noise levels at the off-site receiver locations are expected to range from 36.2 to	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
47.0 dBA Leq, while the nighttime hourly noise levels at the off-site receiver locations are expected to range from 35.6 to 46.9 dBA Leq. The operational noise levels associated with the proposed Project would satisfy the Riverside County 55 dBA Leq daytime and 45 dBA Leq nighttime exterior noise level standards at the nearest receiver locations. Although Receptor Location R2 would be exposed to nighttime operational noise levels exceeding 45 dBA Leq, this location represents the Temescal Valley Driving Range, which does not offer nighttime driving range activities. Therefore, the operational noise impacts are considered less than significant at the nearest noise-sensitive receiver locations. Table 4.13-17 and Table 4.13-18 demonstrate that Project traffic-related noise increases would range from 0.0 to 0.7 dBA CNEL at all receiver locations under all study scenarios, while Table 4.13-19 shows that the Project's off-site traffic noise level increases would range from 0.0 to 1.1 dBA CNEL under interim conditions following Project buildout but prior to the realignment of Temescal Canyon Road. The Project would not contribute to incremental noise increases exceeding the identified thresholds of significance under Horizon Year 2045 with Project Traffic noise conditions. Although the cumulative off-site traffic noise level increases are expected to range from 0.6 to 5.1 dBA CNEL and would exceed the cumulative off-site traffic noise level increase thresholds on five of the ten study area roadway segments, the off-site cumulative traffic noise level impacts would result primarily from the cumulative growth in the Project area with the Project contributing off-site traffic noise level increases ranging from 0.0 to 0.7 dBA CNEL. Based on the significance criteria for off-site traffic noise, land uses adjacent to the study area roadway segments would experience less-than-significant noise level increases on receiving land uses due to the Project-related traffic. Accordingly, long-term operational traffic noise increases associated with the Project would be less than significant.				

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Threshold d.: At distances ranging from 60 to 1,441 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.000 to 0.056 in/sec PPV and would remain below the Riverside County threshold of 0.3 PPV (in/sec) at all receiver locations. Therefore, the Project-related vibration impacts would be less than significant during the construction activities at the Project site. For Project long-term operations, all trucks generated by the Project would travel along County roadways that are regularly maintained to prevent discontinuous pavement (e.g., potholes). As such, and based on guidance from Caltrans, the Project's operational traffic-related vibration impacts would be less than significant.	Less than Significant			
4.14 Paleontological Resources				
Threshold a: The Project would not impact any known paleontological resources or unique geological features. However, the northwestern corner of the Project site is underlain by soils and geologic units with a "High A" potential for containing unique paleontological resources. Thus, there is a potential for impacts to paleontological resources during Project grading and excavation within the northwestern portion of the Project site. Implementation of Mitigation Measure MM 4.14-1 would ensure that a PRIMP is prepared prior to issuance of any grading permits that have the potential to affect subsurface paleontological resources. Implementation of a PRIMP would ensure that paleontological resources, if uncovered during site grading activities, are appropriately treated, and would reduce the Project's direct and cumulatively-considerable impacts to paleontological resources to less-than-significant levels.	Less than Significant with Mitigation	**MM 4.14-1** Prior to the issuance of grading permits affecting areas in the northwestern portion of the Project site (i.e., within areas mapped as having a "High A" potential for containing paleontological resources), the Project Applicant shall retain a qualified paleontologist approved by the County to create and implement a Project-specific plan for monitoring site grading/earth-moving activities (Project Paleontologist). The Project Paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the Project Paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for approval prior to issuance of a grading permit. Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, is as follows: • Prior to issuance of grading permits, a qualified vertebrate paleontologist ("Project Paleontologist") shall review the	Project Applicant, Project Paleontologist/ County Geologist, Planning Department	Prior to the issuance of grading permits and during grading and ground-disturbing activities

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		Project grading plans and geotechnical report data, with particular regard to location and depth of earth moving and the rock unit(s) being encountered. The review is for the purpose of assessing potential for fossil remains being encountered by earth moving. If previously undisturbed strata with potential for containing fossil remains will be encountered by earth moving, the following measures shall be implemented. o Museum Storage Agreement. The Western Science Center (WSC), Natural History Museum of Los Angeles County (LACM), San Diego Natural History Museum (SDNHM), San Bernardino County Museum (SBCM), or Riverside Municipal Museum (RMM) shall be the designated museum repository for any vertebrate, invertebrate, and plant fossil remains and associated specimen data and corresponding geologic and geographic site data that might be recovered from the site as a result of the PRIMP. Prior to any earth moving at the Project site, the Project Paleontologist shall develop a formal agreement with the museum regarding final disposition and permanent storage and maintenance of the fossil collection and associated data. The agreement shall cover, but not necessarily be limited to, museum requirements regarding: 1) level of treatment of the collection; 2) storage and maintenance fees, if any; 3) purchase of specimen storage cabinets and drawers, as well as specimen trays, vials, specimen data cards, and other curatorial supplies, if required. o Discovery Clause/Treatment Plan. As part of the PRIMP, the Project Paleontologist shall develop a discovery clause/treatment plan (DC/TP) to allow for the additional tasks (recovery, geologic mapping, fossiliferous rock sample processing, specimen preparation,		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		identification, curation, cataloging, data entry, specimen storage, and maintenance by museum) and manpower required to treat a large or productive fossil occurrence that cannot be treated without diverting the monitor from routine monitoring. The DC/TP shall also include approved procedures and lines of communication to be followed by specific individuals if fossil remains are uncovered by earth moving, particularly when a paleontologic monitor is not present at the site. Names and telephone numbers of contact personnel shall be included in the lines of communication. The preparation of the required PRIMPs for future grading permits would ensure compliance with these requirements. o Pre-Construction Meeting. The Project Paleontologist or field supervisor, as well as a paleontologic construction monitor, shall attend a preconstruction meeting to explain the PRIMP to construction contractor and the developer's construction workers. The presentation shall summarize mitigation procedures to be employed by PRIMP personnel and shall detail procedures and lines of communication to be followed by specific Project personnel when fossil remains are found at the site. The Project Paleontologist or field supervisor shall inform the construction contractor and the developer's construction workers of the following items: 1) Routine mitigation measures (primarily monitoring and test screening) to be employed by a monitor during earth moving. 2) The potential for fossil remains being uncovered by earth moving in particular areas of the site and the		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		need to implement specific actions and additional mitigation measures when a fossil occurrence is uncovered by earth moving. 3) Functions and responsibilities of the monitor when fossil remains are uncovered by earth moving and can be recovered without diverting the monitor from monitoring (temporarily divert earth moving around fossil site until remains evaluated, recovered, and earth moving allowed to proceed through site by monitor; if approved by construction contractor, enlist assistance of earth-moving equipment and operator to expedite recovery of remains, obviate need for additional personnel, and reduce any potential construction delay) 4) Functions and responsibilities of the monitor when a fossil occurrence is uncovered by earth moving and is sufficiently large or productive that it cannot be recovered without diverting the monitor from monitoring. 4a) Flag the site. 4b) Advise construction contractor to avoid fossil site until further notice. 4c) Call the Project Paleontologist or field supervisor to site. 5) Functions and responsibilities of the Project Paleontologist or field supervisor when notified by the monitor that a large or productive fossil occurrence has been uncovered by earth moving and cannot be recovered without diverting the monitor from monitoring. Evaluate occurrence to determine if recovery is warranted. 5a) If recovery is warranted, notify construction		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		contractor and the Project developer of necessity for implementing additional mitigation measures specified in DC/TP initiating increased level of monitoring, if not already in effect, in immediate vicinity of fossil site and assigning additional personnel to PRIMP. 5b) Within 24 hours, mobilize recovery crew to recover occurrence; supervise recovery of occurrence and its transport to laboratory facility or to location elsewhere at site approved by construction contractor for initial/field processing of a fossiliferous rock sample or to laboratory facility for preparation of a fossil specimen. 5c) If warranted and approved by construction contractor, enlist assistance of the earth-moving equipment and operator to expedite recovery of occurrence. 5d) To obviate need for additional personnel and reduce any potential construction delay, after recovery of occurrence, have construction contractor allow earth moving to proceed through fossil site. 5e) Notify Project developer of recovery (or of decision not to recover fossil occurrence, if appropriate) and of authorization for earth moving to proceed through fossil site. 6) Responsibilities of the construction contractor and earth-moving equipment operators if fossil remains are uncovered by earth moving, particularly if a monitor is not present at the site when the remains are encountered.		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		6a) Avoid disturbance of fossil site by earth moving. 6b) Notify monitor, the Project Paleontologist or the field supervisor and Project developer of the fossil occurrence. 6c) Avoidance of fossil site by earth-moving activities. 6d) Assist with equipment and operator to expedite recovery of occurrence. If warranted, the Project Paleontologist or field supervisor and a monitor shall give a similar presentation to the earth-moving equipment operators at one of their earliest safety meetings. The operators shall be instructed on recognizing fossil remains in the field, informed of their responsibilities if they observe fossil remains when the monitor is not present at the site (avoid disturbance of occurrence by earth moving; have construction contractor call monitor to fossil site; expedite recovery of occurrence, if requested), and advised that unauthorized collecting of fossil remains is illegal. o Monitoring Earth Moving. Earth moving shall be monitored by a paleontologic monitor only in those areas of the site where earth moving will disturb soils greater than 5 feet deep (monitoring will not be conducted in areas in which soils will be buried, but not disturbed) and where paleontological resources have the potential to occur. Monitoring shall not be implemented until earth moving has reached a depth of 5 feet below current grade. Monitoring shall consist of visually inspecting freshly exposed rock and debris for larger fossil remains and periodically dry test		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		screening a small (25 pound) sample of rock and debris with a 20-mesh box screen for smaller vertebrate fossil remains. Monitoring shall be conducted on a full-time basis. However, if too few or no fossil remains are uncovered by earth moving in areas underlain by a particular rock unit monitoring can be reduced, generally, to half or quarter time or suspended once 50% of earth moving in the area underlain by the rock unit has been completed. Alternatively, if sufficient fossil remains are uncovered by earth moving, monitoring may be increased in areas underlain by the fossil-bearing rock unit, at least in the immediate vicinity of the fossil site. o <u>Large-Specimen Evaluation and Recovery Option.</u> 1) If a large fossil specimen is found as a result of monitoring earth moving and the specimen can be recovered without significantly diverting the monitor from monitoring, earth moving shall be temporarily diverted around the fossil site and the specimen shall be evaluated, and, if warranted, excavated, covered with a protective plaster-impregnated burlap jacket, if required, and recovered. If necessary, earth-moving equipment and an operator shall be enlisted to expedite recovery of the specimen and obviate the need for additional personnel, and the construction contractor shall be allowed to have earth moving proceed through the fossil site immediately after recovery of the specimen. A temporary field number shall be assigned to the specimen; the field number, a preliminary field identification, and pertinent specimen (field number, identification by		

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		taxon and element) and geologic (particularly stratigraphic level within rock unit) and geographic site data (location, elevation) recorded in the monitor's daily monitoring log; and the field number recorded and the fossil site location plotted on a map of the site. At the end of the day the monitor or, following his next site inspection, the field supervisor shall transport the fossil remains and associated data to a laboratory facility for further treatment. If appropriate, samples of fossil wood will be submitted for carbon-14 dating analysis. 2) If a fossil specimen is found and is sufficiently large that it cannot be recovered without significantly diverting the monitor from monitoring, the fossil site shall be flagged with colored survey ribbon to temporarily divert earth moving around the site, the construction contractor shall be advised to avoid the site until further notice, and the Project Paleontologist or field supervisor shall be called to the site. The grading contractor will notify the Project developer and Project Paleontologist of the occurrence and of the avoidance of the site. The Project Paleontologist or field supervisor in turn shall evaluate the specimen to determine if recovery is warranted. 2a) If specimen recovery is not warranted, no further action will be taken to preserve the fossil site or remains, and the construction contractor will be allowed to have earth moving proceed through the site immediately. 2b) If specimen recovery is warranted, the		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		Project Paleontologist or field supervisor shall notify the construction contractor and Project developer of the necessity for implementing additional mitigation measures specified in the DC/TP, initiating full-time monitoring, if not already in effect, at least in the immediate vicinity of the site in areas underlain by the fossil-bearing rock unit, and assigning additional personnel to the PRIMP. Within 24 hours a recovery crew shall be mobilized to recover the specimen. The size of the crew shall reflect the size of the specimen and the need to recover the specimen as quickly as possible. The specimen shall be excavated with hand tools, covered with a protective plaster-impregnated burlap jacket, and recovered. If necessary and approved by the construction contractor, earth-moving equipment and an operator shall be enlisted to expedite recovery of the specimen, reduce any potential construction delay, and obviate the need for additional personnel. The construction contractor shall be allowed to have earth moving proceed through the fossil site immediately after recovery of the specimen. A temporary field number shall be assigned to the specimen; the field number, a preliminary field identification, and pertinent specimen (field number, identification by taxon and element) and geologic (particularly stratigraphic level within rock unit) and geographic site data (location, elevation) recorded in the monitor's daily monitoring log; and the field number recorded, and the fossil site location plotted on		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		a map of the site. The field supervisor and, if necessary, a crew member shall transport the fossil specimen and associated site data to a laboratory facility for further treatment. ○ Small-Specimen Sample Evaluation, Recovery, and Processing. If a sufficient number of smaller vertebrate fossil remains are found at one site as a result of test screening by the paleontological monitor, the fossil site shall be flagged with colored survey ribbon to temporarily divert earth moving around the site. The construction contractor shall be advised to avoid the site until further notice, and if requested by the monitor to expedite recovery of a fossiliferous rock sample, reduce any potential construction delay and obviate the need for additional personnel, the construction contractor shall have earth-moving equipment and an operator acquire a rock sample from the fossil site and transport the sample, if possible, to a nearby temporary location at the site approved by the construction contractor. If a sample is recovered, the construction contractor shall be allowed to have earth moving proceed through the fossil site immediately after recovery of the sample. The Project Paleontologist or field supervisor shall be called to the fossil/storage site to determine if the fossil site/sample is sufficiently productive to warrant recovery of a large sample of fossiliferous rock to process for additional small remains. 1) If the site/sample is determined too unproductive or the remains too poorly preserved or insufficiently diagnostic, no further action will be taken to preserve		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		the fossil site/sample or remains, and the construction contractor will be allowed to have earth moving proceed through the fossil/storage site immediately. 2) If sample recovery is warranted, the Project Paleontologist or field supervisor shall notify the construction contractor and Project developer of the necessity for implementing additional mitigation measures specified in the DC/TP and assigning additional personnel to the PRIMP. 2a) Within 24 hours, a recovery crew shall be mobilized to recover the sample. The size of the crew shall reflect the need to recover the sample as quickly as possible. The field supervisor shall record the size and supervise recovery of the sample. Up to 3 tons of fossiliferous rock shall be recovered. The sample shall be excavated with hand tools for recovery. If necessary and if approved by the construction contractor, earth-moving equipment and an operator shall be enlisted to expedite transportation of the sample to the processing facility site, obviate the need for additional personnel, and reduce any potential construction delay and the construction contractor will be allowed to have earth moving proceed through the fossil site immediately after recovery of the sample. 2b) A temporary field number shall be assigned to the sample; the field number and pertinent specimen (field number, identification by taxon and element) and geologic (particularly stratigraphic level within rock unit) and geographic site data (location, elevation)		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		recorded in the monitor's daily monitoring log; and the field number recorded, and the fossil site location plotted on a map of the site. The field supervisor and, if necessary, a crew member will transport the sample to a location elsewhere at the site approved by the construction contractor or to an offsite location for initial/field processing (wet screening) of the sample. The total weight of all samples from each fossil-bearing rock unit at the site shall not exceed 3 tons. 2c) If warranted, the field supervisor shall set up a field processing facility for wet screening the sample at a site location approved by the construction contractor. Wet screening shall consist of sieving rock through a 20- (and/or finer) mesh box screen immersed in a tub of water to remove the smaller (clay and silt) particles from the larger (sand and rock) particles and small fossil remains and could result in a reduction in sample weight/volume in excess of 90%. If necessary, rock shall be soaked in an environmentally safe dispersant (citrus oil) prior to screening to improve the separation of the clay particles from the rest of the sample during screening. The monitor shall conduct wet screening if screening can be accomplished without diverting the monitor from monitoring. If it is not possible to have the monitor perform the wet screening, a field technician shall be assigned to the task. Following the next site inspection, the field supervisor will transport the concentrate (larger particles and small fossil remains) generated by		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		initial processing to a laboratory facility for final/laboratory processing. 2d) If the fossil remains in the concentrate are sufficiently fossilized (dense), an environmentally safe heavy liquid (sodium polytungstate), if appropriate, shall be used by the senior vertebrate paleontologist to separate the remains from the remaining sand and rock particles. When added to a beaker filled with heavy liquid, the concentrate will separate, the particles floating to the surface, and the remains sinking to the bottom, from where they are retrieved. This technique can result in a further sample weight/volume reduction in excess of 90% (less than 1% of original sample size). The final concentrate shall be examined under a microscope and fossil specimens recovered from any remaining sand and rock particles. If the fossil bone in the original concentrate is not sufficiently dense for use of the heavy-liquid separation technique, the entire sample of concentrate shall be sorted under a microscope for fossil remains. Recovered fossil remains shall then be treated as outlined herein. 2e) During the final processing of a sample, the senior vertebrate paleontologist shall continually evaluate the results of field and laboratory processing. If the sample is insufficiently productive or the fossil remains are too poorly preserved, the senior vertebrate paleontologist shall have the option of discontinuing further laboratory processing of the sample, having field processing of the remainder of the sample suspended, and		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		disposing of the remainder of the sample and unprocessed concentrate. Similarly, processing shall be discontinued if, after preliminary identification of some specimens, the remains are determined insufficiently diagnostic or diverse taxonomically, or the species represented are the same as those in another sample from the fossil-bearing rock unit. If appropriate, small splits from one or more samples shall be submitted for palynological analysis. o Fossil Treatment. Final treatment of all fossil specimens recovered from the site as a result of the PRIMP shall be conducted at a laboratory facility. Larger vertebrate fossil specimens shall be removed from their protective jackets, prepared to the point of identification using hand tools, and hardened or stabilized with a penetrating solution by a preparator. All recovered fossil specimens shall be identified to the lowest taxonomic level possible by knowledgeable vertebrate and invertebrate paleontologists and, if required, other knowledgeable paleontologists (i.e., paleobotanists, micropaleontologists, palynologists). The specimens shall then be curated (assigned and labeled with museum specimen data and corresponding site numbers, placed in specimen trays and, if appropriate, vials with completed specimen data cards), catalogued (specimen and site numbers and specimen data and corresponding geologic and geographic site data, respectively, archived [entered into appropriate catalogs and computerized databases]), and accessioned into the museum fossil collection, where they will be permanently stored,		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		maintained, and, along with associated data, made available for future study by qualified investigators. With the possible exception of those tasks (curation, cataloging) that might be conducted by museum staff, all treatment of the fossil specimens shall be conducted by a laboratory technician. Fossil specimen preparation, identification, curation, and cataloguing are now required before a fossil collection will be accepted by most museum repositories, including the WSC, LACM, SDNHM, SBCM, and RMM. Moreover, the scientific importance of a fossil specimen cannot be evaluated until the specimen has been identified to the lowest taxonomic level possible, and specimen identification often is not possible without prior preparation. o Final Report. A final technical report of findings shall be prepared by the Project Paleontologist and shall describe the site's stratigraphy, summarize field and laboratory methods employed during the PRIMP, include a taxonomic list and an inventory of catalogued fossil specimens recovered as a result of the PRIMP, evaluate the scientific importance of the specimens, and discuss the relationship of the fossil assemblage from any newly recorded fossil site at the project site to relevant fossil assemblages from fossil sites in other areas. The report shall be submitted to the contractor and County Geologist. Submission of the final report will signify completion of the PRIMP and will ensure Project compliance with Public Resources Code Section 21081.6 (mitigation monitoring, reporting, and compliance). All reports shall be signed by the Project Paleontologist and all other professionals responsible		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		for the report's content (e.g. Project Geologist), as appropriate. One original signed copy of the report(s) shall be submitted to the County Geologist along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the Project Planner, Plan Check staff, Land Use Counter or any other County office. In addition, the Project Applicant shall submit proof of hiring (i.e. copy of executed contract, retainer agreement, etc.) a Project Paleontologist for the in-grading implementation of the PRIMP.		
4.15 Population and Housing				
Threshold a: The Project site does not contain any existing residences or housing, and the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Thus, no impact would occur, **Threshold b:** Although the Project would result in approximately 615 future employees, Riverside County currently suffers from a poor jobs-housing ratio, wherein there are not enough jobs within the County to prevent the need for County residents to travel outside the region for employment. Thus, by developing the Project site with employment-generating land uses, the Project would assist the County in improving its jobs-housing balance. Furthermore, the Riverside County General Plan designates areas of the County in which lower-income housing can be accommodated to meet the County's RHNA obligations, and does not rely on residential development on the Project site in order to meet its RHNA obligations. Moreover, it is anticipated that any future employees generated by the Project could be accommodated by existing residential communities and/or by future residential	No Impact Less than Significant	Impacts to population and housing would be less than significant; thus, mitigation measures are not required.	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
uses to be constructed in accordance with the General Plan Land Use Plan or the general plans of cities within the County, and that no additional housing, including housing affordable to households earning 80% or less of the County's median income, would be required to accommodate Project-related employees. Impacts would be less than significant. **Threshold c**: The Project site is designated for development with urban uses by the General Plan and TCAP, and the Project would accommodate fewer employment opportunities as compared to the site's existing General Plan land use designations. As such, the Project would not directly induce substantial unplanned population growth in the area, and impacts would be less than significant. The Project also would not indirectly induce substantial unplanned population growth due to infrastructure improvements, as all proposed infrastructure improvements would be sized to serve only the proposed Project; thus, indirect population growth impacts would be less than significant.	Less than Significant			
4.16 Public Services				
Threshold a.: Although the Project would contribute to a need for new or expanded fire protection facilities, it is not possible to identify environmental impacts that may be associated with such new or expanded library facilities until a specific proposal and design for such facilities are prepared by the RCFD. Accordingly, impacts due to the construction of new or expanded fire protection facilities are too speculative for evaluation in this EIR (State CEQA Guidelines § 15145). Environmental effects of such fire protection facilities and associated mitigation would be identified through a future CEQA process required in association with any future proposals for new or expanded fire protection facilities. Additionally, with payment of mandatory DIF fees, the proposed Project's potential direct and cumulatively-considerable impacts to the	Less than Significant	Impacts to public services would be less than significant; thus, mitigation measures are not required.	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Riverside County Fire Department would be reduced to less-than-significant levels.				
Threshold b.: With payment of mandatory DIF fees, the proposed Project's potential direct and cumulatively-considerable impacts to the Riverside County Sheriff's Department would be reduced to less-than-significant levels, and the Project would not result in or require the construction of new police protection facilities that could result in a significant impact to the environment.	Less than Significant			
Threshold c.: The Project would not directly generate a resident population, and thus would not directly impact school services in the local area. Although the Project may indirectly result in new residents within the service area of the CNUSD, and thus may indirectly result in an incremental increase in demand for new school facilities, there are no current publicly-available plans detailing where such facilities would be built. As such, it is not possible to identify environmental impacts that may be associated with the construction of new or expanded school facilities until a specific proposal and design for the facility is prepared by the CNUSD, and an analysis of potential physical environmental impacts resulting from the construction and operation of new or expanded school facilities would be speculative in nature (see State CEQA Guidelines § 15145). Environmental effects of such school facilities and any associated mitigation would be identified through a future CEQA process required in association with any future proposals for new or expanded school facilities. Any mitigation measures required for new or expanded school facilities could be funded, in part, from property taxes and/or through payment of school impact fees. Furthermore, the payment of mandatory school impact fees would ensure that the Project would result in less-than-significant direct or cumulatively-considerable impacts to the ability of the CNUSD to provide for school services.	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Threshold d.: The Project would not directly generate a resident population, and thus would not directly impact library services in the local area. Although the Project may indirectly result in new residents within the local area, and thus could result in an incremental demand for increased library facilities, it is not possible to identify environmental impacts that may be associated with such new or expanded library facilities until a specific proposal and design for such facilities are prepared by Riverside County. Accordingly, impacts due to the construction of new or expanded library facilities are too speculative for evaluation in this EIR (State CEQA Guidelines § 15145). Environmental effects of such library facilities and associated mitigation would be identified through a future CEQA process required in association with any future proposals for new or expanded library facilities. However, the Project would be required to contribute DIF fees, which would be used in part to provide for library space and/or new book volumes. Accordingly, with payment of DIF fees, Project impacts to library services and facilities are evaluated as less than significant on both a direct and cumulatively-considerable basis.	Less than Significant			
Threshold e.: With payment of mandatory DIF fees, the Project would result in less-than-significant direct and cumulatively-considerable impacts to health services facilities, and the Project would not result in or require the construction of new health services facilities that could result in a significant impact to the environment.	Less than Significant			
4.17 Recreation				
Thresholds a and d: The physical construction of the on-site trails and pedestrian facilities has been addressed under the relevant issue areas identified throughout this EIR (e.g., air quality, biological resources, cultural resources, etc.). Under	Less than Significant	Impacts to recreation would be less than significant; thus, mitigation measures are not required.	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
each of these topics, the Project impacts are determined to be less than significant, or mitigation measures have been identified to reduce impacts to the maximum feasible extent. There are no components of the planned trails or pedestrian facilities on site that have not already been addressed and accounted for throughout this EIR. Accordingly, Project impacts due to parkland development on site would be less than significant, requiring no mitigation beyond that which is identified in other portions of this EIR. **Threshold b**: The Project does not propose any residential uses or other land use that may generate a population that would directly increase the use of existing neighborhood and regional parks or other recreational facilities. Accordingly, implementation of the proposed Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park, and impacts would be less than significant. **Threshold c:** he Project site is not located within a CSA that was established for recreational facilities, the Project site is not located within a Community Parks and Recreation Plan, and the Project is not subject to payment of in-lieu fees (Quimby fees) for recreational facilities pursuant to § 10.35 of Riverside County Ordinance No. 460. Accordingly, impacts due to a conflict with a Community Parks and Recreation Plan and due to the need for payment of in-lieu fees for parkland acquisition and construction would be less than significant.	Less than Significant Less than Significant			
4.18 Transportation				
Threshold a.: The only applicable programs, plans, ordinances, or policies addressing the circulation system in the Project area are the Riverside County General Plan and Riverside County ordinances. EIR Technical Appendix M includes an analysis of the Project consistency with the policies of the Riverside	Less than Significant	**MM 4.18-1** Prior to the issuance of grading permits or improvement plans affecting public roadways, the Project Applicant shall prepare and Riverside County shall approve a temporary traffic control plan. The temporary traffic control plan shall comply with the applicable requirements of the	Project Applicant/ Riverside County Planning Department	Prior to issuance of grading permits or improvement plans affecting public roadways

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
County General Plan, and demonstrates that the proposed Project would not conflict with any applicable General Plan policy, including policies contained within the General Plan Circulation Element. Additionally, the Project would not conflict with Riverside County Ordinance Nos. 413, 452, 460, 461, 499, 659, 671, 748, or 824, which are the applicable ordinances within the County related to the circulation system. Therefore, the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, and impacts would be less than significant.		California Manual on Uniform Traffic Control Devices (CMUTD). A requirement to comply with the temporary traffic control plan shall be noted on all grading and building plans and also shall be specified in bid documents issued to prospective construction contractors. **MM 4.18-2** Voluntary Commute Trip Reduction Program: Future building lease or sales agreements shall include a requirement to implement a voluntary program to discourage single-occupancy vehicle trips for employees and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking. Examples of potential Commute Trip Reduction (CTR) program features include the following: a) Designated Employee Transportation Coordinator (ETC): An Employee Transportation Coordinator (ETC) shall be identified as part of future site operations. The role of ETC is to provide education and point of contact for commute-related questions and commuter benefits. b) Provide designated carpool/vanpool parking in desirable locations on-site could be provided, which could encourage employees to carpool/vanpool to work and reduce VMT. c) Marketing of Commuter Benefits for Employees: The ETC shall provide new hires with commuter benefit materials. Additionally, an on-site message board (physical or digital) shall be provided to educate employees of commuter benefits. d) Pre-Tax Transit Pass Benefits: Employees shall have access to WageWorks (or comparable) to purchase transit passes or other approved commuter expenses pre-tax.	Project Applicant/ Riverside County Planning Department	Prior to issuance of certificate of occupancy
Threshold b.: The Project would exceed the County's Work VMT per employee threshold by 43.7% and would exceed the Unincorporated WRCOG region baseline average total VMT per SP by 83.4%. As the future building tenants are not known for the Project, the effectiveness of commute trip reduction measures may be limited. Although Mitigation Measure MM 4.18-2 would serve to reduce the Project's VMT to the maximum practical extent, it is unlikely that the required mitigation would reduce the Project's Work VMT per employee to below the County's threshold of significance or reduce the Project's total VMT per SP to below the Unincorporated WRCOG region baseline. Accordingly, Project impacts due to VMT would represent a significant and unavoidable impact on both a direct and cumulatively-considerable basis.	Significant and Unavoidable			
Threshold c.: All physical improvements planned as part of the Project would be in conformance with applicable Riverside County standards. The Project site is surrounded by open space, light industrial uses, a gas station, a driving range, and the El Sobrante Landfill, and the Project would not be incompatible with these uses. Although residential uses occur to the west of I-15, all of the Project's truck traffic would be routed along I-15 and would not occur along residential streets in the local area.	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
As such, the Project's proposed warehouse uses are a compatible use in the local area and the Project would not increase transportation-related hazards in the local area. Impacts would therefore be less than significant.		e) Bicycle Parking: On-site secure bike parking facilities and storage lockers shall be accommodated. f) Carpool and Vanpool Ride-Matching Services: Information about Waze Carpool and other carpool/vanpool ride-matching services shall be provided to future employees. g) Guaranteed Ride Home (GRH) Program. An employer-funded GRH program shall be provided by future tenants of the Project for employees arriving to work by carpool, vanpool, or transit and need to leave work early or are unable to use normal commute accommodations. The GRH Program shall be provided via local transportation network companies.		
Threshold d.: Although the Project would result in the increased maintenance of roadways and would increase traffic on existing and planned roadways, any incremental increase in the need to maintain public roadway facilities would be offset by tax revenue generated by the Project's proposed land uses. There are no components of the proposed Project that would result in or require a substantial increase in expenditures by Riverside County for public road maintenance such that environmental impacts would result. As such, Project impacts would be less than significant.	Less than Significant			
Threshold e.: The Project has the potential to adversely impact circulation in the local area during the construction of proposed improvements to roadways abutting the Project site, including along Temescal Canyon Road, Dawson Canyon Road North, and Dawson Canyon Road South. Mitigation Measure MM 4.18-1 requires the Project Applicant to prepare and obtain Riverside County approval of a temporary traffic control plan prior to issuance of grading permits or improvement plans affecting public roadways. Implementation of the required mitigation would ensure that Project-related construction activities would not substantially affect circulation during the Project's construction. With implementation of the required mitigation, impacts would be reduced to less-than-significant levels.	Less than Significant with Mitigation			
Threshold f.: Under long-term operating conditions, the Project would have no effect on emergency access in the local area, and impacts would be less than significant. However, during proposed improvements to roadways abutting the Project	Less than Significant with Mitigation			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
site, there is a potential that the Project could adversely affect emergency access or access to nearby uses. Mitigation Measure MM 4.18-1 requires the Project Applicant to prepare and obtain Riverside County approval of a temporary traffic control plan prior to issuance of grading permits. With implementation of the required mitigation, the Project would not result in inadequate emergency access or access to nearby uses during the Project's construction phase. Accordingly, with implementation of the required mitigation, impacts would be reduced to less-than-significant levels. **Threshold g.:** As part of the Project, and in conformance with TCAP Figure 8, the Project would accommodate a planned realignment of Temescal Canyon Road, although Temescal Canyon Road would not be realigned as part of the Project. As part of the Project, ultimate and interim improvements are proposed to Temescal Canyon Road that would include restriping of bike lanes and the installation of a 21-fooot-wide parkway that includes a five-foot-wide sidewalk separated from the curb by a three- to seven-foot-wide decomposed granite strip, with landscaping provided at the back of the sidewalk. Ultimate improvements planned for Temescal Canyon Road would include a Design Guidelines/Historic Trail that would be 10 feet wide within a 21-foot-wide parkway along the western edge of the roadway. In addition, bicycle lanes would be accommodated along the Project site's frontages with Dawson Canyon Road North and Dawson Canyon Road South. Impacts associated with the construction of these trails, including the interim and ultimate improvements to Temescal Canyon Road, are inherent to the Project's construction phase, and have been evaluated throughout this EIR under the appropriate subject heading (e.g., biological resources, etc.). There would be no impacts to the environment specifically related to the construction of these trails that have not already been evaluated and mitigated for throughout this EIR. Accordingly, impacts	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
would be less than significant.				
4.19 Tribal Cultural Resources				
Impact Threshold a. & b.: The Project has the potential to result in significant impacts to previously-undiscovered Tribal Cultural Resources. Implementation of EIR Mitigation Measures MM 4.5-1 through MM 4.5-5 would ensure appropriate treatment of any Tribal Cultural Resources that may be identified during Project-related ground-disturbing activities. Implementation of the required mitigation would reduce Project impacts to Tribal Cultural Resources to below a level of significance.	Less than Significant with Mitigation	Mitigation Measure MM 4.5-1 through MM 4.5-50 shall apply.	As specified by Mitigation Measure MM 4.5-1 through MM 4.5-5	As specified by Mitigation Measure MM 4.5-1 through MM 4.5-5
4.20 Utilities and Service Systems				
Threshold a.: Although the Project would require construction of new or expanded water, wastewater conveyance, and stormwater drainage systems, impacts associated with the construction of such facilities have been evaluated throughout this EIR under the appropriate subject headings (e.g., air quality, biological resources, etc.). Where significant direct or cumulative impacts are identified, mitigation measures have been imposed to reduce the Project's impacts to the maximum feasible extent. There are no environmental impacts that would occur specifically related to the Project's proposed water, sewer, and drainage improvements that have not already been addressed. As such, with the mitigation measures specified in this EIR, Project impacts due to water, sewer, and drainage improvements would be less than significant. Additionally, the Project's wastewater generation would represent approximately 3.2% of the TVWRF's current total average daily treatment capacity, or approximately 12.3% of the current 407,650 gpd average daily excess capacity at the TVWRF. With the current expansion, which is likely to be in place prior to Project buildout and occupancy, the Project's daily sewer generation would represent 2.2% of the total expanded daily treatment capacity of 2.25 MGD, or approximately 4.6% of the 1,087,650	Less than Significant	The mitigation measures identified throughout this EIR for Project-related construction impacts (e.g., air quality, biological resources, etc.) shall apply. Project impacts to utilities and service systems would be less than significant; therefore, no additional mitigation is required related to utilities and service system improvements proposed as part of the Project.	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
projected excess daily capacity at the TVWRF. Furthermore, the TVWD has indicated it has the capacity to handle wastewater generated by the proposed Project (refer to EIR *Technical Appendix L*). Accordingly, the Project would not result in or require the expansion of the existing facilities at the TVWRF, and impacts would therefore be less than significant. **Threshold b.:** The UWMP demonstrates that the TVWD would have sufficient water supplies even during single and multiple dry years to meet the projected demand within its district through year 2045. Because the Project's anticipated water demand would be within the demand projections identified by the UWMP, it can be concluded that the TVWD would have sufficient water supplies to serve the Project based on existing entitlements and resources. Additionally, the Project would not require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Therefore, impacts associated with the Project's water demand would be less than significant. **Threshold c.:** Impacts associated with the Project's proposed sewer improvements are inherent to the Project's construction phase, and impacts have been evaluated throughout this EIR under the appropriate subject headings (e.g., air quality, biological resources, etc.). Where significant direct or cumulative impacts are identified, mitigation measures have been imposed to reduce the Project's impacts to the maximum feasible extent. There are no environmental impacts that would occur specifically related to the Project's proposed sewer improvements that have not already been addressed in pertinent sections of this EIR. As such, with the mitigation measures specified in this EIR, Project impacts due to proposed sewer improvements would be less than significant.	Less than Significant Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Threshold d.: The Project's wastewater generation would represent approximately 3.2% of the TVWRF's current total daily treatment capacity, or approximately 12.3% of the current 407,650 gpd average daily excess capacity at the TVWRF. With the current expansion, which is likely to be in place prior to Project buildout and occupancy, the Project's daily sewer generation would represent 2.2% of the total expanded treatment capacity of 2.25 MGD, or approximately 4.6% of the 1,087,650 projected average daily excess capacity at the TVWRF. Furthermore, the TVWD has indicated it has the capacity to handle wastewater generated by the proposed Project (refer to EIR Technical Appendix L). Accordingly, the Project would not result in or require the expansion of the existing facilities at the TVWRF, and impacts would therefore be less than significant.	Less than Significant			
Threshold e.: Regional solid waste facilities would have adequate capacity to handle solid waste generated by the Project's construction and operational phases. 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. Accordingly, impacts would be less than significant.	Less than Significant			
Threshold f.: With mandatory compliance to AB 939, AB 341, and RCDWR's programs and policies, the Project would not result in a significant impact due to noncompliance with regulations related to solid waste. A less-than-significant impact would occur..	Less than Significant			
Threshold g.: Impacts associated with the construction or expansion of utility facilities would be less than significant or otherwise mitigated to the maximum feasible extent by this EIR. No additional mitigation would be required.	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
4.21 Wildfire				
Threshold a.: The Project site and surrounding areas are not identified as evacuation routes, and there are no adopted emergency response plans or emergency evacuation plans applicable to the Project area. During construction and at Project build-out, the proposed Project would be required to maintain adequate access for emergency vehicles. Accordingly, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and impacts would be less than significant.	Less than Significant	Impacts due to wildfire-related hazards would be less than significant; thus, mitigation measures are not required.	N/A	N/A
Threshold b. and e.: The Project would accommodate on-site defensible space to limit fire hazards. This includes fuel maintenance and modification zones, which would consist of asphalt roadways, parking stalls, loading zones, and irrigated landscaping. Areas within the buffer zone would not contain any flammable vegetation that could exacerbate wildfire risks in the local area. Accordingly, the Project would not exacerbate wildfire risks, and thereby would not expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Additionally, the Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Impacts would be less than significant.	Less than Significant			
Threshold c.: Improvements proposed as part of the Project would provide for on-site defensible space to limit fire hazards. This includes fuel maintenance and modification zones, which would consist of asphalt roadways, parking stalls, loading zones, and irrigated landscaping. These areas would not consist of flammable vegetation, and thus would not exacerbate fire risk in the local area. Impacts associated with development of the Project site, including the construction of parking and	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
landscaped areas on site, improvements to abutting roadways, and the realigned Coldwater Creek Wash drainage channel are inherent to the Project's construction phase, and impacts associated with such features have been evaluated throughout this EIR under the appropriate subject heading (e.g., biological resources, etc.). Accordingly, the Project would not exacerbate fire risk or involve improvements that may result in temporary or ongoing impacts to the environment that have not already been addressed throughout this EIR, and impacts would therefore be less than significant. **Threshold d.:** Under existing and proposed conditions, the Project site exhibits little topographic variation, and development on site as proposed would not involve any uses containing natural vegetation or other features subject to wildland fire hazards. Thus, improvements proposed as part of the Project would not result in an increase in wildfire hazard-related risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Additionally, the Project site would be separated from areas subject to wildland fire hazards by the Temescal Wash and the proposed realigned channel for the Coldwater Canyon Wash, and therefore the Project site would not be subject to flooding or landslide hazards resulting from wildfires in off-site areas. Furthermore, the proposed warehouse building would be set back from areas subject to wildland fire hazards by a minimum of 190 feet. Therefore, the Project would not 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, and impacts would be less than significant.	Less than Significant			

1.0 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that all public agencies within the State of California having land use approval over activities with potential to adversely affect the quality of the environment, regulate such activities so that impacts to the environment can be prevented to the extent feasible. Such activities are reviewed and monitored through the CEQA compliance process, as provided in the CEQA Statute (Public Resources Code Sections 21000- 21177, as amended), and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387, as amended).

Under CEQA, if there is substantial evidence that a project may have a significant effect on the physical environment, an Environmental Impact Report (EIR) must be prepared (CEQA Guidelines Section 15064(a)(1)). This document serves as an EIR for the proposed Temescal Valley Commerce Center project. For purposes of this EIR, the term "Project" refers to all actions associated with implementation of the Temescal Valley Commerce Center Project including its planning, construction, and ongoing operations. The term "Project Applicant" used herein refers to Dawson Canyon, LLC, which is the entity that submitted applications to Riverside County to entitle the Project. The term "Project site" refers to the property upon which the Project is proposed. The public agency with the principal responsibility for carrying out or approving a project or the first public agency to make a discretionary decision to proceed with a proposed project should ordinarily act as the Lead Agency pursuant to CEQA Guidelines Sections 15050-15051. The term "Lead Agency" used herein refers to the County of Riverside. Throughout this document, the terms "Draft EIR" and "Final EIR" may be used interchangeably since both are part of the ultimate EIR record; however, "Draft EIR" may be used specifically when referring to information provided in the volume made available for the CEQA-required 45-day public review period.

1.1 PROJECT BACKGROUND

The 46.14-acre Project site previously was used for concrete pipe manufacturing (Hydro Conduit) since approximately 1970. However, the concrete pipe manufacturing facility was demolished prior to 2016. In November 2020, the Project Applicant filed applications with Riverside County for General Plan Amendment No. 200007 (GPA 200007), Change of Zone No. 2000028 (CZ 2000028), and Conditional Use Permit No. 200044 (CUP 200044) to allow for future development of the Project site with a 181,495 square-foot (s.f.) last mile delivery station warehouse building with 15 loading dock spaces and associated parking areas for passenger vehicles, vans, and truck trailers, as well as vehicle maintenance areas (herein, "previously-proposed project"). The previously-proposed project also included dedication of approximately 1.35 acres in the northeastern corner of the Project site would be conveyed to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Reserve System for long-term conservation. Additionally, as part of the previously-proposed project, the Coldwater Canyon Wash drainage channel was proposed to be realigned from the western site boundary to the southeast site boundary on approximately 5.70 acres of the site.

The previously-proposed project was subject to CEQA, and the County determined that a project-level EIR would be required (herein, "prior EIR"). On December 31, 2020, Riverside County prepared a Notice of Preparation (NOP) for the previously-proposed project, which was circulated for a 30-day public review period

in order to solicit comments from interested parties and public agencies regarding the scope of the prior EIR. Following preparation of the prior EIR, Riverside County published and circulated a Notice of Completion (NOC) on November 19, 2021 indicating that the prior EIR would be available for a 45-day public review period to solicit comments from interested parties and public agencies regarding the adequacy of the prior EIR. Riverside County received a total of 42 comment letters identifying potential issues with the prior EIR.

Subsequent to the 45-day public review period for the prior EIR, the Project Applicant determined that the previously-proposed last-mile delivery station no longer was an economically viable use for the site. In response to market conditions, a new design was prepared for the Project site that includes a total of seven light industrial warehouse buildings with a total of 633,607 s.f. of building area. In August 2022, the Project Applicant filed new applications with Riverside County for a Plot Plan (PPT 220039) and Tentative Parcel Map (TPM 38551). The application for the previously-proposed CUP 200044 was withdrawn, although the applications for GPA 200007 and CZ 2000028 remain active cases with the County.

As with the previously-proposed project, the currently-proposed Project is subject to CEQA, and Riverside County determined that an EIR will be required. Due to the extent of changes associated with the currently-proposed Project, Riverside County determined that the previously-prepared EIR will require substantial changes in order to address the currently-proposed Project. As such, Riverside County elected to issue a new NOP in order to solicit comments on the scope of the EIR for the currently-proposed Project. The NOP was distributed for a 30-day public review period that commenced on January 30, 2023 and concluded on March 1, 2023.

This EIR addresses the potential physical environmental impacts that could result from construction and implementation of the currently-proposed Project, which consists of applications for GPA 200007, CZ 2000028, PPT 220039, and TPM 38551 to allow for future development of the Project site with seven light industrial warehouse buildings with a total of 633,607 s.f. of building area. Comment letters previously received by Riverside County in relation to the prior EIR have been considered during the preparation of this EIR; however, all of the prior comments related to the 181,495 s.f. last mile delivery station warehouse building and did not address the currently-proposed design for the site. Accordingly, while environmental issues raised by the comment letters on the prior EIR have been considered, this EIR does not include formal responses to the comment letters received in relation to the prior EIR. Formal responses to comments will be prepared to address any new comment letters received during the 45-day public review period for this EIR.

1.2 Purposes of CEQA and Legal Authority for this EIR

As stated by CEQA Guidelines Section 15002(a), the basic purposes of CEQA are to:

- Inform governmental decision makers and the public about the potential significant environmental effects of proposed government actions (including the discretionary approval of land entitlement applications submitted by private parties);
- Identify the ways that environmental damage can be avoided or significantly reduced;

- Prevent significant avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and
- Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if a project will be approved involving significant environmental effects.

The purposes of this EIR are to inform public agency decision-makers and the general public about the potentially significant environmental effects of the Temescal Valley Commerce Center Project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the Project that would feasibly attain most of the basic Project objectives but would avoid or substantially lessen its significant environmental effects (CEQA Guidelines Section 15121(a)). This EIR is an informational document that represents the independent judgment of the County of Riverside. Staff in the County's Planning Department reviewed and, as necessary, directed revisions to all submitted drafts, technical studies, and reports supporting this EIR for consistency with County policies and requirements, to ensure that this EIR reflects the County's independent judgment.

1.3 SUMMARY OF THE PROJECT EVALUATED BY THIS EIR

Riverside County is the Lead Agency for the proposed Project, under whose authority this EIR has been prepared. For purposes of this EIR, the term "Project" refers to the Project's discretionary applications and the discretionary actions required to implement the Temescal Valley Commerce Center Project, as proposed, and all of the activities associated with its implementation including planning, construction, and ongoing operations.

The Project site comprises approximately 46.14 acres located east of Temescal Canyon Road and Interstate 15 (I-15) and southeast and southwest of Dawson Canyon Road within the Temescal Canyon Area Plan (TCAP) portion of unincorporated Riverside County. The Project as evaluated herein consists of applications for a General Plan Amendment (GPA 200007), Change of Zone (CZ 2000028), Tentative Parcel Map (TPM 38551), and Plot Plan (PPT 220039) to allow for future development of the Project site with light industrial land uses. Approximately 33.63 net acres of the Project site are proposed for development with seven (7) light industrial warehouse buildings ranging in size from 33,320 s.f. to 183,090 s.f. and with a total building area of 633,607 s.f. Approximately 1.84 acres in the northern corner of the Project site would be dedicated to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Reserve System for long-term conservation. Additionally, as part of the Project the Coldwater Canyon Wash drainage channel would be realigned from the western Project site boundary to the southeastern Project site boundary on approximately 6.90 acres of the Project site. Approximately 0.70-acre in the northern portion of the site would be dedicated as right-of-way for the northwest/southeast-aligned portion of Dawson Canyon Road (herein, "Dawson Canyon Road South"). Two remainder parcels that would accommodate the future realignment of Temescal Canyon Road are proposed on 3.17 acres. Access to the site is proposed via one driveway along the realigned Temescal Canyon Road, one driveway along the southwest/northeast-aligned portion of Dawson Canyon Road (herein, "Dawson Canyon Road North"), and four driveways along the southeast/northwest-aligned portion of Dawson Canyon Road (herein, "Dawson Canyon Road South").

Riverside County is the Lead Agency for the proposed Project, under whose authority this EIR has been prepared. The Project Applicant is requesting the following governmental approvals from Riverside County to allow for development of the Project (refer to Chapter 3.0, *Project Description*, for a complete description of the Project's construction and operational characteristics):

- **General Plan Amendment No. 200007 (GPA 200007)** is proposed to modify the approved land uses for the Project site in order to expand areas designated for "Light Industrial (LI)" land uses. Under existing conditions, the General Plan designates the 46.14-acre Project site for LI, "Community Center (CC)," and "Open Space – Water (OS-W)" land uses. As part of GPA 200007, areas designated for LI land uses would be expanded to encompass approximately 33.63 acres of the Project site. The northern 1.84 acres of the Project site are proposed to be dedicated to the MSHCP Reserve System and would be designated for Open Space-Conservation Habitat (OS-CH) uses. Approximately 6.90 acres along the southeastern boundary of the Project site that are proposed for the realignment of the Coldwater Canyon Wash drainage channel would be designated for "Open Space – Water (OS-W)." Approximately 0.70-acre in the northern portion of the site would be dedicated as ROW for Dawson Canyon Road South. Two remainder parcels that would accommodate the future realignment of Temescal Canyon Road are proposed on 3.17 acres and would not be assigned a General Plan land use designation. In addition, proposed GPA 200007 would remove the 46.14-acre property from the boundaries of the Serrano Policy Area, as identified by the Temescal Canyon Area Plan (TCAP) of the Riverside County General Plan.

- **Change of Zone (CZ 2000028)** is proposed to change the site's existing zoning classifications in order to accommodate the uses proposed as part of PPT 220039. Specifically, approximately 33.63 acres of the Project site would be reclassified as "Manufacturing-Service Commercial (M-SC)," which would allow for a wide variety of light manufacturing and industrial uses with plot plan approval. The northern 1.84 acres of the Project site as well as 6.90 acres along the southeastern boundary of the Project site would be rezoned for "Watercourse, Watershed & Conservation Areas (W-1)" uses. The W-1 zoning classification is intended to apply to lands subject to periodic flooding and other hazards, and that are not suitable for permanent occupancy. Approximately 0.70 acre in the northern portion of the site would be dedicated as right-of-way for Dawson Canyon Road South. Two remainder parcels that would accommodate the future realignment of Temescal Canyon Road are proposed on 3.17 acres and would not be assigned a zoning classification.

- **Plot Plan No. 220039 (PPT 220039)** is proposed to permit the use of 33.63 acres of the 46.14-acre Project site with seven light industrial warehouse buildings with a total building area of 633,607 s.f. (Buildings 1 through 7), and to allow for the realignment of the Coldwater Canyon Wash drainage from the western boundary of the site to the southeastern boundary of the site within a 210-foot-wide easement encompassing approximately 6.90 acres. PPT 220039 is required pursuant to Section 11.2 of Riverside County Ordinance No. 348, which establishes permitted uses within the M-SC zone and allows for warehousing and distribution uses with approval of a plot plan. PPT 220039 includes details

relating to the proposed development, including site design, grading, architecture, circulation, landscaping, walls/fencing, utilities (water and sewer), and drainage.

- **Tentative Parcel Map No. 38551 (TPM 38551)** is proposed in order to subdivide the two existing legal lots on site into a total of seven parcels for development with light industrial land uses and five lots to be conveyed for open space, drainage, and roadway purposes. Proposed Parcels 1 through 7 would encompass the sites for Buildings 1 through 7, as shown on PPT 220039, and would encompass 33.63 acres. Lot A (1.84 acres) is intended to be conveyed to the Regional Conservation Authority (RCA) for inclusion in the MSHCP Reserve System. Lot B (0.70-acre) is proposed for the dedication of additional ROW for Dawson Canyon Road South. Lots C and D comprise 2.84 acres and 0.33-acre, respectively (3.17 acres total) and are proposed as remainder parcels that would accommodate the future realignment of Temescal Canyon Road. Lot E (6.90 acres) is proposed for the conveyance of the realigned Coldwater Canyon Wash drainage channel to the Riverside County Flood Control and Water Conservation District (RCFCWCD) for long-term maintenance.

1.4 CEQA-Compliance Process

As a first step in the CEQA compliance process and pursuant to the procedural requirements of CEQA, on January 30, 2023, Riverside County filed a Notice of Preparation (NOP) with the California Office of Planning and Research (State Clearinghouse) and the Riverside County Clerk to indicate that an EIR would be prepared to evaluate the Project's potential to impact the environment. The NOP also was distributed to potential responsible and trustee agencies and other interested parties for a 30-day public review period that commenced on January 30, 2023. The purpose of distributing the NOP was to solicit responses in order to assist the County in identifying the full scope and range of potential environmental concerns associated with the Project so that these issues could be fully examined in this EIR. As previously indicated, comment letters received in response to the prior EIR and its associated NOP also were considered during the preparation of this EIR.

An Initial Study was not prepared for the proposed Project because the County determined that an EIR clearly was required. The NOP, public review distribution list, and written comments received by the County of Riverside during the NOP public review period are provided in *Technical Appendix A* to this EIR. Please refer to Table 1-1, *Summary of NOP Comments*, for summarized comments received during the NOP public review period. The purpose of this table is to present a summary of the environmental topics that were expressed by public agencies and interested parties to be of primary interest. Table 1-1 is not intended to list every comment received by the County during the NOP review period. Regardless of whether or not an environmental or CEQA-related comment is listed in the table, all relevant comments received in response to the NOP and during the EIR Scoping Meeting are addressed in this EIR. Comment letters previously received relating to the previously-proposed project and/or prior EIR are not included in Table 1-1, but are addressed by this EIR.

Table 1-1 Summary of NOP Comments

Commenter	Date	Comments	Location in EIR Where Comment(s) Addressed
State			
California Department of Fish and Wildlife (CDFW)	March 1, 2023	▪ Requests an assessment of the Project's direct, indirect, and cumulatively-considerable impacts to biological resources, including impacts to sensitive habitats, an inventory of sensitive plant and wildlife species, and an assessment of compliance with the Multiple Species Habitat Conservation Plan (MSHCP).	EIR Subsection 4.4, *Biological Resources*
Native American Heritage Commission (NAHC)	February 1, 2023	▪ Provides an overview of Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18), and provides tribal contact information for consultation purposes.	EIR Subsections 4.5, *Cultural Resources*, and 4.19, *Tribal Cultural Resources*
Regional			
Riverside County Department of Waste Resources	February 16, 2023	▪ Requests an analysis of construction-related and demolition-related solid waste, and the imposition of mitigation measures if needed. ▪ Provides background information regarding local area landfills and transfer stations. ▪ Requests measures to ensure solid waste impacts are reduced in accordance with Assembly Bill 75 (AB 75) and Senate Bill 1383 (SB 1383).	EIR Subsection 4.20, *Utilities and Service Systems*
South Coast Air Quality Management District (SCAQMD)	March 1, 2023	▪ Requests an analysis of potential air quality impacts based on SCAQMD's CEQA Air Quality Handbook, the SCAQMD web site, and the CalEEMod modeling software. ▪ Requests an analysis of Project compliance with regional and localized significance thresholds established by SCAQMD. ▪ Recommends preparation of a Health Risk Assessment (HRA). ▪ Requests an evaluation of MATES V, and a disclosure of existing cancer and non-cancer health risks in the local area under existing conditions. ▪ Provides recommended mitigation measures. ▪ Provides information regarding the Warehouse Indirect Source Rule (WAIRE, SCAQMD Rule 2305).	EIR Subsection 4.3, *Air Quality*
Organizations and Individuals			
Al & Katherine Estrada	February 27, 2023	▪ Expresses concerns over traffic congestion on I-15 and the Project's contribution to existing traffic along this freeway. ▪ Expresses concern that the Project would	Throughout EIR Section 4.0, *Environmental Analysis*; EIR Subsection 4.11, *Land Use and*

Table 1-1 Summary of NOP Comments

Commenter	Date	Comments	Location in EIR Where Comment(s) Addressed
		adversely affect quality of life for local area residents. ▪ Generally objects to the proposed Project.	*Planning*, and EIR Subsection 4.18, *Transportation*
Californians Allied for a Responsible Economy (CARE CA)	March 1, 2023	▪ Requests a full evaluation of the Project's impacts to the environment. ▪ Requests Project Objectives to not be narrowly tailored. ▪ Requests disclosure regarding the anticipated use types for each of the Project's warehouse buildings. ▪ Requests special design measures should the Project include cold storage uses. ▪ Requests an analysis of potential health risk impacts associated with the Project.	EIR Subsection 3.0, *Project Description;* Throughout EIR Section 4.0, *Environmental Analysis*; and EIR Subsection 4.3, *Air Quality*
Theresa Rettinghouse/ Center for Biological Diversity (CBD)	February 14, 2023	▪ Requests to be added to the public notification list for the proposed Project.	N/A
Delfina Riley	February 9 and February 10, 2023	▪ Expresses concern regarding traffic along local area freeways. ▪ Expresses concerns over traffic congestion and air pollution. ▪ Expresses general opposition to the proposed Project.	EIR Subsection 4.3, *Air Quality*, and EIR Subsection 4.18, *Transportation*
Jerry Sincich	February 28, 2023	▪ Expresses general support for the proposed Project, and does not identify any environmental issues of concern.	N/A

In consideration of public comments made on the NOP in writing (see *Technical Appendix A*), this EIR evaluates all of the environmental topics identified in Appendix G to the CEQA Guidelines and in the County's standard Environmental Assessment Checklist form. Potential effects associated with these environmental topics and an analysis of the Project's potential to be growth-inducing are summarized in Section 5.0, *Other CEQA Considerations*. Based on Appendix G and the County's Environmental Assessment Checklist form, and in consideration of all comments received by Riverside County on the NOP and during the EIR Scoping Meeting, Section 4.0 of this EIR evaluates the Project's potential to cause adverse effects to the following environmental issue areas:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Mineral Resources
- Noise
- Paleontological Resources
- Population and Housing
- Public Services
- Recreation

- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

As stated in CEQA Guidelines Section 15161, a Project EIR should "…focus primarily on the changes in the environment that would result from the development project" and "…examine all phases of the project including planning, construction, and operation." Acting as Lead Agency, Riverside County will consider the following items regarding the proposed Project and this EIR: a) evaluation of this EIR to determine if the physical environmental impacts of the Project are adequately disclosed; b) assessment of the adequacy and feasibility of identified mitigation measures; c) consideration of alternatives to the Project that could reduce or eliminate significant environmental effects of the Project; and, if necessary, d) consideration of Project benefits that override the Project's unavoidable and unmitigable significant effects on the environment.

Riverside County will release the Draft EIR for a minimum 45-day public review period and make the Draft EIR and its supporting technical appendices available for review in electronic form on the County's website[1] and in electronic format at the County's Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501, during the County's regular business hours. The County also will provide interpretive services for any information requests made in languages other than English.

During the 45-day review period, comments on the content of the Draft EIR can be submitted to:

County of Riverside – Planning Department
Attn: Jose Merlan, Principal Planner
P.O. Box 1409
Riverside, CA 92502-1409
Email: jmerlan@rivco.org

Public comments should be focused "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" (CEQA Guidelines Section 152049(a)).

Following the Draft EIR's 45-day public review period, the County will then respond in writing to all submitted comments pertaining to an environmental effect and publish a Final EIR. Before taking action to approve the Project, Riverside County (serving as the Lead Agency) has the obligation to: (1) ensure this EIR has been completed in accordance with CEQA; (2) review and consider the information contained in this EIR as part of its decision-making process; (3) make a statement that this EIR reflects the County of Riverside's independent judgment; (4) ensure that all significant effects on the environment are avoided or substantially lessened where

[1] See: https://planning.rctlma.org/ceqa-environmental-noticing

feasible; and, if necessary (5) make written findings for each unavoidable significant environmental effect stating the reasons why mitigation measures or project alternatives identified in this EIR are infeasible and citing the specific benefits of the proposed Project that outweigh its unavoidable adverse effects (CEQA Guidelines Sections 15090-15093).

A Project-related decision-making hearing will be subject to noticed public hearings held before the County's Planning Commission and Board of Supervisors. The Planning Commission will conduct a hearing and will make a recommendation to the Board of Supervisors as to whether to approve, approve with changes, or deny approval of GPA 200007, CZ 2000028, PPT 220039, and TPM 38551. Following the Planning Commission hearing, the Board of Supervisors will subsequently hold a publicly-noticed hearing to decide whether proposed GPA 200007, CZ 2000028, PPT 220039, and TPM 38551 should be approved, approved with changes, or not approved.

During the decision-making processes, the Project and its design features, objectives, merits, environmental consequences, and socioeconomic factors, among other information contained in the Project's administrative record, will be considered by Riverside County. If the Final EIR is certified and GPA 200007, CZ 2000028, PPT 220039, and TPM 38551 are approved, Riverside County and other public agencies with permitting authority over all, or portions of, the Project would be able to rely on the Final EIR as part of their permitting and approval processes to evaluate the environmental effects of the Project as they pertain to the approval or denial of applicable permits. County staff also would rely on the certified Final EIR to subsequently conduct administrative level reviews for implementing permits and approvals.

1.5 CONTENT AND ORGANIZATION OF THIS EIR

This EIR contains all of the information required to be included in an EIR as specified by the CEQA Statutes and Guidelines (California Public Resources Code, Section 21000 et. seq. and California Code of Regulations, Title 14, Chapter 5). This EIR is organized in the following manner:

- **Section S.0, Executive Summary**, provides an overview of the EIR document and CEQA process. The Project and its objectives are described, and the location and regional setting of the Project site is documented. In addition, the Executive Summary discloses potential areas of controversy related to the Project, including those issues identified by other agencies and the public, and identifies potential alternatives to the proposed Project that would reduce or avoid significant impacts, as required by CEQA. Finally, the Executive Summary provides a summary of the Project's impacts, mitigation measures, and conclusions, in a table that forms the basis of the EIR's Mitigation, Monitoring, and Reporting Program (MMRP).

- **Section 1.0, Introduction**, provides introductory information about the CEQA process and the responsibilities of Riverside County, serving as the Lead Agency for this EIR; a brief description of the Project; the purpose of this EIR; applications proposed by the Project Applicant that would require discretionary Riverside County approvals; permits and approvals required by other agencies; and an overview of the EIR format.

- **Section 2.0, Environmental Setting**, describes the environmental setting, including an overview of the regional and local setting, as well as descriptions of the Project site's physical conditions and surrounding context. The existing setting is defined as the condition of the Project site and surrounding area at the approximate date this EIR's NOP was released for public review on January 30, 2023. The setting discussion also addresses the relevant regional planning documents that apply to the Project site and vicinity.

- **Section 3.0, Project Description**, serves as the EIR's Project Description for purposes of CEQA and contains a level of specificity commensurate with the level of detail proposed by the Project, including the summary requirements pursuant to CEQA Guidelines Section 15123. This section provides a detailed description of the Project, including its purpose and main objectives; design features; landscaping; site drainage; utilities; grading and construction characteristics; and operational characteristics expected over the Project's lifetime. In addition, the discretionary actions required of Riverside County and other government agencies to implement the Project are discussed.

- **Section 4.0, Environmental Analysis**, provides an analysis of the potential direct, indirect, and cumulative impacts that may occur from implementing the proposed Project. The topics analyzed in this section include the topics summarized above. Topics that were found to have no potential of being significantly impacted are discussed in Section 5.0, *Other CEQA Considerations*. A conclusion concerning significance is reached for each discussion, and mitigation measures are presented as warranted. The environmental changes identified in Section 4.0 and throughout this EIR are referred to as "effects" or "impacts" interchangeably. The CEQA Guidelines also describe the terms "effects" and "impacts" as being synonymous (CEQA Guidelines Section 15358).

  In the environmental analysis subsections of Section 4.0, the existing conditions are disclosed that are pertinent to the subject area being analyzed, accompanied by a specific analysis of physical impacts that may be caused by implementing the proposed Project. Impacts are evaluated on a direct, indirect, and cumulative basis. Direct impacts are those that would occur directly as a result of the proposed Project. Indirect impacts represent secondary effects that would result from Project implementation. Cumulative effects are defined in CEQA Guidelines Section 15355 as "…two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts."

  The analyses in Section 4.0 are based in part upon technical reports that are appended to this EIR. Information also is drawn from other sources of analytical materials that directly or indirectly relate to the proposed Project and are cited in Section 7.0, *References*. Where the analysis demonstrates that a physical adverse environmental effect may or would occur without undue speculation, feasible mitigation measures are recommended to reduce or avoid the significant effect. Mitigation measures must be fully enforceable, have an essential nexus to a legitimate governmental interest, and be "roughly proportional" to the impacts of the Project. The discussion then indicates whether the identified mitigation measures would reduce impacts to below a level of significance. In most cases,

implementation of the mitigation measures would reduce the adverse environmental impacts to below a level of significance. If mitigation measures are not available or feasible to reduce an identified impact to below a level of significance, the environmental effect is identified as a significant and unavoidable adverse impact, for which a Statement of Overriding Considerations (SOC) would need to be adopted by Riverside County pursuant to CEQA Guidelines Section 15093.

- **Section 5.0, Other CEQA Considerations**, includes specific topics that are required by CEQA. These include a summary of the Project's significant and unavoidable environmental effects, a discussion of the significant and irreversible environmental changes that would occur should the Project be implemented, as well as potential growth-inducing impacts of the proposed Project. Section 5.0 also includes a discussion of the potential environmental effects that were found not to be significant during the preparation of this EIR.

- **Section 6.0, Project Alternatives**, describes and evaluates alternatives to the proposed Project that could reduce or avoid the Project's adverse environmental effects. CEQA does not require an EIR to consider every conceivable alternative to the Project but rather to consider a reasonable range of alternatives that will foster informed decision making and public participation. A range of three (3) alternatives is presented in Section 6.0.

- **Section 7.0, References**, cites all reference sources used in preparing this EIR and lists the agencies and persons that were consulted during preparation of this EIR. Section 7.0 also lists the persons who authored or participated in preparing this EIR.

CEQA requires that an EIR contain, at a minimum, certain specified content. Table 1-2, *Location of CEQA Required Topics*, provides a quick reference in locating the CEQA-required sections within this document.

1.5.1 Incorporation by Reference

CEQA Guidelines Section 15147 states that the "information contained in an EIR shall include summarized… information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public," and that the "placement of highly technical and specialized analysis and data in the body of an EIR shall be avoided." CEQA Guidelines Section 15150 allows for the incorporation "by reference all or portions of another document… [and is] most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of a problem at hand." The purpose of incorporation by reference is to assist the Lead Agency in limiting the length of this EIR. Where this EIR incorporates a document by reference, the document is identified in the body of the EIR, citing the appropriate section(s) of the incorporated document and describing the relationship between the incorporated part of the referenced document and this EIR.

Table 1-2 Location of CEQA Required Topics

CEQA Required Topic	CEQA Guidelines Reference	Location in this EIR
Table of Contents	§ 15122	Table of Contents
Summary	§ 15123	Section S.0
Project Description	§ 15124	Section 3.0
Environmental Setting	§ 15125	Section 2.0
Consideration and Discussion of Environmental Impacts	§ 15126	Section 4.0
Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented	§ 15126.2(b)	Section 4.0 & Subsection 5.1
Significant Irreversible Environmental Impacts Which Would be Involved in the Proposed Action Should it be Implemented	§ 15126.2(c)	Subsection 5.2
Growth-Inducing Impacts of the Proposed Project	§ 15126.2(d)	Subsection 5.3
Consideration and Discussion of Mitigation Measures Proposed to Minimize Significant Effects	§ 15126.4	Section 4.0 & Table S-1
Consideration and Discussion of Alternatives to the Proposed Project	§ 15126.6	Section 6.0
Effects Not Found to be Significant	§ 15128	Subsection 5.4
Organizations and Persons Consulted	§ 15129	Section 7.0 & Technical Appendices
Discussion of Cumulative Impacts	§ 15130	Section 4.0
Energy Conservation	Appendices F and G	Subsection 4.6

Therefore, the detailed technical studies, reports, and supporting documentation that were used in preparing this EIR are bound separately as Technical Appendices. The Technical Appendices are available for review at the Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501, during the County's regular business hours or can be requested in electronic form by contacting the County's Planning Department. The individual technical studies, reports, and supporting documentation that comprise the Technical Appendices are as follows:

A. Notice of Preparation (NOP) and Written Comments on the NOP
B1. Air Quality Impact Analysis
B2. Health Risk Assessment
B3. Focused Health Risk Assessment
C1. Biological Resources Technical Report
C2. MSHCP Consistency Analysis
C3. Determination of Biologically Equivalent or Superior Preservation (DBESP)
C4. Jurisdictional Delineation
C5. Temescal Wash/Coldwater Canyon Creek Riparian Habitat Analysis
D. Cultural Resources Assessment
E. Energy Analysis
F1. Geotechnical Investigation
F2. Geotechnical Update Letter
G. Greenhouse Gas Analysis

H1. Phase I Environmental Site Assessment (ESA)
H2. Phase II ESA
I1. Preliminary Hydrology Study
I2. Preliminary Water Quality Management Plan (WQMP)
I3. Bridge Rehabilitation Assessment
I4. Drainage Technical Summary
I5. Hydraulic Analysis Report
I6. Drainage Study – Offsite and Frontage Roads
J1. Noise Study
J2. Supplemental Noise Analysis
K1. Vehicle Miles Traveled Analysis
K2. Traffic Analysis Report
K3. Supplemental Traffic Analysis
L. Water and Sewer Availability Letters
M. General Plan Consistency Analysis
N. Fire Hazard, Emergency Services Access, and Evacuation Measures

Other reference sources that are incorporated into this EIR by reference are listed in Section 7.0, *References*, of this EIR. In most cases, documents or websites not included in the EIR's Technical Appendices are cited by a link to the online location where the document/website can be viewed by the public. All references relied upon by this EIR are included as part of Riverside County's Administrative Record pertaining to the proposed Project.

1.6 RESPONSIBLE AND TRUSTEE AGENCIES

The California Public Resource Code (Section 21104) requires that all EIRs be reviewed by responsible and trustee agencies (see also CEQA Guidelines Section 15082 and Section 15086(a)). As defined by CEQA Guidelines Section 15381, "the term 'Responsible Agency' includes all public agencies other than the Lead Agency which have discretionary approval power over the project." A Trustee Agency is defined in CEQA Guidelines Section 15386 as "a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California." The known Responsible and Trustee Agencies for the Temescal Valley Commerce Center Project are listed below. Regardless, this EIR can be used by any Trustee Agency or Responsible Agency, whether identified in this EIR or not, as part of their decision-making processes in relation to the proposed Project.

- **Santa Ana Regional Water Quality Control Board (RWQCB)** is a Trustee Agency responsible for issuance of a Construction Activity General Construction Permit and National Pollutant Discharge Elimination System (NPDES) Permit to ensure that on-site water flows do not result in siltation, other erosional effects, or degradation of surface or subsurface water quality. The Santa Ana RWQCB also would be responsible for issuing Waste Discharge Requirements (WDRs) for Project impacts to Santa Ana RWQCB jurisdictional areas pursuant to Section 401 of the Clean Water Act (CWA).

- **California Department of Fish and Wildlife (CDFW)** is a Trustee Agency for issuance of a 1602 Streambed Alteration Agreement (SAA).

- **United States (U.S.) Army Corps of Engineers (ACOE)** is a Responsible Agency for issuance of a Section 404 Permit pursuant to the CWA.

- **Federal Emergency Management Agency (FEMA)** is a Responsible Agency for issuance of a Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) to reflect changes to the limits of flood zones on site.

- **South Coast Air Quality Management District (SCAQMD)** is a Responsible Agency for issuance of permits and approvals associated with operation of stationary equipment, if any equipment is proposed that requires permitting.

- **Temescal Valley Water District (TVWD)** is a Responsible Agency for approval of the Project's proposed water and sewer connections and improvements.

1.7 Areas of Controversy

Substantive issues raised in response to the NOP were previously summarized in Table 1-1. The purpose of this table is to present the primary environmental issues of concern raised by public agencies and the general public during the NOP review period. The table is not intended to list every comment received by the County during the NOP review period. Regardless of whether or not a comment is listed in the table, all applicable comments received in responses to the NOP are addressed in this EIR (including comments previously submitted to the County in relation to the previously-proposed project, the prior EIR, and/or the NOP prepared in association with the prior EIR). Based on comments received during the NOP review period, concerns were raised regarding potential impacts to biological resources, traffic (in particular, traffic along the I-15), solid waste, and air quality (including cancer- and non-cancer-related health risks). No other areas of controversy were identified as part of the NOP process, beyond comments regarding the Project's potential environmental effects.

1.8 Issues to be Resolved by the Decision-Making Body

The primary issues to be resolved by the decision-making body for the proposed Project involve the Project's significant and unavoidable impacts in the issue area of Transportation (Vehicle Miles Traveled [VMT]). The Riverside County Board of Supervisors will evaluate whether the mitigation measures proposed to reduce the Project's unavoidable impacts adequately reduce Project impacts to the maximum feasible extent. The Board of Supervisors also will make a determination as to whether the Project's benefits outweigh the adverse environmental effects in support of adopting a Statement of Overriding Considerations pursuant to CEQA Guidelines Section 15093. Finally, the Board of Supervisors will decide whether to approve one of the Project alternatives in lieu of the proposed Project, if it is determined that one of the alternatives is feasible and its approval would serve to substantially reduce or avoid significant environmental impacts.

2.0 ENVIRONMENTAL SETTING

This EIR Section 2.0 is provided pursuant to State California Environmental Quality Act (CEQA) Guidelines Section 15125(a), and includes a description of the physical environmental conditions in the vicinity of the Project site and its off-site improvement areas from both a local and regional perspective as it existed at the time the Notice of Preparation (NOP) was published for this EIR, which occurred on January 30, 2023. This Section 2.0 provides a brief overview of resources on and surrounding the Project site; additional detail regarding existing conditions for individual environmental topic areas (e.g., biology, geology, etc.) is provided within the appropriate subsection headings within Section 4.0, *Environmental Analysis*, of this EIR.

2.1 REGIONAL SETTING AND LOCATION

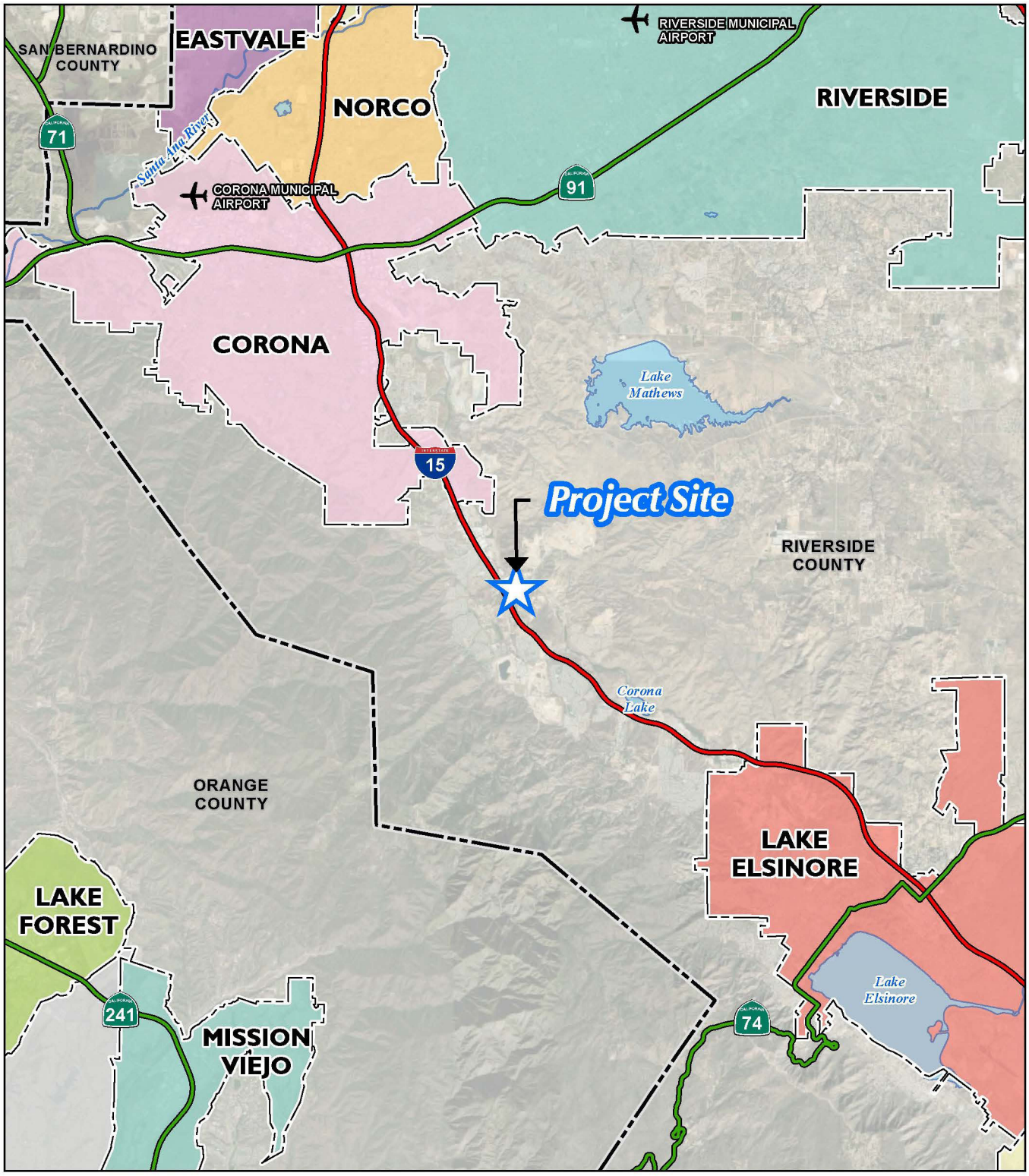
The 46.14-acre Project site is located within the western portion of Riverside County, California. Figure 2-1, *Regional Map*, depicts the Project site's location within the regional vicinity. As shown, Riverside County abuts San Bernardino County to the north; Orange County to the west; and San Diego and Imperial Counties to the south. Riverside County is located in an urbanizing area of southern California commonly referred to as the Inland Empire. The Inland Empire is an approximate 28,000 square-mile region comprising western San Bernardino County, western Riverside County, and the eastern reaches of Los Angeles County. The Southern California Association of Governments (SCAG) estimates that Riverside County as a whole had a population in 2019 of 2,386,000. SCAG estimates that the population will increase to 2,992,000 million by 2050. (SCAG, 2024b, Table 3.1)

2.2 LOCAL SETTING AND LOCATION

The Project site is located within the western region of the Riverside County, California. As depicted on Figure 2-2, *Vicinity Map*, the Project site is located within the Temescal Valley portion of unincorporated Riverside County, south of the City of Corona, southwest of the community of Lake Mathews, and northwest of the City of Lake Elsinore. More specifically, and as depicted on Figure 2-2, the 46.14-acre Project site is located east of Temescal Canyon Road and Interstate 15 (I-15) and southeast and southwest of Dawson Canyon Road. The Project site encompasses Assessor's Parcel Numbers (APNs) 283-160-043 and 283-190-028, specifically Parcel 2 of Lot Line Adjustment No. 200028 – DOC #2021-0373323. The Project site occurs within Sections 34 and 35, Township 4 South, Range 6 West, San Bernardino Baseline and Meridian. (RCIT, n.d.)

The census tract containing the Project site (Census Tract 6065041910) is ranked by the State as being in the 62nd percentile for pollution burden which, based on the Census Tract's demographic characteristics, results in the Office of Environmental Health Hazard Assessment (OEHHA) ranking the area in the 26th percentile of communities that are disproportionately burdened by multiple sources of pollution. OEHHA relies on reported demographic information of 7,685 persons living in Census Tract 6065041910. (OEHHA, 2024)

OEHHA's California Communities Environmental Health Screening Tool: CalEnviroScreen 4.0, is a screening methodology that the State uses to identify California communities that are disproportionately burdened by multiple sources of pollution. The CalEnviroScreen 4.0 indicators for the Project site's Census Tract are shown below in Table 2-1, *CalEnviroScreen Indicators for Census Tract 6065041910*.

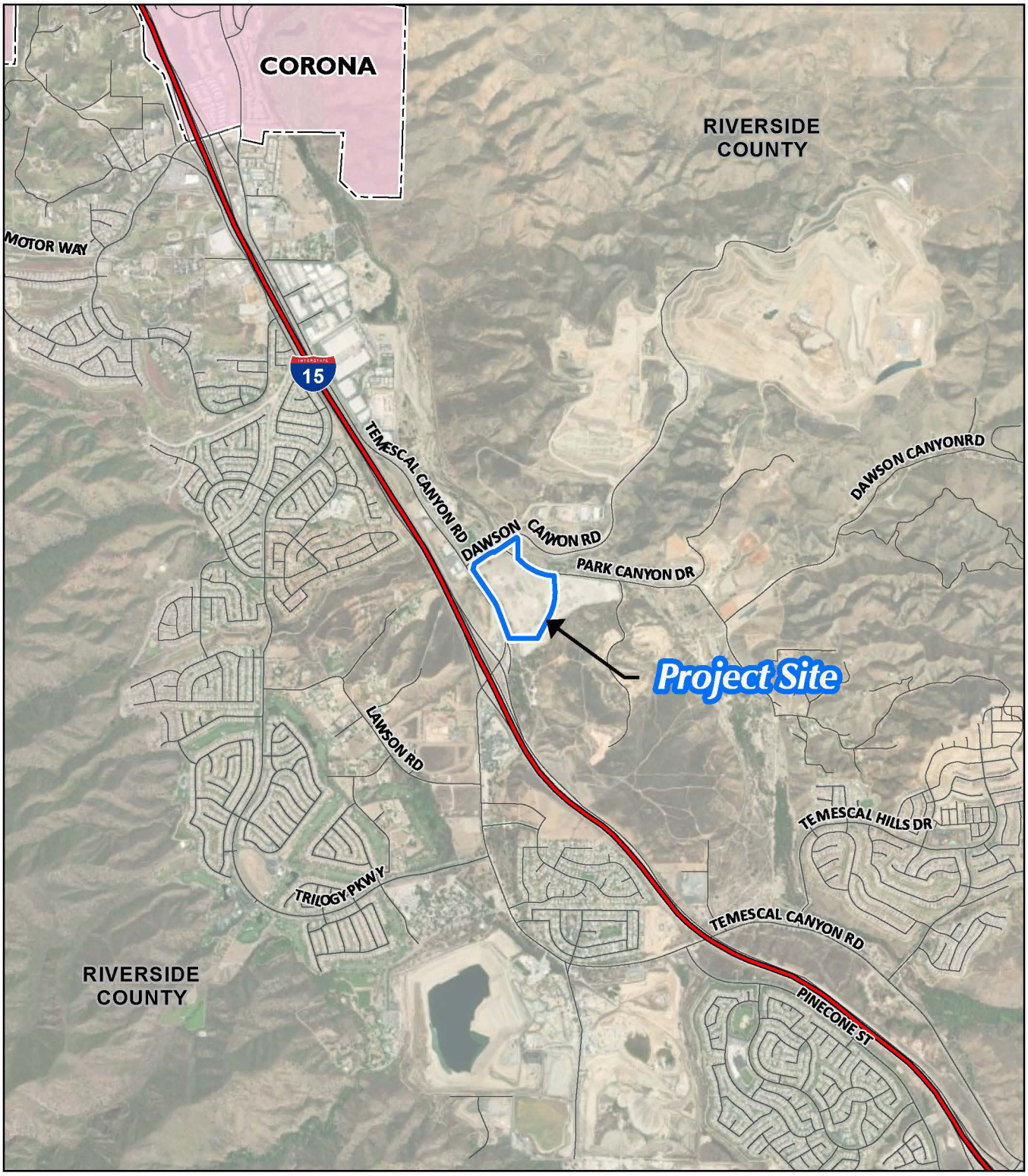


Source(s): Esri, RCIT (2023)

Figure 2-1

0 0.75 1.5 3 Miles

Regional Map



Source(s): Esri, RCIT (2023)

0 750 1,500 3,000 Feet

Figure 2-2

Vicinity Map

Table 2-1 CalEnviroScreen Indicators for Census Tract 6065041910

Indicator	% Burden	Indicator	% Burden
Exposures		**Sensitive Populations**	
Ozone:	80	Asthma	14
PM 2.5:	68	Low Birth Weight	8
Diesel PM:	68	Cardiovascular Disease	59
Pesticides:	0	**Socioeconomic Factors**	
Toxic Releases:	57	Education	34
Traffic:	98	Linguistic Isolation	24
Drinking Water Contaminants:	85	Poverty	28
Lead in Housing:	0	Unemployment	10
Environmental Effects		Housing Burden	27
Cleanup Sites	20		
Groundwater Threats	22		
Hazardous Waste	54		
Impaired Waters	0		
Solid Waste	36		

(OEHHA, 2024)

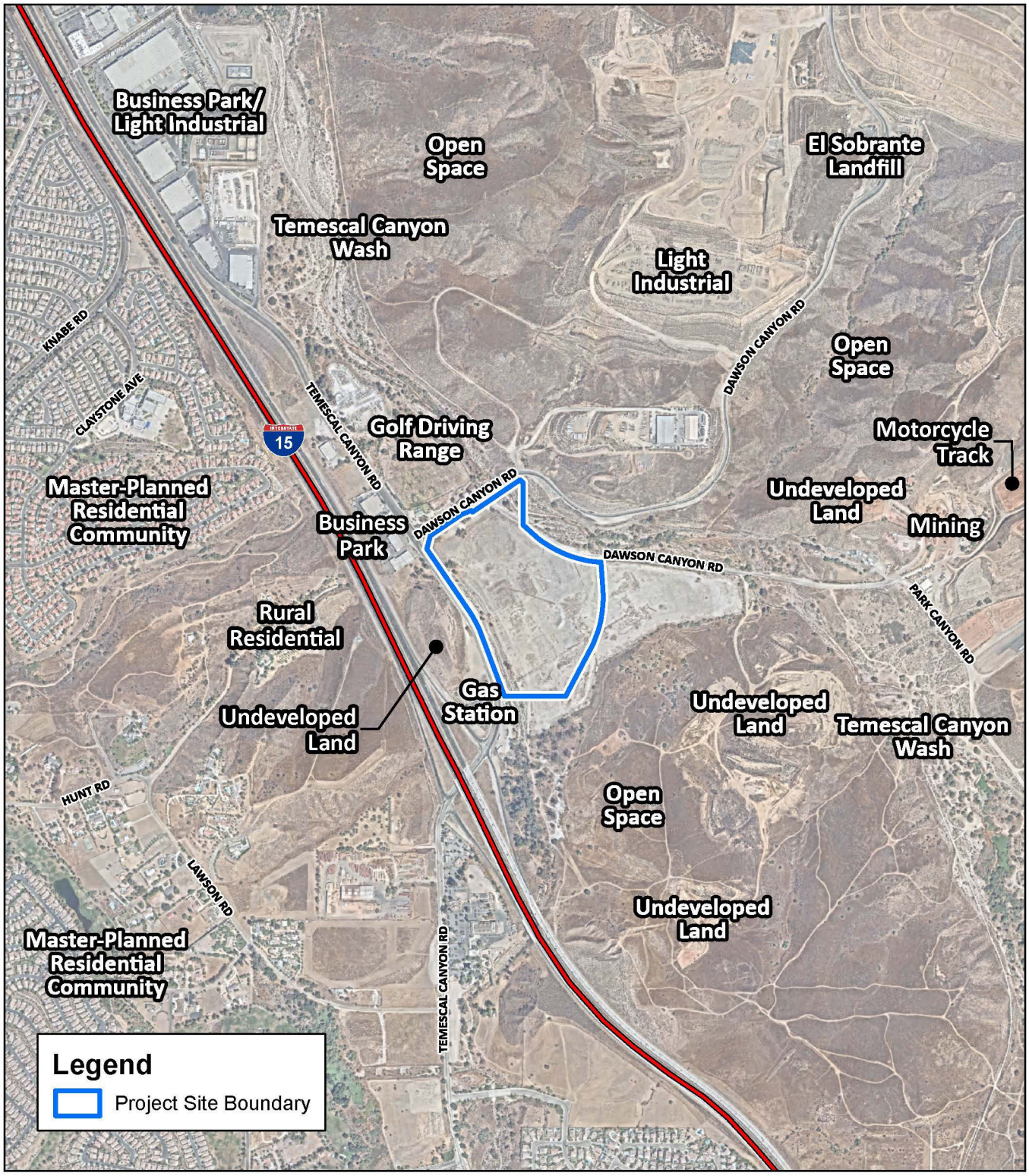
Exposure indicators are based on measurements of different types of pollution that people may come into contact with. Environmental effects indicators are based on the locations of toxic chemicals in or near communities. Sensitive population indicators measure the number of people in a community who may be more severely affected by pollution because of their age or health. Socioeconomic factor indicators are conditions that may increase people's stress or make healthy living difficult and cause them to be more sensitive to pollution's effects. As indicated in Table 2-1, for the Project site's Census Tract, the highest environmental exposures (over 80%) are from ozone (O_3), traffic, and drinking water contaminants. None of the population or socioeconomic factors exceed 80%.

The Project site is located approximately 1,351 feet northeast of the nearest residential sensitive receptor. In addition, the Project site is not located in a SB 535 Disadvantaged Community as identified by the California Environmental Protection Agency (CalEPA) (CalEPA, n.d.).

2.3 Surrounding Land Uses and Development

The site vicinity and surrounding areas contain a mixture of undeveloped lands, open space, business park, light industrial uses, and a landfill, with residential uses occurring approximately 1,351 feet west of the Project site and west of I-15. Land uses in the immediate vicinity of the Project site are illustrated on Figure 2-3, *Surrounding Land Uses and Development*, and described below.

- North: To the north of the Project site is an existing golf driving range, the El Sobrante Landfill, business park/light industrial uses, and open space and undeveloped lands. The Temescal Wash, portions of which traverse the northern portion of the Project site, also occurs to the north of the site.



Source(s): Esri, Nearmap (2022), RCIT (2023)

Figure 2-3

0 350 700 1,400 Feet

Surrounding Land Uses and Development

- East: To the east of the Project site are mining uses, a motorcycle track, open space (including the Temescal Wash), and undeveloped lands.

- South: To the south of the Project site includes open spaces and undeveloped land, portions of which have been formerly used for aggregate mining.

- West: To the west of the Project site is a gas station, several business park buildings, undeveloped lands, and the I-15, beyond which are open space, rural residential use, and a master-planned residential community.

2.4 LOCAL PLANNING CONTEXT

CEQA Guidelines § 15125(d) requires that EIRs identify the general plans and regional plans that are applicable to the project under evaluation, and recognize potential inconsistencies. Plans that are applicable to the Project evaluated herein are summarized below, with additional information provided in the applicable resource discussions in Section 4.0, *Environmental Analysis*.

2.4.1 SCAG REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY ("CONNECT SOCAL")

SCAG is a regional agency established pursuant to California Government Code § 6500, also referred to as the Joint Powers Authority law. SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). The Project site is within SCAG's regional authority. On April 4, 2024, SCAG's Regional Council approved and adopted the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy ("Connect SoCal"). Connect SoCal is the applicable Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the Project. Connect SoCal embodies a collective vision for the region's future, prepared with input by local governments, county transportation commissions (CTCs), tribal governments, non-profit organizations, businesses, and stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. Connect SoCal plans for a large number of transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs, and replacement bridges. These future investments were included in county plans developed by the six CTCs and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices. The goals of Connect SoCal are to: 1) maintain an integrated multimodal transportation network; 2) develop, connect, and sustain communities that are livable and thriving; 3) create a healthy region for the people of today and tomorrow; and 4) support a sustainable, efficient, and productive regional economic environment that provides opportunities for all residents. (SCAG, 2024b)

2.4.2 SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (SCAQMD) AIR QUALITY MANAGEMENT PLAN (AQMP)

Currently, the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are exceeded in most parts of the South Coast Air Basin (SCAB). In response, and in conformance with California Health and Safety Code Section 40702 et seq. and the California Clean Air Act,

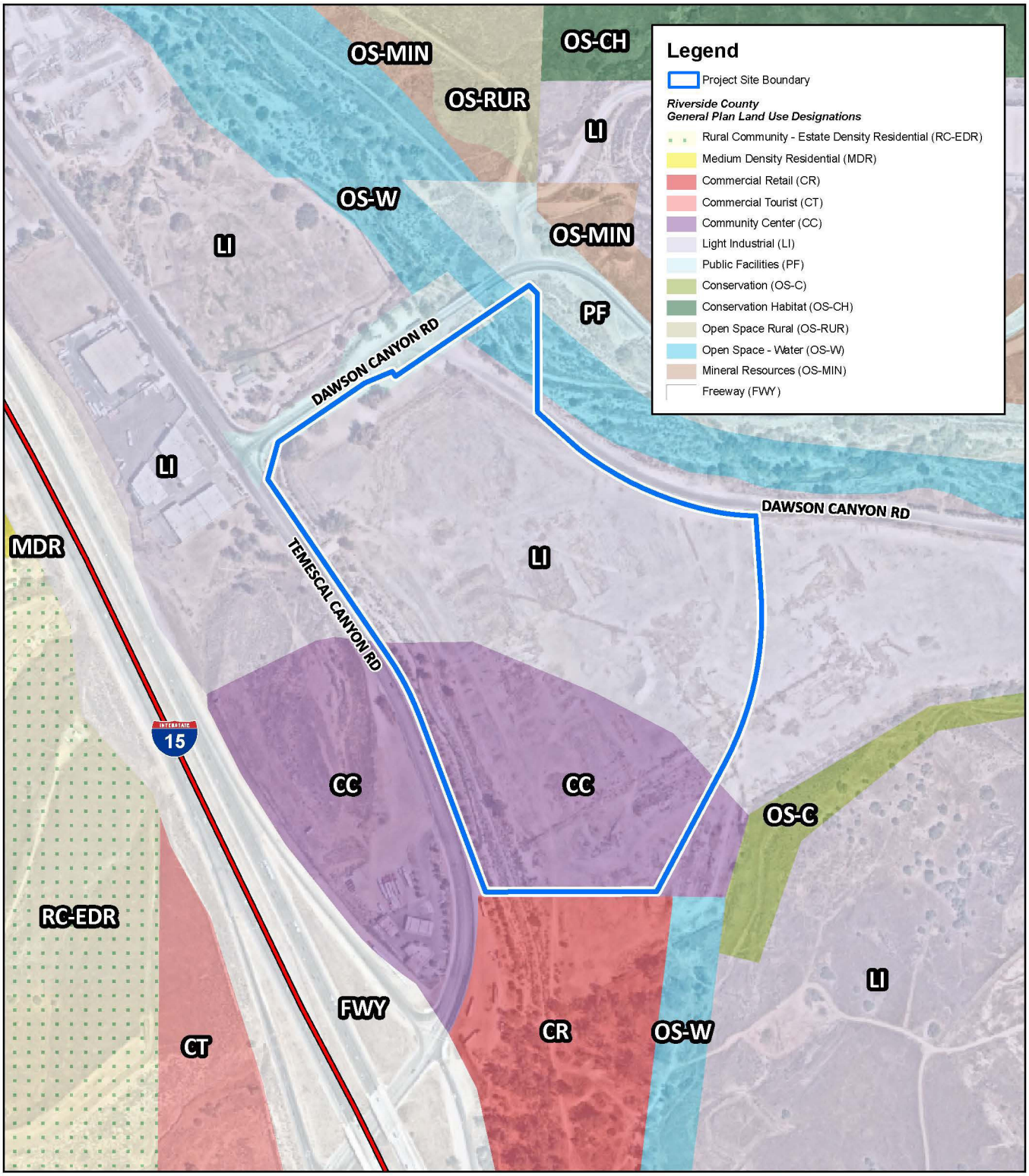
the South Coast Air Quality Management District (SCAQMD) has adopted a series of Air Quality Management Plans (AQMPs) to meet the State and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. Each version of the plan is an update of the previous plan and has a 20-year horizon with a revised baseline. In December 2022, the SCAQMD released the Final 2022 AQMP (2022 AQMP). The 2022 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, State, and local levels. Similar to the 2016 AQMP, the 2022 AQMP incorporates scientific and technological information and planning assumptions, including the previously-adopted version of SCAG's Regional Transportation Plan/Sustainable Communities Strategy for years 2020-2045 (2020 RTP/SCS), a planning document that supports the integration of land use and transportation to help the region meet the federal Clean Air Act (CAA) requirements. The 2022 AQMP is based on assumptions provided by the EMission FACtor model (EMFAC) developed by the California Air Resources Board (CARB) for motor vehicle information and assumptions provided by SCAG for demographics. The air quality levels projected in the 2022 AQMP are based on the assumption that development associated with general plans, specific plans, residential projects, and wastewater facilities will be constructed in accordance with population growth projections identified by SCAG in its 2020 RTP/SCS. The 2022 AQMP also assumes that such development projects will implement strategies to reduce emissions generated during the construction and operational phases of development. (SCAQMD, 2022)

2.4.3 Riverside County General Plan and Temescal Canyon Area Plan (TCAP)

The prevailing planning document for the Project site and its surrounding area is the Riverside County General Plan. The Project site is located within the Temescal Canyon Area Plan (TCAP) of the Riverside County General Plan. As depicted on Figure 2-4, *Existing General Plan Land Use Designations*, the 46.14-acre Project site is designated for "Light Industrial (LI)," "Community Center (CC)," and "Open Space – Water (OS-W)" land uses. The LI land use designation is intended to accommodate industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses. The CC land use designation is intended to accommodate a combination of small-lot single family residences, multi-family residences, commercial retail, office, business park uses, civic uses, transit facilities, and recreational open space within a unified planned development area. The OS-W land use designation is intended to include bodies of water and major floodplains and natural drainage corridors. (Riverside County, 2024, Table 1)

2.4.4 Zoning

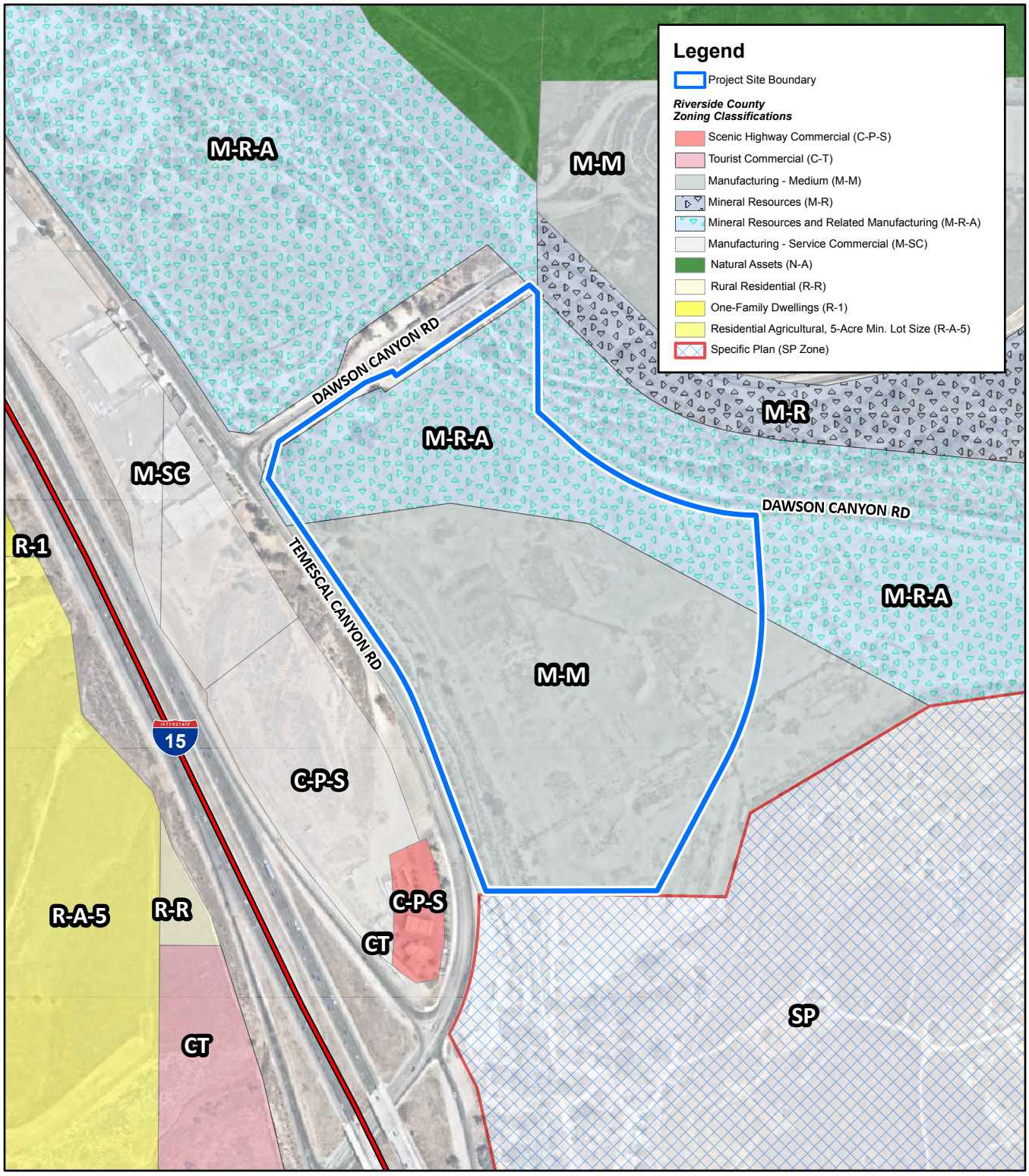
As shown on Figure 2-5, *Existing Zoning Classifications*, under existing conditions, the southern portion of the Project site is zoned for "Manufacturing-Medium (M-M)," while the northern portion of the Project site is zoned for "Mineral Resources & Related Manufacturing (M-R-A)." The M-M zone is intended to promote and attract industrial manufacturing activities, provide necessary improvements to support industrial growth, ensure that new industry is compatible with uses on adjacent lands, and protect industrial areas from



Source(s): Esri, Nearmap (2022), RCIT (2023)

Figure 2-4

Existing General Plan Land Use Designations



Source(s): Esri, Nearmap (2022), RCIT (2023)

Figure 2-5

0 125 250 500 Feet

Existing Zoning Classifications

encroachment by incompatible uses. The M-R-A zone is intended to permit uses such as mining operations, agricultural, electric and gas distribution, water wells, and/or riding and hiking trails. (RCIT, n.d.)

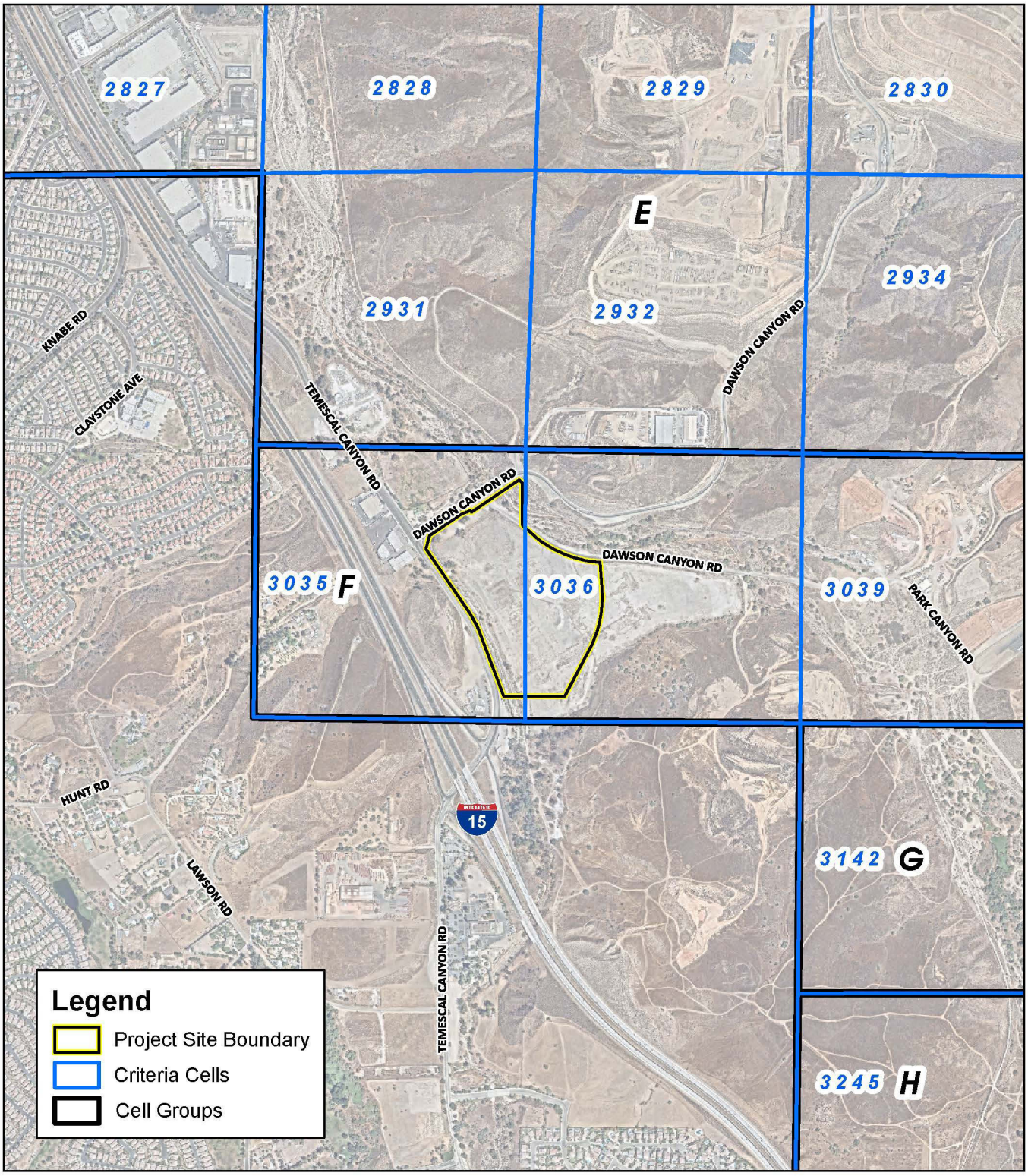
2.4.5 Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), a regional Habitat Conservation Plan (HCP), was adopted on June 17, 2003, and an Implementing Agreement (IA) was executed between the United States Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), and participating entities. The intent of the Western Riverside County MSHCP is to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. The MSHCP identifies Criteria Areas, in which habitat conservation efforts are targeted. As shown on Figure 2-6, *MSHCP Cell Groups and Criteria Cells*, the Project site is located within Criteria Cells 3035 and 3036 of Cell Group F of the TCAP. Refer to EIR Subsection 4.4, *Biological Resources*, for a discussion of the conservation criteria for these Criteria Cells and Cell Groups. As indicated in Subsection 4.4, although the Project site occurs within Criteria Cells, the majority of the Project site is not targeted for inclusion in the MSHCP Reserve System. (RCIT, n.d.; Riverside County TLMA, 2024)

In addition to conservation criteria within areas designated to be included within the MSHCP Reserve System, the MSHCP also identifies a number of additional survey and conservation requirements. The Project site is not located within an MSHCP Survey area for amphibians or mammals, although the entire Project site occurs within an MSHCP burrowing owl survey area (Cadre, 2024b, pp. 1-2). The Project site occurs completely within an MSHCP predetermined Survey Area for seven (7) criteria area plant species, including Parish's brittlebush (*Atriplex parishii*), Davidson's saltscale (*Atriplex serenana* var. *davidsonii*), thread-leaved brodiaea (*Brodiaea filifolia*), smooth tarplant (*Centromadia pungens* ssp. *laevis*), round-leaved filaree (*Erodium macrophyllum*), Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*), and little mousetail (*Myosurus minimus* ssp. *apus*). The Project site also occurs completely within an MSHCP predetermined Survey Area for nine (9) MSHCP narrow endemic plant species including Munz's onion (*Allium munzii*), San Diego ambrosia (*Ambrosia pumila*), slender-horned spineflower (*Dodecahema leptoceras*), multi-stemmed dudleya (*Dudleya multicaulis*), spreading navarretia (*Navarretia fossalis*), California Orcutt grass (*Orcuttia californica*), San Miguel savory (*Clinopodium chandleri*, formerly *Satureja chandleri*), Hammitt's clay-cress (*Sibaropsis hammittii*), and Wright's trichocoronis (*Trichocoronis wrightii* var. *wrightii*). (Cadre, 2024a, p. 8)

2.5 Existing Physical Site Conditions

Pursuant to CEQA Guidelines § 15125, the physical environmental condition for purposes of establishing the setting of an EIR is the environment as it existed at the time the EIR's NOP was released for public review. The NOP for this EIR was released for public review on January 30, 2023. The following subsections provide a description of the Project site's physical environmental condition ("existing conditions") as of that approximate date. The site's current physical conditions and surrounding areas are shown on Figure 2-7, *Aerial Photograph*. More detailed information regarding the Project site's environmental setting as it relates to a specific environmental issue area is provided in the various subsections of EIR Section 4.0, *Environmental Analysis*.



Source(s): Esri, Nearmap (2022), RCIT (2023)

Figure 2-6

0 350 700 1,400 Feet

MSHCP Cell Groups and Criteria Cells

Source(s): Esri, Nearmap (2022), RCIT (2023)

0 125 250 500 Feet

Figure 2-7

Aerial Photograph

2.5.2 Land Use

As shown on Figure 2-7, the 46.14-acre Project site is vacant and undeveloped but was previously developed with a concrete pipe manufacturing facility (Hydro Conduit). The site is largely graded and disturbed, and is regularly disced for weed and fire abatement purposes. The Temescal Wash traverses the northeastern corner of the Project site, while the existing Coldwater Canyon Wash drainage occurs on site along the western Project boundary.

2.5.3 Site Topography

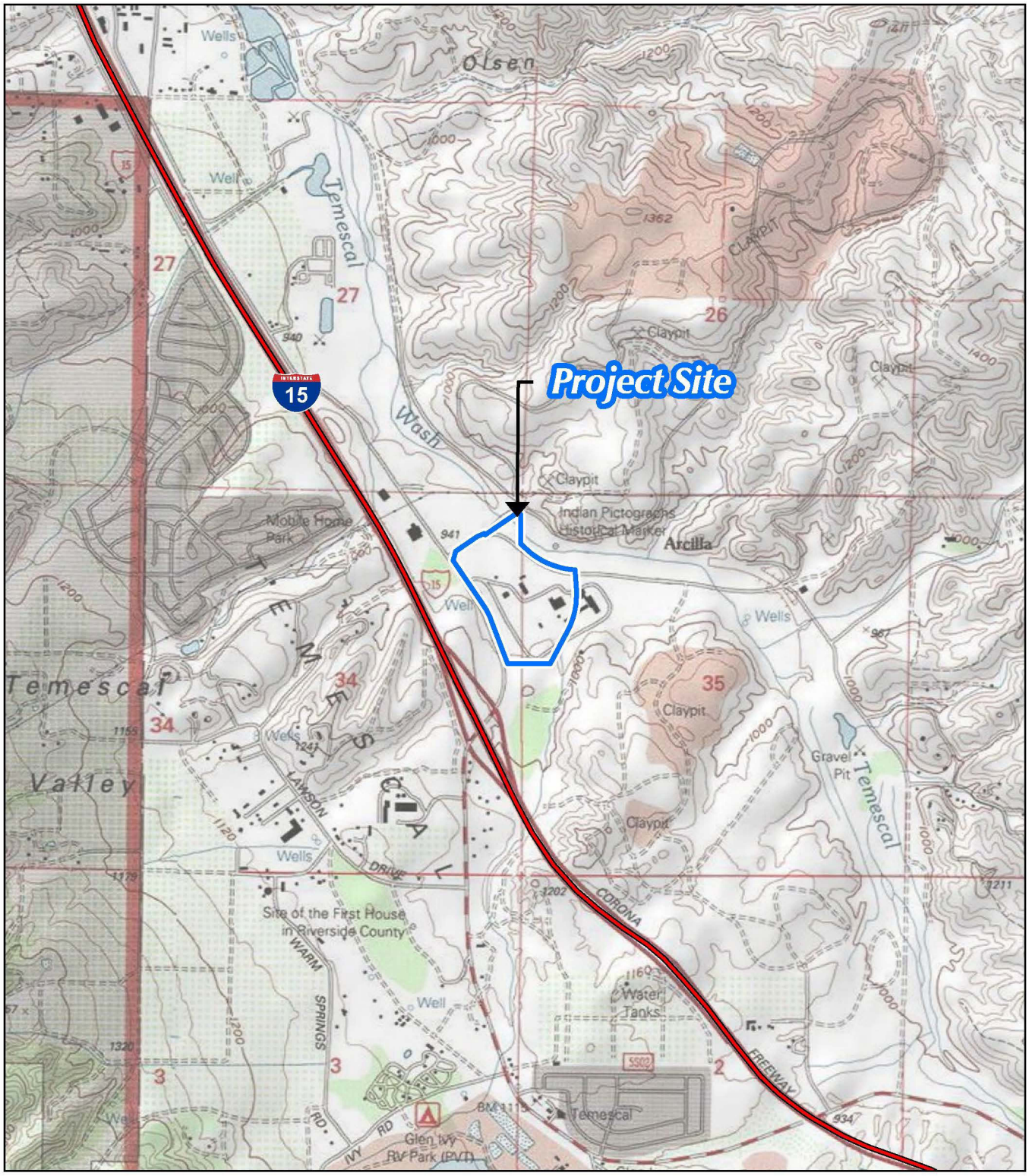
As shown on Figure 2-8, *USGS Topographic Map*, the topography of the Project site is characterized by relatively flat lands that have been subject to heavy disturbance due to the past uses of the site as a concrete pipe manufacturing facility. Elevations on site range from approximately 915 feet above mean sea level (amsl) in the northern portion of the Project site (within the Temescal Wash) to approximately 971 feet amsl at the southwestern corner of the site. Overall topographic relief is approximately 56 feet.

2.5.4 Air Quality and Climate

The Project site is located in the 6,745-square-mile SCAB, which includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SCAB is bound by the Pacific Ocean to the west, the San Gabriel, San Bernardino, the San Jacinto Mountains to the north and east, and San Diego County to the south. The SCAB is within the jurisdiction of the SCAQMD, the agency charged with bringing air quality in the SCAB into conformity with federal and State air quality standards. As documented in the Project's Air Quality Impact Analysis (*Technical Appendix B1* to this EIR), although the climate of the SCAB is characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. More than 90% of the SCAB's rainfall occurs from November through April. Temperatures during the year range from an average minimum of 36°F in January to over 100°F in the summer. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Ana[s]" each year. (Urban Crossroads, 2023a, pp. 8-9)

2.5.5 Agriculture and Forestry Resources

As more fully discussed in EIR Subsection 4.2, *Agriculture and Forestry Resources*, the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP) identifies "Important Farmland" to include lands mapped as "Prime Farmland," "Farmland of Statewide Importance," "Unique Farmland," and "Farmland of Local Importance." As mapped pursuant to the FMMP, the 46.14-acre Project site contains only "Urban-Built Up Land" and "Other Lands." The Project site does not contain any "Important Farmland" types. The Project site is not zoned for agricultural use, is not currently used for agricultural production, and is not subject to any Williamson Act contracts or County Agricultural Preserves. Additionally, no forestry resources occur on site under existing conditions. (RCIT, n.d.)



Source(s): USGS (2013)

Figure 2-8

0 500 1,000 2,000 Feet

USGS Topographic Map

2.5.6 BIOLOGICAL RESOURCES

The majority of the Project site is flat and disturbed as a result of previous impacts associated with the operation of a concrete pipe manufacturing facility. The Project site is also bisected by Temescal Wash in the extreme northern corner and Coldwater Canyon Wash along the western boundary. Remnant and reestablished patches of Riversidean alluvial fan sage scrub, Riversidean sage scrub, and ornamental habitats occur on site. The majority of the Project site is dominated by heavily disturbed and altered soils generally devoid of vegetation. Species documented within this habitat type include stinknet (*Oncosiphon piluliferum*), black mustard (*Brassica nigra*), tocalote (*Centaurea melitensis*), red-stemmed filaree (*Erodium cicutarium*), white-stemmed filaree (*Erodium moschatum*), prickly lettuce (*Lactuca serriola*), Russian thistle (*Salsola tragus*), foxtail chess (*Bromus madritensis* ssp. *rubens*), mule fat (*Baccharis salicifolia*), Boccone's sand spurry (*Spergularia bocconi*), poverty weed (*Iva axillaris*), common knotweed (*Polygonum arenastrum*), and salt heliotrope (*Heliotropium curassavicum*). As more fully described in EIR Subsection 4.4, *Biological Resources*, the remaining habitat types on site include disturbed Riversidean sage scrub, Riversidean alluvial fan sage scrub, ornament/native trees, the Coldwater Canyon Wash drainage, and the Temescal Wash drainage. No State or federally listed threatened or endangered plant species were detected or are expected to occur on site. (Cadre, 2024a, pp. 21-22)

General wildlife species documented on site include but are not limited to red-tailed hawk (*Buteo jamaicensis*), turkey vulture (*Cathartes aura*), rock dove (*Columba livia*), American kestrel (*Falco sparverius*), northern mockingbird (*Mimus polyglottos*), Anna's hummingbird (*Calypte anna*), mourning dove (*Zenaida macroura*), western kingbird (*Tyrannus verticalis*), black phoebe (*Sayornis nigricans*), Say's phoebe (*Sayornis saya*), cliff swallow (*Petrochelidon pyrrhonota*), American crow (*Corvus brachyrhynchos*), wrentit (*Chamaea fasciata*), greater roadrunner (*Geococcyx californianus*), California towhee (*Pipilo crissalis*), European starling (*Sturnus vulgaris*), house finch (*Haemorhous mexicanus*), house sparrow (*Passer domesticus*), desert cottontail rabbit (*Sylvilagus audubonii*), and coachwhip (*Masticophis flagellum*). (Cadre, 2024a, p. 22)

Drainage subject to jurisdiction by the U.S. Army Corps of Engineers (Corps), California Department of Fish and Wildlife (CDFW), and the Santa Ana Regional Water Quality Control Board (RWQCB) also occur on site, and are primarily associated with the Coldwater Canyon Wash along the western site boundary and the Temescal Canyon Wash in the northern portion of the Project site. Corps jurisdiction on site encompasses 4.12 acres (4,389 linear feet), while CDFW and RWQCB jurisdictional areas on site encompass approximately 8.97 acres of the Project site. (Cadre, 2024a, Tables 2 and 3)

2.5.7 GEOLOGY

The Project site is regionally located in the Peninsular Ranges geomorphic province of California. The Peninsular Ranges province extends from the Los Angeles Basin southeast to Baja California and from the Pacific Ocean eastward to the Coachella Valley and Colorado Desert. The province consists of numerous northwest- to southeast-trending mountain ranges and valleys that are geologically controlled by several major active faults. More specifically, the Project site is located within and near the southwestern edge of the Perris block, a generally stable area situated roughly midway between two major faults, the Chino/Elsinore and San

Jacinto fault zones. The Project site is situated on the ancient flood plain of the Temescal Wash Drainage. (NorCal, 2020, p. 2)

The USGS Open File Report for the Lake Mathews 7.5′ Quadrangle assigns the soil materials underlying the site as early Pleistocene to Holocene alluvial deposits. These sediments are, in turn, underlain by Cretaceous volcanic rocks and older metamorphic rocks. Relatively minor amounts of Paleocene sediments are mapped south of the site. The alluvium is described in general as unconsolidated to mostly well-dissected and well-indurated silt, sand, and gravel deposits. (NorCal, 2020, p. 2)

2.5.8 Soils

Table 2-2, *Summary of On-Site Soil Characteristics*, provides a summary of the soils present on the Project site, and identifies the attendant rate of runoff and erosion susceptibility. As shown, approximately 11.9% of the Project site contains soils with a very low rate of runoff and a high susceptibility to erosion, 17.1% of the Project site contains soils with a low rate of runoff and a high susceptibility to erosion, 70.7% of the Project site contains soils that have a medium rate of runoff and a moderately high to high susceptibility to erosion, and approximately 0.3% of the Project site is not rated in terms of runoff or erosion susceptibility. (USDA, 1971, pp. 24-25, 34, and 60; USDA, 2019)

Table 2-2 Summary of On-Site Soil Characteristics

Map Symbol	Map Unit Name	Rate of Runoff	Erosion Susceptibility	Acres in AOI[1]	Percent of AOI[1]
ClC	Cortina Gravelly Loamy Sand, 2 to 8 percent slopes	Very low	High	5.5	11.9%
CmC	Cortina cobbly loamy sand, 2 to 8 percent slopes	Low	High	6.0	13.1%
CnC	Cortina gravelly coarse sandy loam, 2 to 8 percent slopes	Low	High	1.8	4.0%
GdC	Garretson gravelly very fine sandy loam, 2 to 8 percent slopes	Medium	Moderately high to high	32.6	70.7%
TeG	Terrace escarpments	-	-	0.2	0.3%
Totals for Area of Interest:		**--**	**--**	**46.1**	**100.0%**

1. AOI = Area of Interest. Totals reflect rounding.

(USDA, 1971, pp. 24-25, 34, and 60; USDA, 2019)

2.5.9 Hydrology

Under existing conditions, stormwater is currently draining onto the Project site from the neighboring properties and bordering hillsides to the southeast. The total existing condition 100-year peak flow rate that surface drains onto the site is approximately 28.0 cubic feet per second (cfs). The Project site generally surface drains to the north and discharges into the Temescal Wash. The existing condition 100-year peak flow rate from the Project site is approximately 46.6 cubic feet per second (cfs) (Thienes, 2024a). Refer to EIR Subsection 4.10, *Hydrology and Water Quality*, for additional information regarding the site's existing drainage conditions.

2.5.10 Noise

The most common and significant source of noise in Riverside County is mobile noise generated by transportation-related sources. Other sources of noise are the various land uses (i.e., residential, commercial, and institutional) that generate stationary-source noise. The background ambient noise levels in the Project area are dominated by the transportation-related noise associated with surface streets and I-15. Within the Project area, and based on noise measurements conducted by Urban Crossroads, Inc., ambient noise levels range from approximately 57.7 dBA CNEL to approximately 71.1 dBA CNEL (Urban Crossroads, 2023, p. 24). Refer to EIR Subsection 4.13, *Noise*, for additional information regarding the existing noise conditions within the Project area.

2.5.11 Transportation

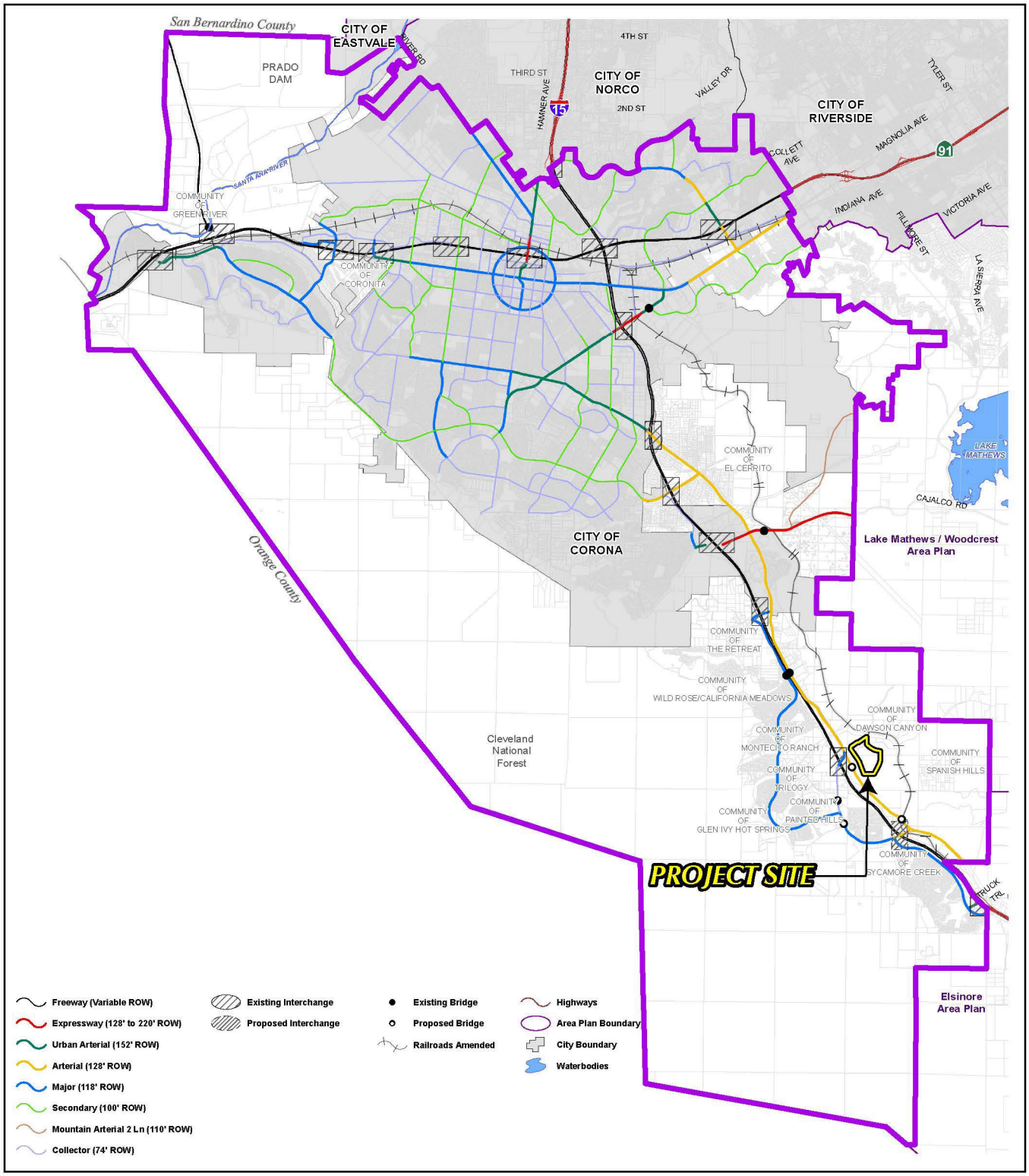
I-15 is located approximately 0.1-mile west of the Project site and State Route 91 (SR 91) occurs approximately 7.2 miles to the north. Direct access to the Project site is currently available from Temescal Canyon Road to the west and Dawson Canyon Road North to the north (Google Earth, 2024). As shown on Figure 2-9, *TCAP Circulation Plan*, the Riverside County General Plan and TCAP classify I-15 as a "Freeway (Variable ROW)." The southwest/northeast-oriented segment of Temescal Canyon Road that extends beneath I-15 is classified as a "Major (118′ ROW)" roadway, while the northwest/southeast segment of Temescal Canyon Road that abuts the Project site is classified as an "Arterial (128′ ROW)" roadway.

Riverside County is currently served by the Riverside Transit Authority (RTA), a public transit agency serving the unincorporated Riverside County region. There are currently no existing bus routes that serve the roadways within the study area in close proximity to the proposed Project. The nearest bus route to the Project site is Route 205, which runs along I-15 and the portions of Temescal Canyon Road located west of I-15 and south of the Project site. (Urban Crossroads, 2022f, p. 30 and Exhibit 3-8)

Under existing conditions, no pedestrian or bicycle facilities have been constructed on the Project site. Figure 2-10, *TCAP Trails and Bikeway System*, shows the proposed trails connected with major features within the County. There is a proposed historic trail along Temescal Canyon Road, a proposed design guidelines trail along Temescal Canyon Road and Dawson Canyon Road South, and a proposed community trail on the south side of the Project site. Field observations conducted by Urban Crossroads in August 2022 indicate light pedestrian and bicycle activity within the area. There are limited existing pedestrian facilities located along portions of Temescal Canyon Road, Trilogy Parkway, Weirick Road, and Dos Lagos Road within the Project vicinity. (Urban Crossroads, 2022f, p. 30)

2.5.12 Public Facilities

Fire protection services in the Project area are primarily provided by the Riverside County Fire Department (RCFD). The primary fire station servicing the site would be RCFD Station 64 (Sycamore Creek), which is located approximately 3.7 roadway miles south of the Project site. (Google Earth, 2024)

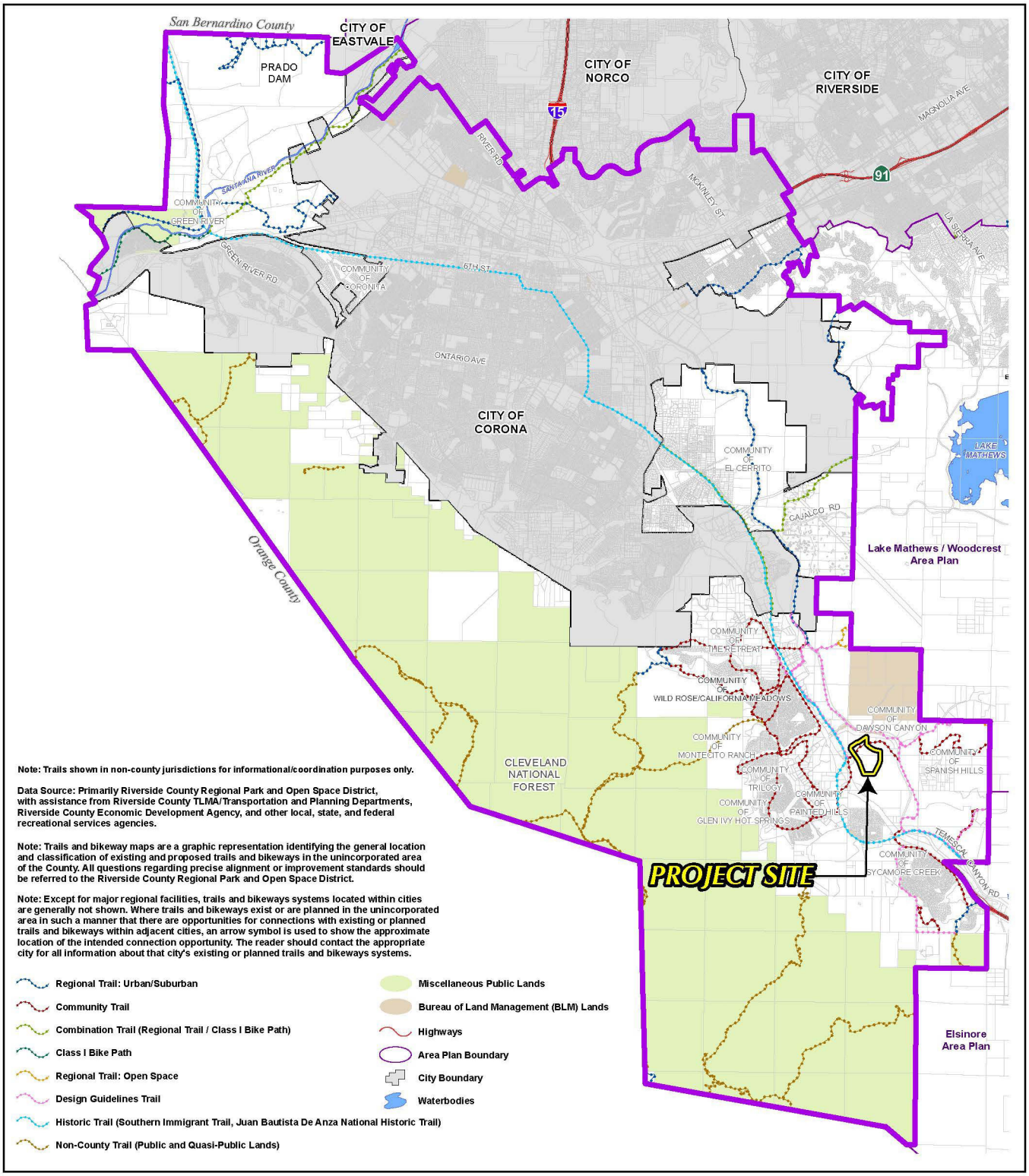


Source(s): Temescal Canyon Area Plan (09-28-2021)

Figure 2-9

Not to Scale

TCAP Circulation Plan



Source(s): Temescal Canyon Area Plan (09-28-2021)

Figure 2-10

Not to Scale

TCAP Trails and Bikeway System

According to the Riverside County Sheriff's Department (RCSD), police protection services in the Project area are provided by the Lake Elsinore Station, located at 33 Limited Avenue, Lake Elsinore, CA 92530, approximately 11.6 miles southeast of the Project site. (Google Earth, 2024) In addition to community policing, other services provided by the Sheriff's Department include, but are not limited to, operating of the emergency 911 system, operating correctional facilities, performing traffic control, and providing crime prevention education. Also, the Sheriff's Department coordinates with volunteer groups such as Neighborhood Watch Programs and the Community Oriented and Policing Problem Solving (COPPS) Program and the Community Oriented Policing (COP) Program.

The Project site is located within the Corona-Norco Unified School District (CNUSD). The nearest schools to the Project site include Temescal Valley Elementary School, located 0.5 mile northwest of the Project site; El Cerrito Middle School, located approximately 4.1 miles northwest of the Project site; and Santiago High School, located approximately 4.7 miles northwest of the Project site. During the 2023-2024 school year, the most recent year for which public information is available, the CNUSD had a total enrollment of 50,256 students (DOE, n.d.).

2.5.13 Utilities and Service Systems

A. Water Service

The Project site is located in the service area of the Temescal Valley Water District (TVWD). The TVWD service area consists of approximately 6,755 acres, and serves more than 16,000 customers. The TVWD's 2019 Water Master Plan projects an ultimate average annual water demand of 6,381 acre-feet per year (afy) for the TVWD's service area by 2025. Under normal, single-dry year, and multiple-dry year conditions, TVWD projects 100% water supply reliability (TVWD, 2021). Under existing conditions, there is a 20-inch TVWD water line within the existing alignment of Temescal Canyon Road along the Project site's frontage.

B. Sewer Service

Sewer service also would be provided by the TVWD. Under existing conditions, there is a 20-inch sewer main within Temescal Canyon Road. Wastewater generated by the Project would be conveyed via the existing 20-inch sewer main to the Lee Lake Water Reclamation Facility (LLWRF) for treatment. The LLWRF is located approximately 0.8-mile northwest of the Project site.

C. Solid Waste Services

The Riverside County Department of Waste Resources (RCDWR) is responsible for the efficient and effective landfill disposal of non-hazardous waste within the County, and operates six active landfills in addition to holding a contract agreement to dispose of waste at the private El Sobrante Landfill (Riverside County, 2015a, p. 4.17-36). Solid waste from the Project site would be taken to the El Sobrante Landfill for disposal. The El Sobrante Landfill is located at 10910 Dawson Canyon Road in Riverside County, and is located just to the northeast of the Project site. Solid waste could also be taken to the Lamb Canyon Landfill or the Badlands Landfill which are both located within Riverside County.

D. Other Services

The Project site is in the service territories of the Southern California Gas Company (southeast region) for natural gas and Southern California Edison for electricity (SCE, 2019; SoCalGas, n.d.).

2.5.14 Rare and Unique Resources

As required by CEQA Guidelines § 15125(c), the environmental setting should identify any inconsistencies between a proposed project and applicable general, specific, or regional plans, and place special emphasis on resources that are rare or unique to that region and would be affected by the project. The principal discretionary actions required of Riverside County to implement the Project are described in detail in Section 3.0, *Project Description*, and are listed in Table 3-4, *Matrix of Project Approvals/Permits*.

Based on the existing conditions of the Project site and surrounding area described above and discussed in more detail in Section 4.0, *Environmental Analysis*, the Project site contains one rare or unique resource, the Temescal Wash, which traverses the northernmost portion of the Project site. Although the Coldwater Canyon Wash also occurs on site, Coldwater Canyon Wash historically extended across the middle portion of the Project site and was subsequently diverted into an earthen channel that extends along the western Project site boundary; thus, due to man-made improvements to this feature, the Coldwater Canyon Wash drainage does not comprise a rare or unique resource. There are no other rare or unique resources on the Project site.

3.0 PROJECT DESCRIPTION

This Section 3.0 provides all of the information required of an EIR Project Description by California Environmental Quality Act (CEQA) Guidelines Section 15124, including a description of the Project's precise location and boundaries; a statement of the Project's objectives; a description of the Project's technical, economic, and environmental characteristics; and a description of the intended uses of this EIR, including a list of the governmental agencies that are expected to use this EIR in their decision-making processes, a list of the permits and approvals that are required to implement the Project, and a list of related environmental review and consultation requirements.

3.1 SUMMARY OF THE PROPOSED PROJECT

The Project as evaluated herein consists of applications filed by Dawson Canyon LLC (herein, "Project Applicant") for a General Plan Amendment (GPA), Change of Zone (CZ), Tentative Parcel Map (TPM), and Plot Plan (PP) to allow for future development of a 46.14-acre property located east of Temescal Canyon Road and Interstate 15 (I-15), and southeast and southwest of Dawson Canyon Road. Approximately 33.63 acres of the Project site are proposed for development with seven (7) light industrial warehouse buildings ranging in size from 33,320 square feet (s.f.) to 183,090 s.f. and with a total building area of 633,607 s.f. Approximately 1.84 acres in the northern corner of the Project site would be dedicated to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Reserve System for long-term conservation. Additionally, as part of the Project the Coldwater Canyon Wash drainage channel would be realigned from the western Project site boundary to the southeastern Project site boundary on approximately 6.90 acres of the Project site. The Project also includes two remainder parcels comprising 2.84 acres and 0.33-acre (3.17 acres total) to facilitate the future realignment of Temescal Canyon Road along the southwestern boundary of the Project site, although this roadway would not be realigned as part of the Project. Approximately 0.70-acre in the northern portion of the site would be dedicated as right-of-way for the northwest/southeast-aligned portion of Dawson Canyon Road (herein, "Dawson Canyon Road South"). Access to the site is proposed via one driveway along Temescal Canyon Road, one driveway along the southwest/northeast-aligned portion of Dawson Canyon Road (herein, "Dawson Canyon Road North), and four driveways along Dawson Canyon Road South.

3.2 REGIONAL SETTING

The Project site encompasses 46.14 acres and is located within the western portion of Riverside County. Figure 2-1 (previously presented) depicts the Project site's location within the regional vicinity. As shown, Riverside County abuts San Bernardino County to the north; Orange County to the west; and San Diego and Imperial Counties to the south. Riverside County is located in an urbanizing area of southern California commonly referred to as the Inland Empire. The Inland Empire is an approximate 28,000 square-mile region comprising western San Bernardino County, western Riverside County, and the eastern reaches of Los Angeles County.

3.3 PROJECT LOCATION AND SETTING

The 46.14-acre Project site that is the subject of this EIR is located within the Temescal Canyon portion of unincorporated Riverside County, east of Interstate 15 (I-15), south of State Route 91 (SR 91), and northwest of State Route 74 (SR 74). More specifically, and as previously depicted on Figure 2-2, the 46.14-acre Project site is located east of Temescal Canyon Road and the I-15, southeast of the southwest/northeast-aligned portion of Dawson Canyon Road (herein, "Dawson Canyon Road North"), and southwest of the northwest/southeast-aligned portion of Dawson Canyon Road (herein, "Dawson Canyon Road South"). The Project site encompasses Assessor's Parcel Numbers (APNs) 283-160-046 and 283-190-044. Under existing conditions, the Project site is vacant and undeveloped, but previously was developed with a concrete pipe manufacturing facility (Hydro Conduit). The site is largely graded and disturbed, and is regularly disced for weed and fire abatement purposes. The Temescal Wash traverses the northern corner of the Project site, while the existing Coldwater Canyon Wash drainage occurs on site along the western Project boundary. Land uses in the vicinity of the Project site include open space, undeveloped lands, aggregate mining operations, and a motorcycle racetrack to the south and east; an existing golf driving range, the El Sobrante Landfill, light industrial/business park uses, and open space to the north; and several business park buildings, a gasoline/service station with convenience market, open space, and I-15 to the west. To the west of I-15 is a mixture of open space and rural residences, beyond which is a master-planned residential community. Refer to EIR Section 2.0, *Environmental Setting*, for a detailed description of the local setting and surrounding land uses.

3.4 STATEMENT OF OBJECTIVES

The underlying purpose and goal of the proposed Project is to accomplish the reuse of underutilized property that was formerly operated as a concrete pipe manufacturing facility with an economically viable, employment-generating use that is compatible with the surrounding area. This underlying goal aligns with various aspects of the SCAG's 2025-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS; also referred to as "Connect SoCal"), particularly the facilitation of goods movement industries and the generation of local employment opportunities that can reduce the need for long commutes to and from work. The following objectives are intended to achieve these underlying purposes:

A. To diversify the mix of uses in the Temescal Valley area of Riverside County to support the growing goods movement supply chain.

B. To develop supply chain uses in close proximity to designated truck routes and the State highway system to avoid or shorten vehicular trip lengths on other roadways.

C. To expand economic development, facilitate job creation, and increase the tax base for Riverside County by accommodating and diversifying facilities needed to support the goods movement supply chain.

D. To develop light industrial buildings in the Temescal Valley area of Riverside County that are designed to meet contemporary industry standards and be economically competitive with similar industrial buildings in the local area and region.

E. To attract new employment-generating businesses in unincorporated Riverside County, thereby growing the economy and providing a more equal jobs-housing balance in the local area that will reduce the need for members of the local workforce to commute outside the area for employment.

F. To diversify the economy of western unincorporated Riverside County by developing a large property with employment-generating land uses with long-term economic viability.

G. To develop uses that have architectural design and operational characteristics that are compatible with other existing and planned developments in the local area.

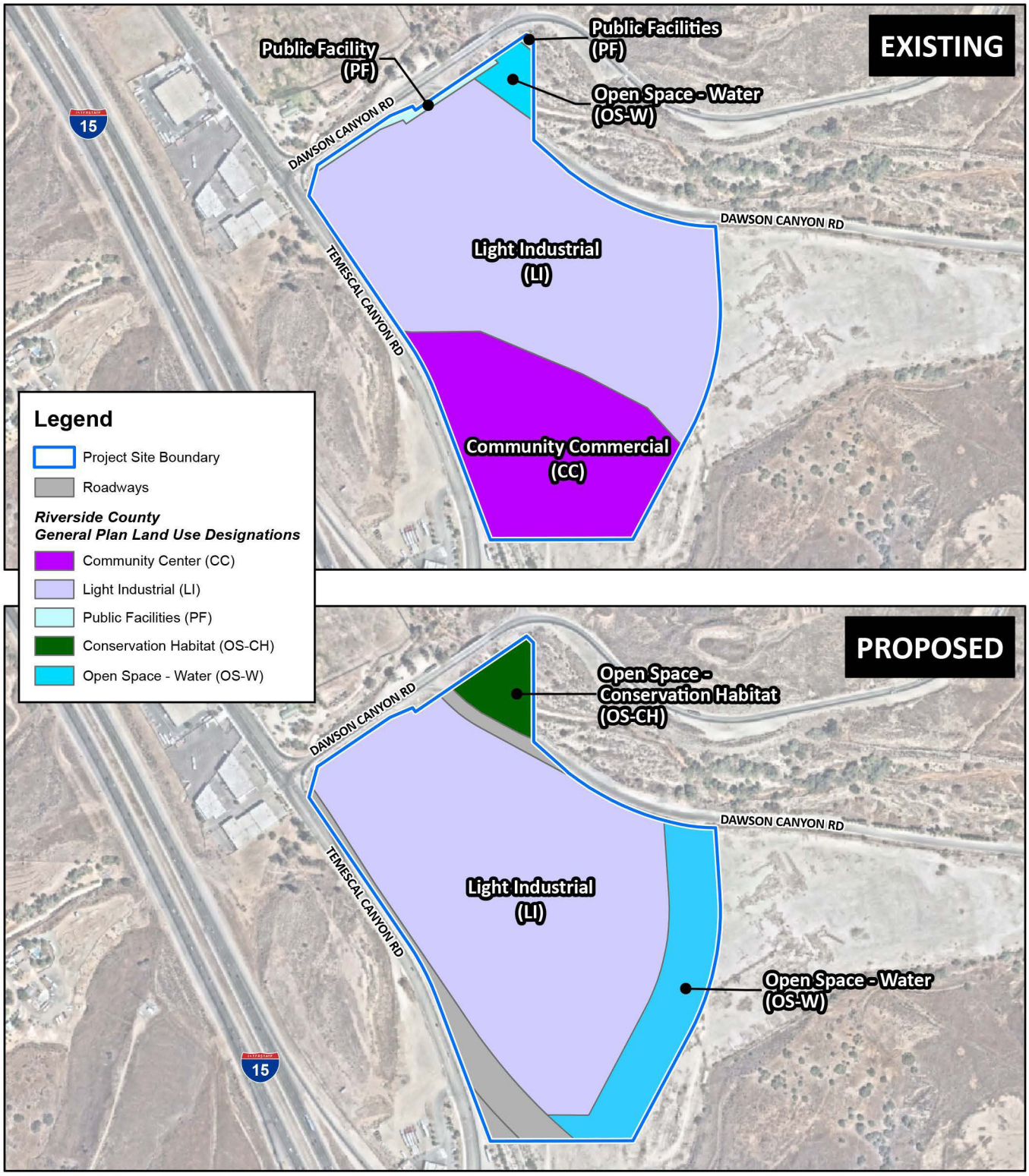
H. To develop a property that has access to available infrastructure, including roads and utilities.

3.5 PROJECT'S COMPONENT PARTS AND DISCRETIONARY APPROVALS

The Project as evaluated herein involves applications for a General Plan Amendment (GPA 200007), Change of Zone (CZ 22000028), Tentative Parcel Map (TPM 38551), and Plot Plan (PPT 220039) to allow for future development of the Project site with light industrial warehouse uses along with open space areas/drainage areas. The principal discretionary actions required of Riverside County to implement the Project are described in detail on the following pages. Additional discretionary and administrative actions that would be necessary to implement the proposed Project are listed in Table 3-5, *Matrix of Project Approvals/Permits*, at the end of this Section.

3.5.1 GENERAL PLAN AMENDMENT (GPA 200007)

The Riverside County General Plan assigns a land use designation to all properties within unincorporated Riverside County. As depicted on Figure 3-1, *General Plan Amendment No. 200007*, under existing conditions the Riverside County General Plan designates the 46.14-acre Project site for "Light Industrial (LI)," "Community Center (CC)," and "Open Space – Water (OS-W)" land uses. As part of GPA 200007, areas designated for LI land uses would be expanded to encompass approximately 33.63 acres of the Project site. The northern 1.84 acres of the Project site are proposed to be dedicated to the Multiple Species Habitat Conservation Plan (MSHCP) Reserve System and would be designated for "Open Space – Conservation Habitat (OS-CH)" uses. Approximately 6.90 acres along the southeastern boundary of the Project site that are proposed for the realignment of the Coldwater Canyon Wash drainage channel would be designated for "Open Space – Water (OS-W)." Approximately 0.70-acre in the northern portion of the site would be dedicated as right-of-way for Dawson Canyon Road South. Two remainder parcels that would accommodate the future realignment of Temescal Canyon Road are proposed on 3.17 acres and would not be assigned a General Plan land use designation.



Source(s): Esri, Nearmap (2022), RCIT (2023)

Figure 3-1

0 150 300 600 Feet

General Plan Amendment No. 200007

The LI land use designation is intended to accommodate industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses. The OS-CH land use designation is intended to apply to public and private lands conserved and managed in accordance with the adopted MSCHP, other applicable habitat conservation plans, and related Riverside County policies. The OS-W land use designation is intended to include bodies of water and major floodplains and natural drainage corridors. In addition, proposed GPA 200007 would remove the 46.14-acre property from the boundaries of the Serrano Policy Area, as identified by the Temescal Canyon Area Plan of the Riverside County General Plan. (Riverside County, 2021b, Table 1)

3.5.2 CHANGE OF ZONE (CZ 2000028)

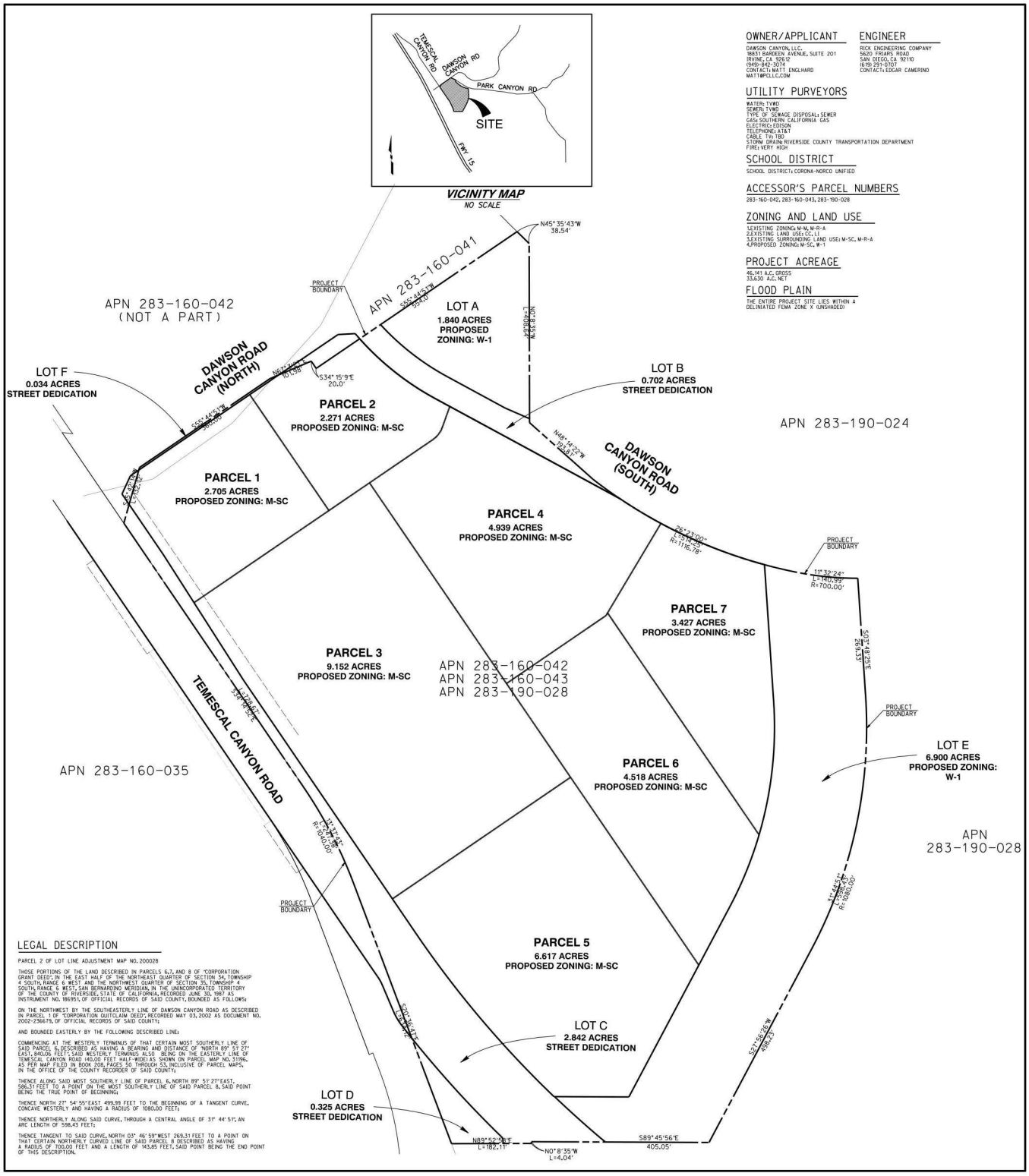
The Riverside County Zoning Ordinance (Riverside County Ordinance No. 348), which is part of the County's Municipal Code, assigns a zoning classification to all properties within unincorporated Riverside County. Development is required by law to comply with the provisions of the Zoning Ordinance. Under existing conditions, the southern portion of the Project site is zoned for "Manufacturing-Medium (M-M)," while the northern portion of the Project site is zoned for "Mineral Resources & Related Manufacturing (M-R-A)." As part of CZ 2000028, and as depicted on Figure 3-2, *Change of Zone No. 2000028*, approximately 33.63 acres of the Project site would be reclassified as "Manufacturing-Service Commercial (M-SC)," which would allow for a wide variety of light manufacturing and industrial uses with plot plan approval. The northern 1.84 acres of the Project site as well as 6.90 acres along the southeastern boundary of the Project site would be rezoned for "Watercourse, Watershed & Conservation Areas (W-1)" uses. The W-1 zoning classification is intended to apply to lands subject to periodic flooding and other hazards, and that are not suitable for permanent occupancy. Approximately 0.70-acre in the northern portion of the site would be dedicated as right-of-way for Dawson Canyon Road South. Two remainder parcels that would accommodate the future realignment of Temescal Canyon Road are proposed on 3.17 acres and would not be assigned a zoning classification.

3.5.3 PLOT PLAN NO. 220039 (PPT 220039)

The Project Applicant is proposing to develop approximately 33.63 acres of the 46.14-acre Project site with seven light industrial warehouse buildings with a total building area of 633,607 s.f., while the Coldwater Canyon Wash drainage would be realigned on site within a 180-foot-wide easement encompassing approximately 6.90 acres. Section 11.2 of Ordinance No. 348, which establishes permitted uses within the M-SC zone, allows for warehousing and distribution uses with approval of a Plot Plan. Accordingly, Plot Plan No. 220039 (PPT 220039) is proposed to allow for the development of the seven proposed light industrial warehouse buildings. Figure 3-3, *Plot Plan No. 220039 Site Plan*, depicts the conceptual site plan included as part of PPT 220039. Major components of PPT 220039 are discussed below.

A. Site Plan and Building Configuration

As depicted on Figure 3-3, the Project Applicant is proposing to develop 33.63 acres of the Project site with seven (7) light industrial warehouse buildings containing a total of 633,607 s.f. of building area and would accommodate a realigned drainage channel for Coldwater Canyon Wash on approximately 6.90 acres. Provided below is a summary of each of the proposed light industrial warehouse buildings.



Source(s): Rick Engineering Company (03-17-2025)

Figure 3-2

Not to Scale

Change of Zone No. 2000028

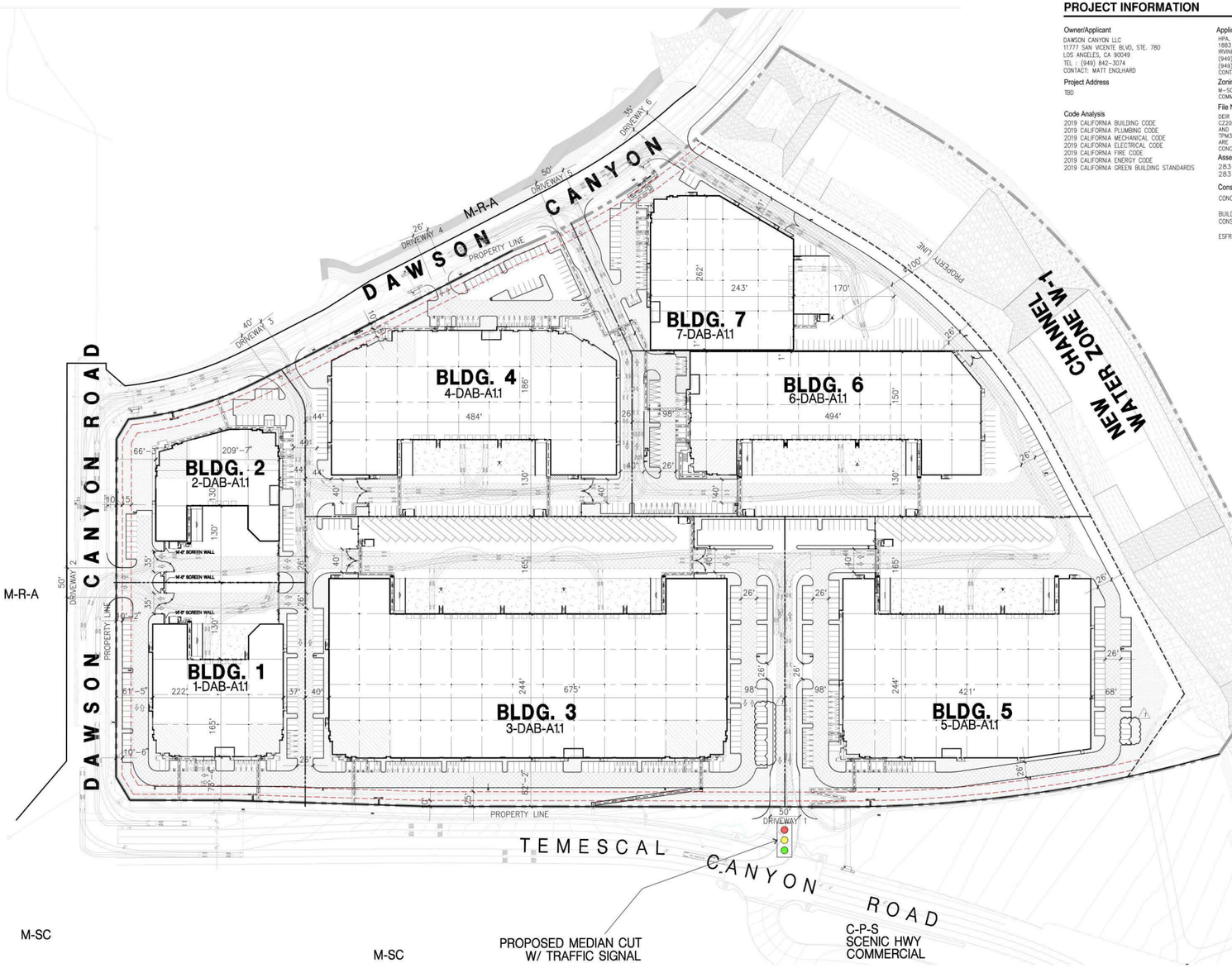
- Building 1 is proposed at the corner of Temescal Canyon Road and Dawson Canyon Road North in the northwest corner of the Project site, and would include a total of 46,380 s.f. of building area consisting of 3,500 s.f. of office space, 3,500 s.f. of mezzanine space, and 39,380 s.f. of warehouse space. Potential office spaces would be located at the northwest and southwest corners of the building. A total of five (5) truck trailer docking doors are proposed along the northeastern façade of the building. A total of 59 automobile parking spaces are proposed for Building 1, including two accessible parking spaces, one accessible van parking space, 11 Electric Vehicle (EV) stalls, one EV stall for accessible parking, and one EV stall for van accessible parking.

- Building 2 is proposed at the corner of Dawson Canyon Road North and Dawson Canyon Road South in the northern portion of the Project site, and would include a total of 33,320 s.f. of building area consisting of 2,500 s.f. of office space, 2,500 s.f. of mezzanine space, and 28,320 s.f. of warehouse space. Potential office spaces would be located at the northeast and southeast corners of the building. A total of four (4) truck trailer docking doors are proposed along the southwestern façade of the building. A total of 35 automobile parking spaces are proposed for Building 2, including one accessible parking space, one accessible van parking space, six EV stalls, one EV accessible stall, and one EV van accessible stall.

- Building 3 is proposed to the southeast of Building 1 along the Temescal Canyon Road frontage, and would include a total of 183,090 s.f. of building area consisting of 6,500 s.f. of office space, 6,500 s.f. of mezzanine space, and 170,090 s.f. of warehouse space. Potential office spaces would be located at the northwest and southwest corners of the building. A total of 28 truck trailer docking doors are proposed along the northeastern façade of the building. A total of 150 automobile parking spaces are proposed for Building 3, including five accessible parking stalls, one accessible van parking stall, 23 EV stalls, one EV accessible stall, and one EV van accessible stall. A total of 32 truck trailer parking spaces also are proposed to the northeast of Building 3 within the truck docking area.

- Building 4 is proposed to the southeast of Building 2 along the site's frontage with Dawson Canyon Road South, and would include a total of 104,650 s.f. of building area consisting of 6,500 s.f. of office space, 6,500 s.f. of mezzanine space, and 91,650 s.f. of warehouse space. Potential office spaces would be located at the northeast and southeast corners of the building. A total of 14 truck trailer docking doors are proposed along the southwestern façade of the building. A total of 99 automobile parking stalls are proposed for Building 4, including three accessible parking stalls, one accessible van parking stall, 15 EV stalls, one EV accessible stall, and one EV van accessible stall.

- Building 5 is proposed to the southeast of Building 3 and would have a total of 114,706 s.f. of building area consisting of 6,500 s.f. of office space, 6,500 s.f. of mezzanine space, and 101,706 s.f. of warehouse space. The office space would be located at the northwest corner of the building. A total of 18 truck trailer docking doors are proposed along the northeastern façade of the building. A total of 119 automobile parking stalls are proposed for Building 5, including four accessible parking stalls, one



PROJECT INFORMATION

Owner/Applicant
DAWSON CANYON LLC
11777 SAN VICENTE BLVD, STE. 780
LOS ANGELES, CA 90049
TEL : (949) 842-3074
CONTACT: MATT ENGLHARD

Project Address
TBD

Code Analysis
2019 CALIFORNIA BUILDING CODE
2019 CALIFORNIA PLUMBING CODE
2019 CALIFORNIA MECHANICAL CODE
2019 CALIFORNIA ELECTRICAL CODE
2019 CALIFORNIA FIRE CODE
2019 CALIFORNIA ENERGY CODE
2019 CALIFORNIA GREEN BUILDING STANDARDS

Applicant's Representative
HPA, INC.
18831 BARDEEN AVE., SUITE 100
IRVINE, CA 92612
(949) 862-2161
(949) 863-0851
CONTACT: ANDY WIYANTO

Zoning
M-SC MANUFACTURING-SERVICE COMMERCIAL

File Number
DEIR (CEQ200092), GPA200007, C220000028, LLA200028, GEO200040 AND HANS190024, PP220039, TPM38551 AND THE RELATED CASES ARE BEING PROCESSED CONCURRENTLY.

Assessors Parcel Number
283-160-046
283-190-044

Construction Type
CONCRETE TILT-UP BUILDING

BUILDING OCCUPANCY : S-1 / B
CONSTRUCTION TYPE : III-B

ESFR SYSTEM

Legal Description

THE LAND REFERRED TO IN THIS COMMITMENT IS SITUATED IN THE UNINCORPORATED AREA OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 2 OF NOTICE OF LOT LINE ADJUSTMENT NO. LLA200028, RECORDED JUNE 21, 2021 AS INSTRUMENT NO. 2021-0373323 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, BEING THOSE PORTIONS OF THE LAND DESCRIBED IN PARCELS 6, 7 AND 8 OF "CORPORATION GRANT DEED", IN THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 34, TOWNSHIP 4 SOUTH, RANGE 6 WEST AND THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SAN BERNARDINO MERIDIAN, IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, RECORDED JUNE 30, 1987 AS INSTRUMENT NO. 186951, OF OFFICIAL RECORDS OF SAID COUNTY, BOUNDED AS FOLLOWS:

ON THE NORTHWEST BY THE SOUTHEASTERLY LINE OF DAWSON CANYON ROAD AS DESCRIBED IN PARCEL 1 OF "CORPORATION QUITCLAIM DEED", RECORDED MAY 03, 2002 AS DOCUMENT NO. 2002-236679, OF OFFICIAL RECORDS OF SAID COUNTY;

AND BOUNDED EASTERLY BY THE FOLLOWING DESCRIBED LINE:
COMMENCING AT THE WESTERLY TERMINUS OF THAT CERTAIN MOST SOUTHERLY LINE OF SAID PARCEL 6, DESCRIBED AS HAVING A BEARING AND DISTANCE OF "NORTH 89° 51' 27" EAST, 840.06 FEET", SAID WESTERLY TERMINUS ALSO BEING ON THE EASTERLY LINE OF TEMESCAL CANYON ROAD (40.00 FEET HALF-WIDE) AS SHOWN ON PARCEL MAP NO. 31196, AS PER MAP FILED IN BOOK 208, PAGES 50 THROUGH 53, INCLUSIVE OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE ALONG SAID MOST SOUTHERLY LINE OF PARCEL 6, NORTH 89° 51' 27" EAST, 586.31 FEET TO A POINT ON THE MOST SOUTHERLY LINE OF SAID PARCEL 8, SAID POINT BEING THE TRUE POINT OF BEGINNING;
THENCE NORTH 27° 54' 55" EAST 499.99 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE WESTERLY AND HAVING A RADIUS OF 1080.00 FEET; THENCE NORTHERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 31° 44' 51", AN ARC LENGTH OF 598.43 FEET; THENCE TANGENT TO SAID CURVE, NORTH 03° 46' 59" WEST 269.31 FEET TO A POINT ON THAT CERTAIN NORTHERLY CURVED LINE OF SAID PARCEL 8 DESCRIBED AS HAVING A RADIUS OF 700.00 FEET AND A LENGTH OF 143.85 FEET, SAID POINT BEING THE END POINT OF THIS DESCRIPTION.

APN: PORTIONS OF APNS 283-160-046 AND 283-190-044

SITE LEGEND

- CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- ASPHALT CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL (9' X 18')
- ACCESSIBLE PARKING STALL, 9'X18'+5'W ACCESSIBLE AISLE
- VAN ACCESSIBLE 12'X18'+5'W ACCESSIBLE AISLE
- STANDARD ACCESSIBLE EVCS WITH ISA SIGN AND MARKING "EV CHARGING ONLY", 9'X18' +5' W/ ACCESSIBLE AISLE
- VAN ACCESSIBLE EVCS WITH ISA SIGN AND MARKING "EV CHARGING ONLY", 12'X18'+5' W/ ACCESSIBLE AISLE
- AMBULATORY EVCS MARKING "EV CHARGING ONLY", 12'X18'
- FFH – PROPOSE PUBLIC FIRE HYDRANT PER CIVIL DRAWINGS.
- PFH – PROPOSE PUBLIC FIRE HYDRANT PER CIVIL DRAWINGS.
- FIH – PROPOSE ON SITE FIRE HYDRANT PER CIVIL DRAWINGS.
- DCDA & FDC PER CIVIL DRAWINGS.

FIRE PROTECTION EQUIPMENT PER CIVIL DRAWING

- STANDARD EVCS SIZE, 9'X18'
- EV CAPABLE SPACE WITHOUT EVSE SIZE 9'X18'
- LANDSCAPED AREA
- PATH OF TRAVEL
- 26' FIRE WIDE FIRELANE
- LIGHT STANDARD
- EV CHARGER

AERIAL MAP

NOTE:
PROJECT IS IN A VERY HIGH FIRE AREA. PROVIDE PRIMARY AND SECONDARY ACCESS FROM EACH PARCEL TO A COUNTY MAINTAINED ROAD, REFER TO ORD. NO. 460 SECTION 3.2.J..

PROJECT DATA

	BLDG 1	BLDG 2	BLDG 3	BLDG 4	BLDG 5	BLDG 6	BLDG 7	NET TOTAL
SITE AREA								
In s.f.	117,830	98,925	398,661	215,143	289,456	196,804	149,280	1,466,099
In acres	2.705	2.271	9.152	4.938	6.645	4.518	3.427	33.657
BUILDING AREA								
Office	3,500	2,500	6,500	6,500	6,500	6,500	3,000	35,000
Mezzanine	3,500	2,500	6,500	6,500	6,500	6,500	3,000	35,000
Warehouse	39,380	28,320	170,090	91,650	101,706	76,699	55,762	563,607
TOTAL	46,380	33,320	183,090	104,650	114,706	89,699	61,762	633,607
COVERAGE	36.4%	31.2%	44.3%	45.6%	37.4%	42.3%	39.4%	40.8%
CLEARANCE	28'	28'	36'	32'	32'	32'	32'	
AUTO PARKING REQUIRED								
Office 1/250 s.f.	28	20	52	52	52	52	24	280
Warehouse 1/2,000 s.f.	20	14	85	46	51	38	28	282
TOTAL	48	34	137	98	103	90	52	562
AUTO PARKING STALLS PROVIDED								
Standard (9' x 18')	43	25	119	78	89	87	43	
Accessible Parking (9' x 18')	2	1	5	3	4	4	2	
Accessible Van Parking (12' x 18')	1	1	1	1	1	1	1	
EVCS (9'x18')	10	6	19	13	19	19	10	
EVSE (9'x18')	1		4	2	4	4	1	
EVSE Standard Accessible (9'x18')	1	1	1	1	1	1	1	
EVSE Van Accessible (12'x18')	1	1	1	1	1	1	1	
EVSE Ambulatory (10'x18')								
TOTAL	59	35	150	99	119	117	59	638
TRAILER PARKING PROVIDED								
Trailer (10' x 55')			32		18		4	54
ZONING ORDINANCE FOR COUNTY								
M-M Manufacturing Medium								
M-R-A Mineral Resources and Related Manufacturing								
MAXIMUM BUILDING HEIGHT ALLOWED								
Height - 50'								
MAXIMUM FLOOR AREA RATIO								
FAR (Total gross area/site)	39.4%	33.7%	45.9%	48.6%	39.6%	45.6%	41.4%	43.2%
LANDSCAPE REQUIREMENT								
Required landscape area (10%)	11,783	9,893	39,866	21,514	28,946	19,680	14,928	146,610
Provided area:	14,519	18,105	39,032	21,751	42,683	8,002	12,249	156,341
SETBACKS								
Building	Landscape							
Street Front - 20'	10'							
Side/Rear - None								

NOTE:
FIRE DEPARTMENT CURB RADIUS ARE SHOWN ON EACH ENLARGED SITE PLAN.

Source(s): HPA (03-07-2025)

Not to Scale

Figure 3-3

Plot Plan No. 220039 Site Plan

accessible van parking stall, 23 EV stalls, one EV accessible stall, and one EV van accessible stall. A total of 18 truck trailer parking spaces also are proposed to the northeast of Building 5 within the truck docking area.

- Building 6 is proposed to the southeast of Building 4, abutting proposed Building 7, and would have a total of 89,699 s.f. of building area consisting of 6,500 s.f. of office space, 6,500 s.f. of mezzanine space, and 76,699 s.f. of warehouse space. The office space would be located at the northwest corner of the building. A total of 18 truck trailer docking doors are proposed along the southwestern façade of the building. A total of 117 parking stalls are proposed for Building 6, including four accessible parking stalls, one accessible van parking stall, 23 EV stalls, one EV accessible stall, and one EV van accessible stall.

- Building 7 is proposed in the southeast corner of the Project site along Dawson Canyon Road South, immediately north of and abutting proposed Building 6. Building 7 would include a total of 61,762 s.f. of building area consisting of 3,000 s.f. of office space, 3,000 s.f. of mezzanine space, and 55,762 s.f. of warehouse space. The office space would be located at the northern corner of the building. A total of 6 truck trailer docking doors are proposed along the southeastern façade of the building. A total of 59 parking spaces are proposed for Building 7, including two accessible parking stalls, one accessible van parking stall, 11 EV stalls, one EV accessible stall, and one EV van accessible stall. A total of four truck trailer parking spaces also are proposed to the southeast of Building 7.

Access to the site is proposed via one driveway along Temescal Canyon Road (Driveway 1), one driveway along Dawson Canyon Road North (Driveway 2), and four driveways along Dawson Canyon Road South (from northwest to southeast, Driveways 3 through 6). It should be noted that in the event the realignment of Temescal Canyon Road would occur by others in the future, then prior to the realignment Driveway 1 would be restricted to a right-turn in/right-turn out only configuration. This condition would occur because the owner of the existing gas station located immediately to the west of the Project site opposes the reconfiguration of their driveway access, which would be needed in order to form a four-way signalized intersection with the Project's access driveway along Temescal Canyon Road. During this interim period, and assuming that the gas station owner continues to object to the reconfiguration of their driveway, traffic associated with Buildings 3 and 5 would be required to travel north along Temescal Canyon Road to Dos Lagos Drive to access the I-15 freeway. Following completion of the realignment of Temescal Canyon Road by others in the future, a signal would be installed at Driveway 1 to allow for full turn movements, at which time the driveway at the existing gas station would need to be reconfigured in order to meet County intersection spacing requirements.

Additionally, as part of the Project the existing Coldwater Canyon Wash drainage channel would be realigned from the western Project site boundary to the southeastern portion of the Project site, and would be preserved as permanent open space on approximately 6.90 acres as part of a proposed 180-foot-wide drainage channel easement.

B. Grading and Site Work

Figure 3-4, *Plot Plan No. PPT 220039 Grading Plan*, depicts the proposed grading plan. As shown, the site would be graded in a manner that largely approximates the site's existing topographic conditions. The Project would require a total of 98,788 cubic yards (cy) of cut and 98,788 cy of fill. Earthwork activities are expected to balance on site and no import or export of soils would be required. No blasting is required for the Project. Proposed manufactured slopes would be limited to the west-central portions of the Project site, along the realigned drainage channel for the Coldwater Canyon Wash in the southeastern portion of the Project site, and to the northwest of proposed Building 7. Along the site's frontage with Temescal Canyon Road, manufactured slopes would be constructed at a gradient of 2:1 (horizontal:vertical), and would extend up to 16 feet in height. The proposed manufactured slopes along the realigned Coldwater Canyon Wash drainage channel would be constructed at a varying gradient with a maximum slope of 2:1 and a minimum slope of 4:1. The maximum slope height would be approximately 14 feet along the southeastern boundary of the Project, and up to 30 feet at the southwestern limit of the channel improvements. Manufactured slopes to the northeast of Building 7 would be constructed at a gradient of 2:1 and would measure up to seven feet in height. Retaining walls also are proposed along the northern edge of the driveway access from Temescal Canyon Road near proposed Building 3 and along site's frontage with Temescal Canyon Road near proposed Building 5, and would measure up to 11.41 and 12.89 feet in height, respectively. As discussed in further detail in EIR *Technical Appendix I4* and below under the discussion of the Project's proposed drainage improvements in subsection 3.5.3.**Error! Reference source not found.** (refer also to Figure 3-15 for the Project's Conceptual Drainage Plan and Figure 3-17 for the Project's physical limits of disturbance), along the northern slope of Dawson Canyon Road adjacent to Temescal Wash a soil cement slope would be constructed at a gradient varying from 1.5:1 to 1:1 with a maximum slope height of approximately 16 feet and would extend along Temescal Wash from approximately 250 feet upstream of Dawson Canyon Road North along Dawson Canyon Road South to just upstream of its confluence with the realigned Coldwater Canyon. The soil cement slope is proposed with varying steepness, projecting to a calculated scour depth to provide resiliency against future lateral and vertical migration of Temescal Wash. Additional riprap armoring beneath the Dawson Canyon Road North bridge is also proposed to provide additional resiliency against vertical erosion. Following completion of grading activities, elevations on site would range from 931 feet above mean sea level (amsl) near the intersection of the two segments of Dawson Canyon Road to 968 feet amsl along the southwestern Project site boundary.

C. Architectural Design

The proposed building elevations are depicted on Figure 3-5 through Figure 3-11, *Conceptual Building Elevations*, for Buildings 1 through 7, respectively. All of the buildings are proposed to have similar architectural characteristics. The buildings would be painted with a mixture of grey and brown colors. The proposed office spaces would be treated with blue glazing (glass) that would be accented by wood-colored metal panels and brown metal canopies. Brown metal canopies also are proposed along the remaining portions of the building, except within the truck trailer court. Buildings 1 and 2 would have a variable roofline with building heights ranging from 32.5 feet near the office spaces to 34.0 feet in height in the central portions of the buildings. Building 3 also would have a variable roofline with building heights ranging from 42.0 feet near the office spaces to 43.5 feet in the central portion of the building. Buildings 4 and 7 would have variable rooflines with building heights ranging from 38.0 feet near the office spaces to 39.5 feet in the central portions

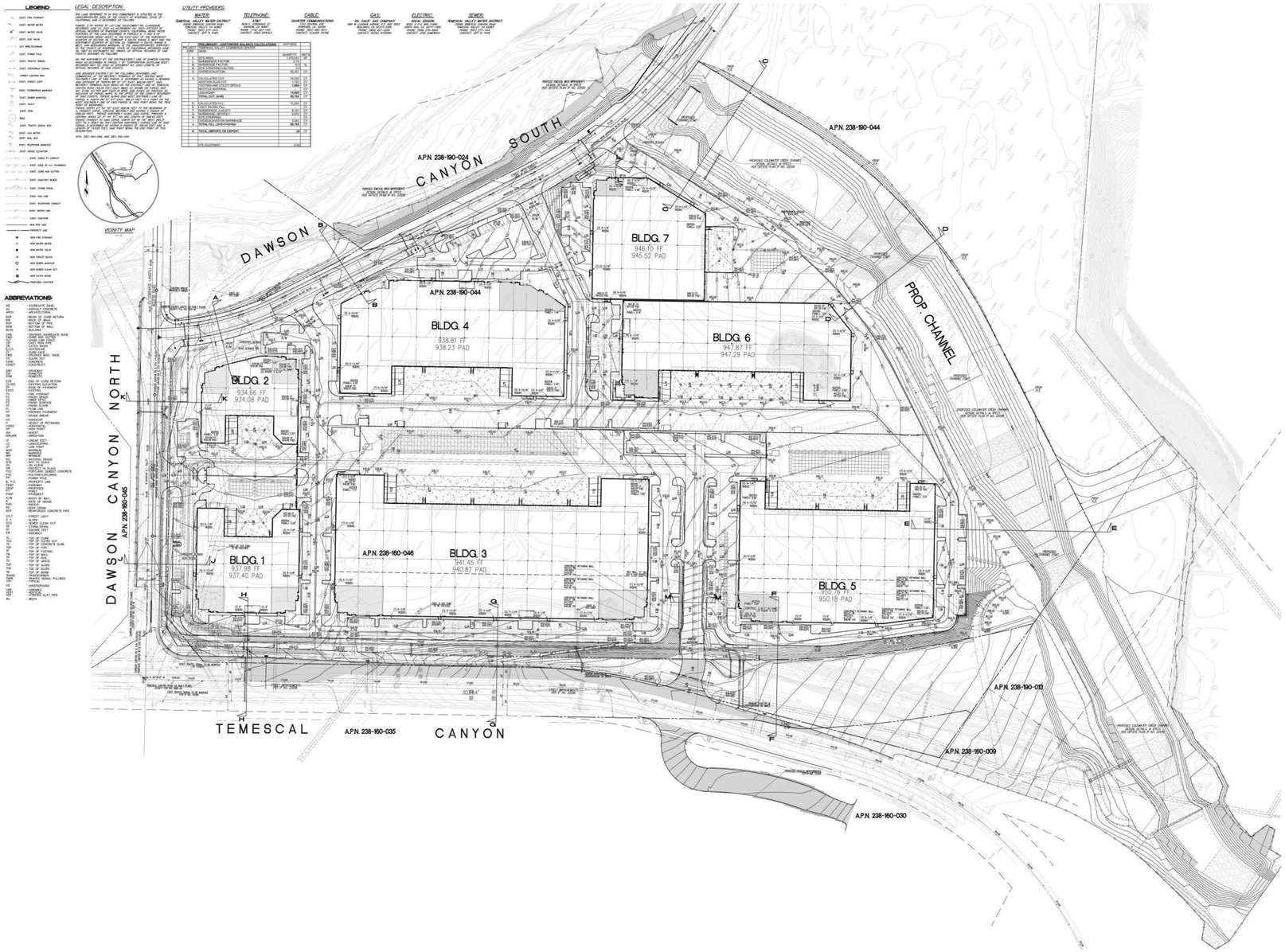
of the buildings. Buildings 5 and 6 would have a variable roofline with heights ranging from 38.0 feet near the office spaces to 39.67 feet in the central portions of the building.

D. Circulation

As part of the proposed Project, two parcels encompassing approximately 3.17 acres are proposed along the southwestern boundary of the Project site to accommodate the future realignment of Temescal Canyon Road, although no realignment of Temescal Canyon Road would occur as part of the Project. In addition, as part of the Project approximately 0.70-acre in the northern portion of the Project site would be dedicated as part of proposed improvements to Dawson Canyon Road South. Additionally, as part of the Project, an existing bridge crossing along Dawson Canyon Road that extends across the existing alignment of the Coldwater Canyon Wash would be protected in place. As shown on Figure 3-12, *Roadway Cross-Sections*, the Project Applicant would be responsible for improvements to Temescal Canyon Road and Dawson Canyon Road, as follows:

- **Temescal Canyon Road**: The Project has been designed to accommodate a planned realignment of Temescal Canyon Road, although it is unknown at this time whether the roadway would be realigned as part of the Project or by others in the future. As part of the Project, approximately 3.17 acres in the southwestern portion of the Project site would be dedicated as ROW to accommodate the future realignment. The portion of Temescal Canyon Road between Dawson Canyon Road North and approximately 220 feet south of Dawson Canyon Road North that fronts the onsite development would not be affected by the planned realignment and would be improved to its ultimate condition as part of the Project. For this portion of Temescal Canyon Road, the Project Applicant would dedicate an additional ±34 feet of ROW, and would install additional pavement, curb, gutter, and a 21-foot-wide parkway that would include a five-foot-wide sidewalk that would be separated from the curb by a seven-foot-wide decomposed granite (d.g.) area. For the remaining portions of Temescal Canyon Road along the Project site's frontage, the Project Applicant either would reserve approximately 3.17 to accommodate the future realignment by others, or would construct this roadway to its ultimate condition. Ultimate improvements for this portion of Temescal Canyon Road would include the installation of additional pavement, curb, gutter, and a 21-foot-wide parkway that would include a five-foot-wide curb-separated sidewalk that would be separated from the curb by a three-foot-wide d.g. area. Additionally, as part of the ultimate improvements the existing driveway at the gas station located immediately west of the Project site would be extended northerly to create a new four-way signalized intersection with Temescal Canyon Road and the Project's driveway. The improvements proposed as part of the Project have all been designed to accommodate the ultimate alignment for this roadway.

- **Dawson Canyon Road North**: As part of the Project, Dawson Canyon Road North along the Project site's northern frontage would be improved to its ultimate half-width as a Modified Part-Width Industrial Collector. Improvements proposed as part of the Project would include 38.5 feet of travel lanes, a 12-foot-wide painted median, curb/gutter, and a 10-foot-wide multi-purpose decomposed granite trail with a split rail fence within a 16-foot-wide parkway along the southern side of the roadway. Ultimate improvements along the northern edge of this roadway would be completed by others in the future.

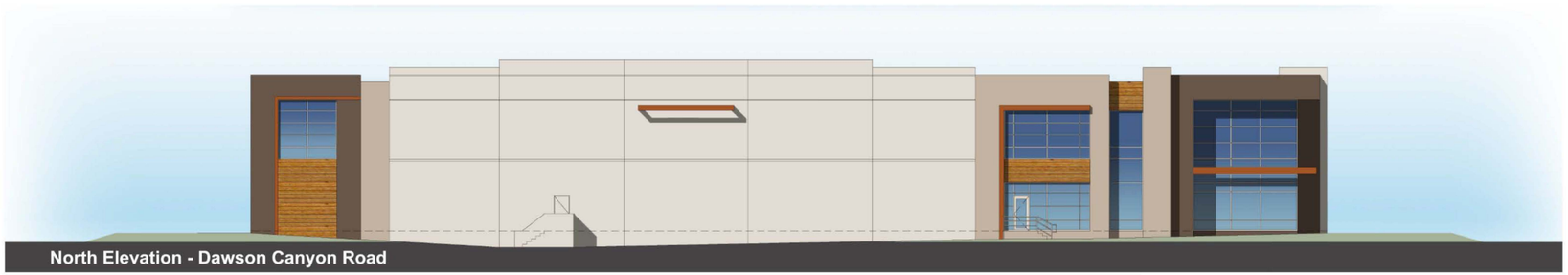


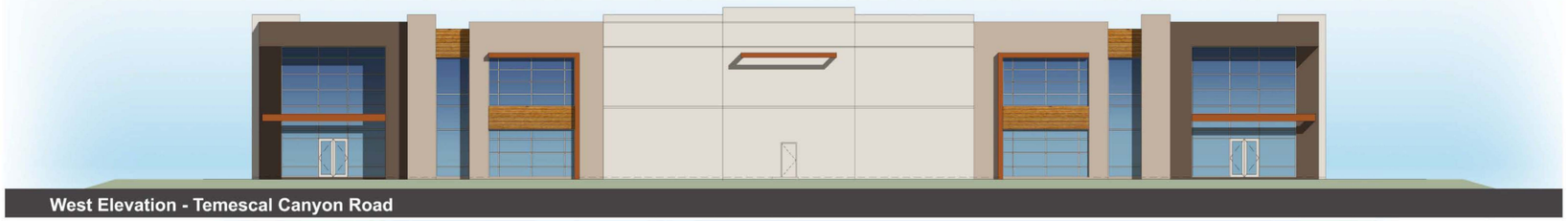
Source(s): Thienes Engineering, Inc. (03-14-2025)

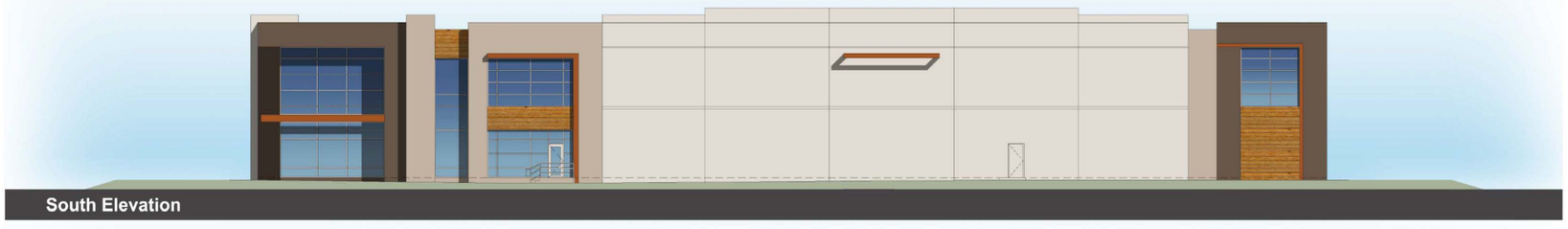
Figure 3-4

Not to Scale

Plot Plan No. PPT 220039 Grading Plan





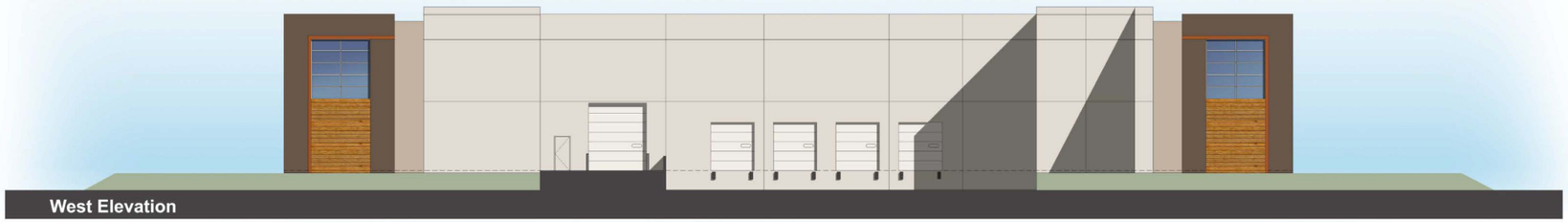


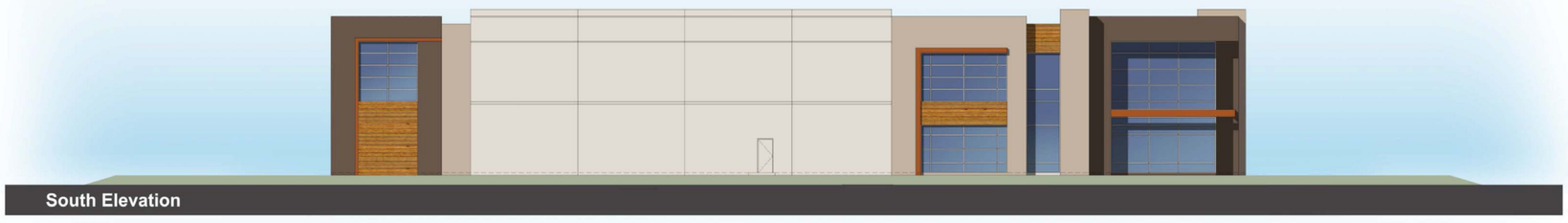
Source(s): HPA (05-06-2024)

Figure 3-5

Not to Scale

Conceptual Building Elevations – Building 1



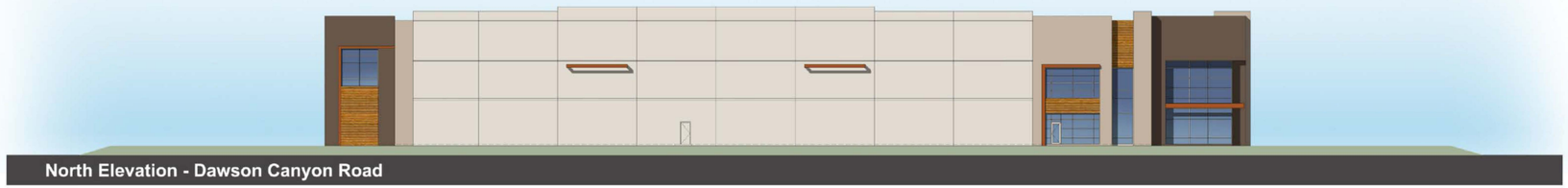


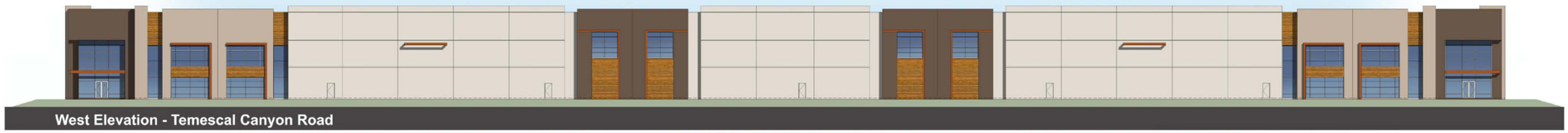
Source(s): HPA (05-06-2024)

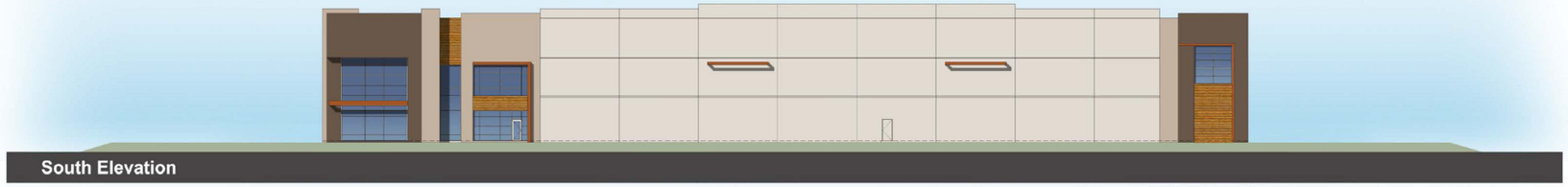
Figure 3-6

Not to Scale

Conceptual Building Elevations – Building 2







Source(s): HPA (05-06-2024)

Figure 3-7

Not to Scale

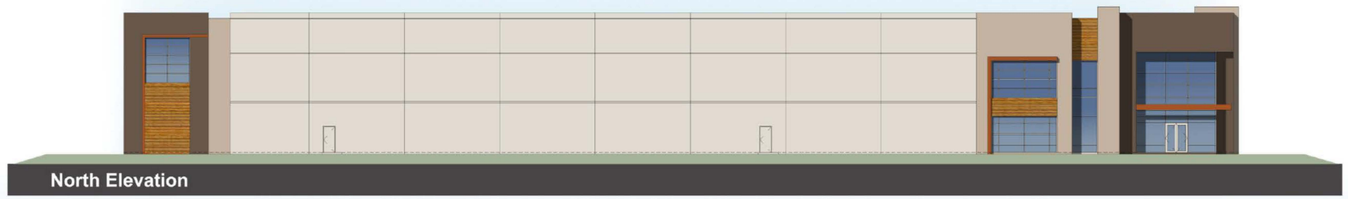
Conceptual Building Elevations – Building 3

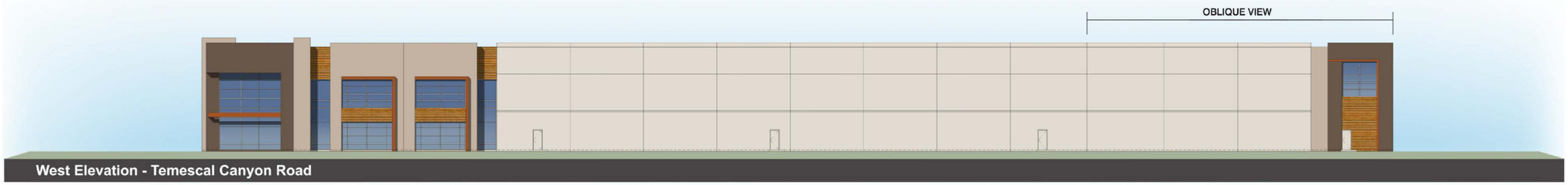
Source(s): HPA (05-06-2024)

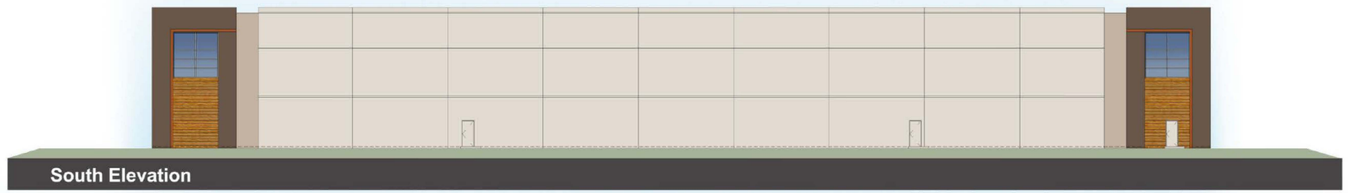
Figure 3-8

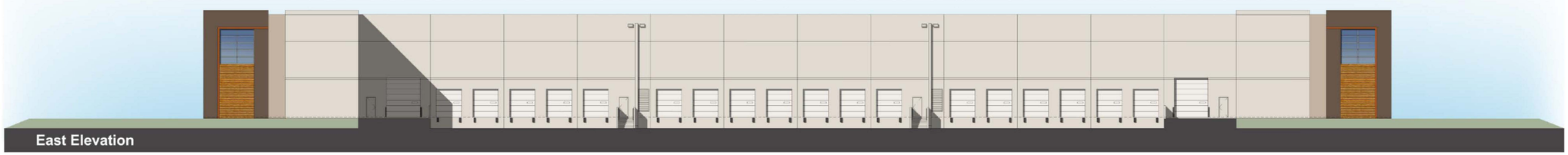
Not to Scale

Conceptual Building Elevations – Building 4







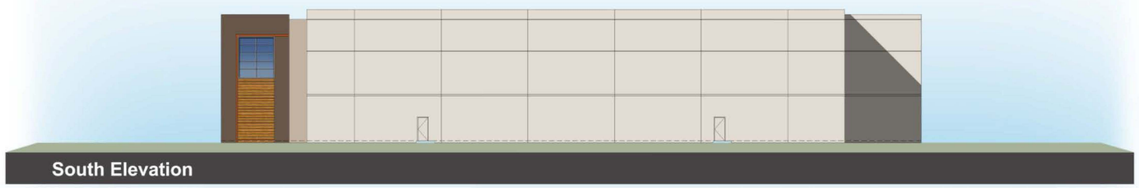


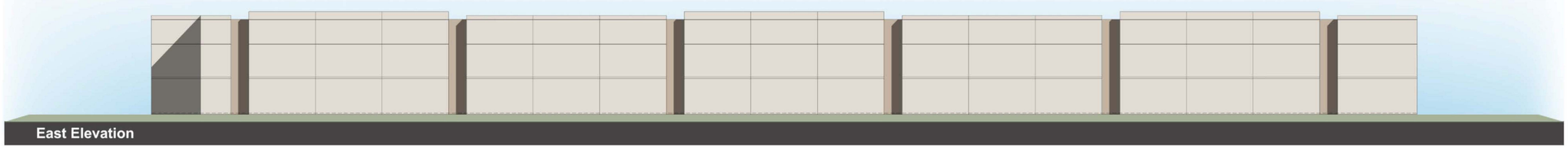
Source(s): HPA (05-06-2024)

Figure 3-9

Not to Scale

Conceptual Building Elevations – Building 5





Source(s): HPA (05-06-2024)

Figure 3-10

Not to Scale

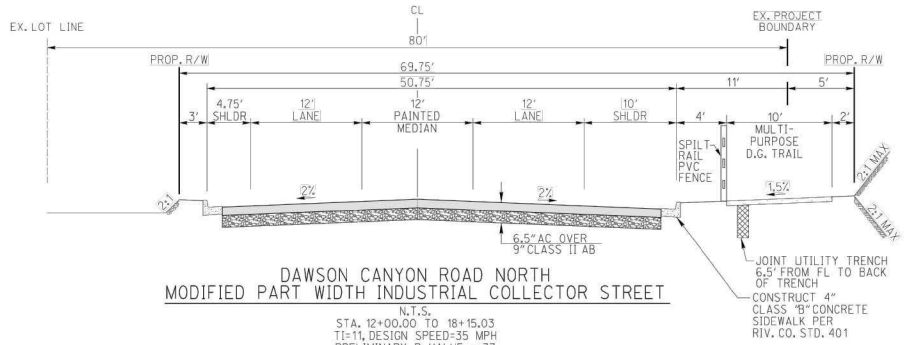
Conceptual Building Elevations – Building 6

Source(s): HPA (05-06-2024)

Figure 3-11

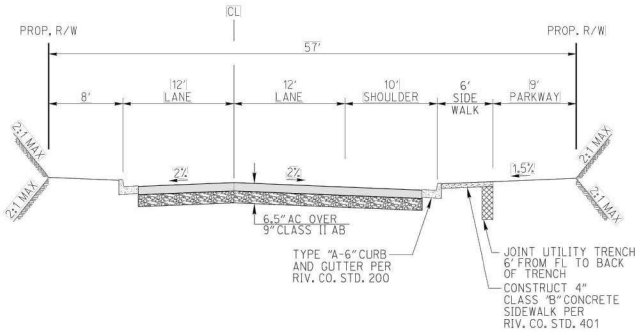
Not to Scale

Conceptual Building Elevations – Building 7



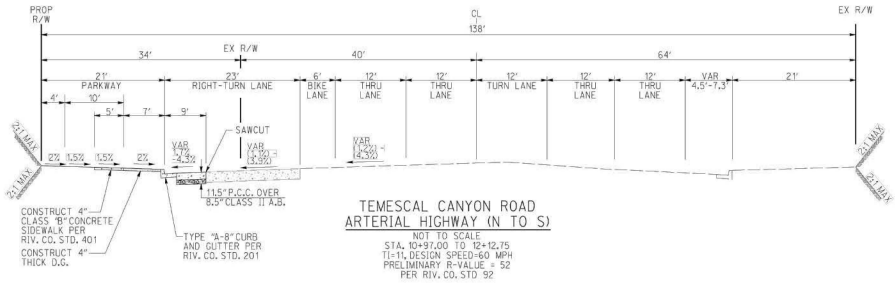
DAWSON CANYON ROAD NORTH
MODIFIED PART WIDTH INDUSTRIAL COLLECTOR STREET

N.T.S.
STA. 12+00.00 TO 18+15.03
TI=11, DESIGN SPEED=35 MPH
PRELIMINARY R VALUE = 77
COUNTY OF RIVERSIDE STD. 111 (MODIFIED)



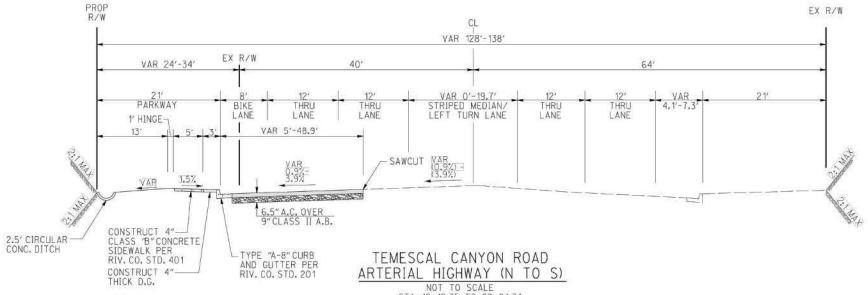
DAWSON CANYON ROAD SOUTH
MODIFIED PART-WIDTH COLLECTOR FRONTAGE ROAD

N.T.S.
STA. 10+00.00 TO 24+00.00
TI=11, DESIGN SPEED=35 MPH
PRELIMINARY R VALUE = 72
COUNTY OF RIVERSIDE STD. 107A (MODIFIED)



TEMESCAL CANYON ROAD
ARTERIAL HIGHWAY (N TO S)

NOT TO SCALE
STA. 10+97.00 TO 12+12.75
TI=11, DESIGN SPEED=60 MPH
PRELIMINARY R-VALUE = 52
PER RIV. CO. STD 92



TEMESCAL CANYON ROAD
ARTERIAL HIGHWAY (N TO S)

NOT TO SCALE
STA. 12+12.75 TO 28+01.74
TI=11, DESIGN SPEED=60 MPH
PRELIMINARY R-VALUE = 52
PER RIV. CO. STD 92

Source(s): Thienes Engineering, Inc. (03-14-2025)

Figure 3-12

Not to Scale

Roadway Cross-Sections

- **Dawson Canyon Road South**: As part of the Project, Dawson Canyon Road South would be improved as a Modified Part-Width Collector Frontage Road. Improvements proposed as part of the Project include 34 feet of travel lanes (inclusive of a 10-foot-wide shoulder), curb/gutter, and a six-foot-wide curb-adjacent sidewalk within a 15-foot-wide parkway along the southwestern edge of the roadway. Ultimate improvements along the northeastern edge of this roadway would be completed by others in the future. Additionally, a dual 10-foot arch culvert bridge crossing is proposed over the proposed realigned drainage channel for the Coldwater Canyon Wash.

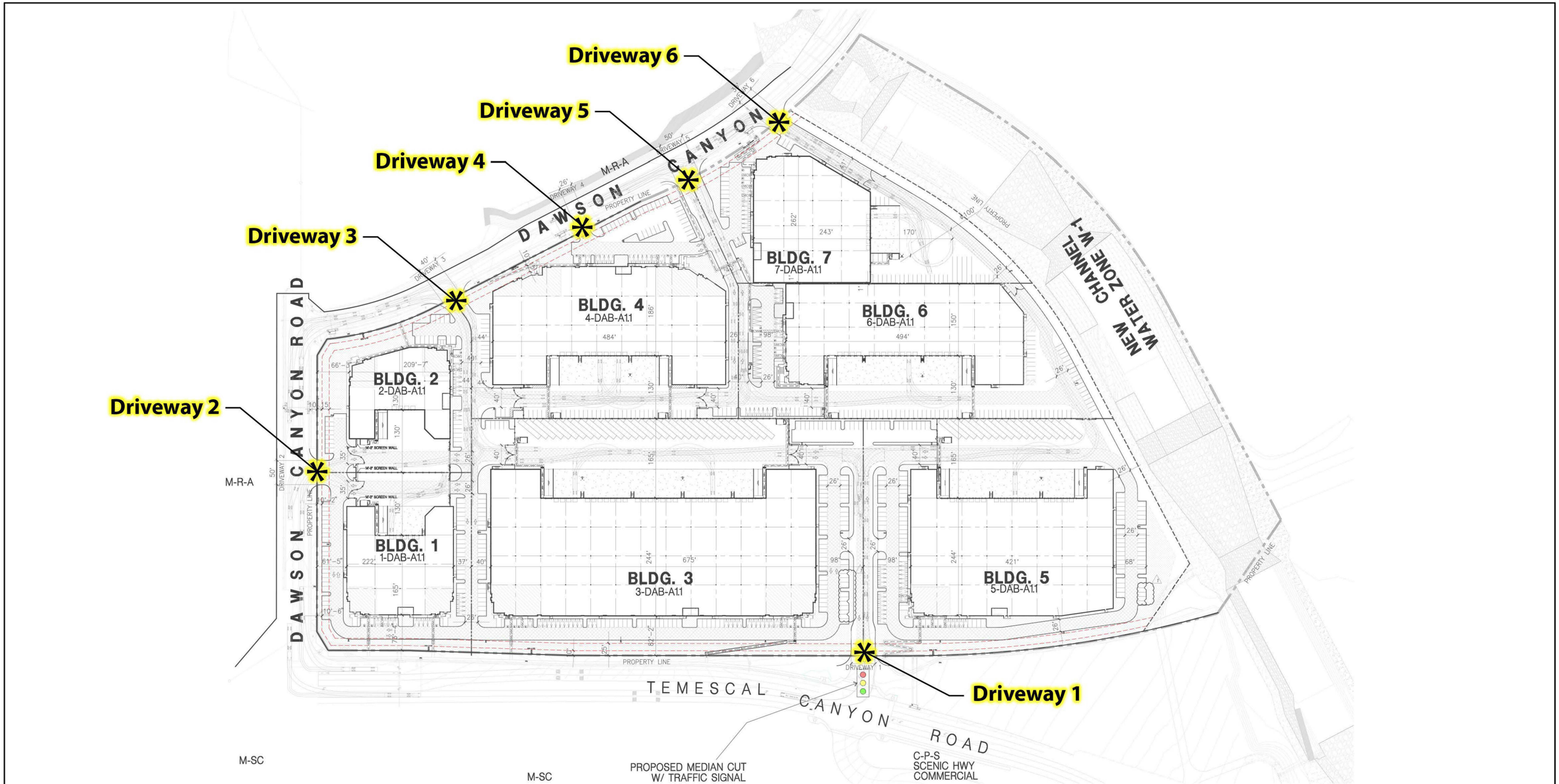
As depicted on Figure 3-13, *Proposed Driveway Access*, access to the site is proposed via one driveway along the Temescal Canyon Road (Driveway 1), one driveway along Dawson Canyon Road North (Driveway 2), and four driveways along Dawson Canyon Road South (from northwest to southeast, Driveways 3 through 6). All of the driveways would provide access for passenger vehicles and trucks, except for Driveway 4, which would be restricted to passenger vehicles only. Driveway 1 would be signalized as part of the Project and would allow for full turn movements in and out of the Project site. The remaining driveways would include stop signs at the driveway exits, and would provide for full turn movement in and out of the Project site along Dawson Canyon Road North and Dawson Canyon Road South.

E. Landscaping

Figure 3-14, *Conceptual Landscape Plan*, depicts the Project's conceptual landscape plan. As shown, landscaping for the Project site would consist of a variety of trees, shrubs, and groundcover. Trees are proposed along the Project site's frontages with Temescal Canyon Road and both segments of Dawson Canyon Road, within passenger vehicle parking areas, and around the proposed buildings. Tree species would include 24-inch box desert willow (*Chilopsis linearis*), 24-inch box chitalpa trees (*Chitalpa tashkentensis*), 15-gallon toyon trees (*Heteromeles arbutifolia*), 24- and 36-inch box London plane trees (*Platanus acerfolia*), 36-inch box coast live oak trees (*Quercus agrifolia*), 24-inch box Engelmann oak trees (*Quercus engelmannii*), 24-inch box Chinese pistache trees (*Pistacia chinensis*), 24-inch box Chilean mesquite trees (*Prosopis chilensis*), 24-inch box African sumac (*Rhus lancea*), and 15-gallon Brisbane box trees (*Tristania conferta*).

F. Fuel Modification

As conceptually depicted on Figure 3-3 and Figure 3-14, the Project has been designed to implement several fire hazard reduction measures to minimize fire risks. Based on the location of the proposed warehouse buildings, parking areas, irrigated landscaping, and abutting roadways, the buildings would have more than adequate on-site defensible space to limit fire hazards. The Project's design incorporates two separate Fuel Modification Zones (FMZs), FMZ 0 and FMZ 1. FMZ 0 would encompass the first five feet surrounding the proposed buildings, in which combustible materials, including buildings and landscaping/vegetation, would be prohibited. FMZ 1 would extend a minimum of 50 feet from the outer edge of FMZ 0, and would consist of non-flammable surfaces (e.g., drive aisles and parking areas) and would include non-flammable landscape materials. A detailed summary of FMZs 0 and 1 is provided below.



Source(s): HPA (03-07-2025)

Not to Scale

Figure 3-13

Proposed Driveway Access

- **Ember Resistant FMZ 0**. FMZ 0 would extend from the proposed buildings to a distance of five feet, and would be maintained by the lot owner. The intent of FMZ 0 is to create a landscape absent of all combustible materials and requires the most stringent wildland fire fuel reduction and maintenance. This area shall be kept clear of combustible material including plants. The soil surface may be bare ground or covered with hardscape features such as pavers, gravel, concrete, rock, or other non-combustible material. The following requirements would apply within FMZ 0, and are reflected on the Project's application materials (refer to Figure 3-3 and Figure 3-14):
  - Zone 0 Requirements
    - No combustible natural fiber, wood, or rubber mulch.
    - Absent of artificial turf.
    - No combustible fences or gates.
    - No combustible decorative items and outdoor furniture.
    - No firewood piles regardless of the diameter or dimension of the wood stored.
    - Clear of yard maintenance equipment with flammable components.
    - Absent vehicles of any kind. Exception: Does not apply to vehicles parked in a driveway
    - Absent of exercise or fitness equipment with combustible components.
    - Absent of any item that in whole or in part has an ignition temperature less than 900 degrees F or 500 degrees C.
    - Only noncombustible materials such as bare ground, decorative rock, gravel, decomposed granite, concrete, pavers, statuary, or water features.
  - Zone 0 Required Maintenance
    - Remove any combustible material monthly within Zone 0 including all dead vegetative matter.
    - Remove any combustible material quarterly in rain gutters located above Zone O.
    - Remove vehicles of any kind, exercise equipment, yard maintenance equipment that are stored within Zone 0. Exception: Does not apply to vehicles parked in a driveway.
    - Remove any item that in whole or in part has an ignition temperature less than 900 degrees F or 500 degrees C including holiday decorations.

- **Fuel Treatment FMZ 1**. (refer to Figure 3-3 and Figure 3-14): FMZ 1 would consist of an irrigated zone, commonly called the defensible space zone, and shall be free of all combustible construction and materials. It is measured from the out edge of Zone 0 and extends a minimum of 50 feet from the proposed buildings or to the lot boundary when 50 feet is not available within a lot. It provides the best protection against the high radiant heat produced by a wildfire. It is generally an open area in which fire suppression forces can operate during wildfire events. This zone includes all the level or nearly level-graded building pad around the structure. The following requirements would apply within FMZ 1, and are reflected on the Project's application materials (refer to Figure 3-3 and Figure 3-14):

PLANTING LEGEND

TREES					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS ZONE 4	REMARKS
	Chilopsis linearis Desert Willow	24" Box	22	L	Multi
	Chitalpa tashkentensis Chitalpa	24" Box	44	L	Standard
	Heteromeles arbutifolia Toyon	15 Gal	16	L	Multi
	Platanus acerfolia London Plane	36" Box 24" Box	16 11	M M	Along Street Standard
	Quercus agrifolia Coast Live Oak	36" Box	25	L	Multi
	Quercus engelmannii Engellmann Oak	24" Box	25	L	Standard
	Pistacia chinensis Chinese Pistache	24" Box	30	L	Street Tree
	Prosopis chilensis Chilean Mesquite	24" Box	20	L	Multi
	Rhus lancea African Sumac	24" Box	44	L	Standard
	Tristania conferta Brisbane Box	15 Gal	12	M	Standard

ACCENTS					
SYMBOL	BOTANICAL/COMMON NAME	SIZE		WUCOLS ZONE 4	REMARKS
	Agave victoria-reginae Agave	5 Gal		L	
	Aloe striata Coral Aloe	5 Gal		L	

GROUNDCOVER					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS ZONE 4	REMARKS
	Baccharis p. 'Pigeon Point' Dwarf Coyote Bush	1 Gal	6' O.C.	L	
	Dalea greggii Idigo Bush	4" Pots	12" O.C.	L	
	Bulbine frutescens Bulbine	1 Gal	36" O.C.	L	
	Gazania 'Mitsua Yellow' Gazania	1 Gal	24" O.C.	M	
	Dymondia margaretae Dymondia	1 Gal	30" O.C.	L	
	Senecio mandraiscae Senecio	1 Gal	24" O.C.	L	

VINES					
SYMBOL	BOTANICAL/COMMON NAME	SIZE		WUCOLS ZONE 4	REMARKS
▲	Distictus buccinatoria Blood-red Trumpet Vine	1 Gal		L	6' O.C.

Concrete mow curb, see Planting Detail sheet

3" layer decomposed granite over filter fabric.

Parking Lot Shading

Required	Provided
44,170 sf (50%)	23,270 sf (26%)

3/4" crushed rock decorative rock -Desert Gold. 3" layer over filter fabric.

Source(s): Hunter Landscape (03-14-2025)

Figure 3-14

Not to Scale

Conceptual Landscape Plan

- Required Landscaping
  - Plants in this zone shall be fire resistant and shall not include any pyrophytes that are high in oils and resins such as pines, eucalyptus, cedar, cypress or juniper species. Plants used in fuel modification zones should exhibit the following qualities to be the most "fire resistant": thick, succulent or leathery leaf species with high moisture content; tendency to produce limited litter; the presence of high salt levels or similar compounds which may contribute to fire resistance; ability to withstand drought; and the ability to withstand severe pruning.
  - Zone 1 shall be cleared of all fire prone and undesirable plant species, including those plant species prohibited by the Riverside County Fire Department (RCFD) within fuel modification zones, as listed below in Table 3-1, *RCFD Prohibited Fire Prone Plant* Species.

Table 3-1 RCFD Prohibited Fire Prone Plant Species

Botanical Name	Common Name	Plant Form
Acacia species	Acacia	Shrub/Tree
Adenostema fasciculatum	Chamise	Shrub
Adenostema sparsifolium	Red Shank	Shrub/Tree
Artemisia californica	California Sagebrush	Shrub
Anthemis cotula	Mayweed	Weed
Arundo donax	Giant reed	Grass/weed
Bambusa species	Bamboo	Shrub
Brassica nigra	Black Mustard	Weed
Brassica ropa	Yellow Mustard	Weed
Cedrus species	Cedar	Tree
Cirsim vugare	Wild Artichoke	Weed
Conyza canadensis	Horseweed	Weed
Cortaderia selloana	Pampas Grass	Tall Grass
Cupressus species	Cypress	Tree
Cytisus species	Broom	Shrub
Eriogonum fasciculatum	Common Buckwheat	Shrub
Eucalyptus species	Eucalyptus	Shrub/Tree
Gensita species	Broom	Shrub
Heterotheca grandiflora	Telegraph plant	Weed/shrub
Juniperus species	Junipers	Shrub
Lactuca serriola	Prickly lettuce	Weed
Nicotiana bigelevil	Indian tobacco	Shrub
Nicotiana glauca	Tree tobacco	Shrub
Palmae species	Palms	Tree
Pennisetum species	Fountain Grass	Ground cover
Picea species	Spruce	Tree
Pinus species	Pines	Tree
Rosmarinus species	Rosemary	Shrub
Retama monosperma	Broom	Shrub
Salvia species *	Sage	Shrub
Silybum marianum	Milk thistle	Weed
Spartium junceum	Spanish Broom	Shrub
Urtica urens	Burning nettle	Weed
Washingtonia species	Palms	Tree

* Except *Salvia columbariae* (chia), *Salvia sonomensis* (Creeping Sage)

- Landscape designs using hardscape features such as driveways, concrete, rock, and similar non-combustible features to break up fuel continuity within Zone 1 are encouraged.
- Landscaping shall be irrigated and primarily consist of fire-resistant, maintained native or ornamental plantings.
- Shrubs shall be low growing and approved by the RCFD. Mature height of plants shall not exceed 18 inches. They may be pruned to maintain the height requirement.
- Trees shall be single specimens or groupings of not more than three trees approved by the RCFD. Trees are to be planted such that the mature canopies will be at least 10 feet from the exterior walls of the structure or from the most distal point of a combustible projection, an attached accessory structure, or an accessory structure within 10 feet of a habitable building.
- Tree must have a minimum of six feet of vertical separation from low growing, irrigated vegetation beneath the canopy of each tree.
- No combustible mulches shall be allowed within 5 feet of a structure.
- Artificial turf may be installed as long as the turf material is installed on a sand or noncombustible material and has a Class A fire rating of between zero (0) and 25.

o Required Maintenance

- Remove and replace any dead or dying plant material monthly.
- Remove any combustible material found within 10 feet of each structure.
- Trees must be maintained to have a minimum of six feet of vertical separation from low growing, irrigated vegetation beneath the canopy of each tree.
- All trees must be maintained to the current ANSI A300 standards [Tree, Shrub, and Other Woody Plant Maintenance — Standard Practices (Pruning)] (see http://www.tcia.org/TCIA/TCIA/BUSINESS/A300_Standards/A300_Standards.aspx).
- The irrigation systems for Fuel Modification Zone 1 shall always be kept in good condition and proper working order.
- The irrigation system shall not be turned off except for necessary repairs, maintenance or during extended periods of rainfall.
- Mulches shall not be greater than 3 inches in depth.
- Drip irrigation systems are allowed to conserve water and reduce the rate of plant growth.

G. Walls and Fencing

As part of the Project, 14-foot-tall concrete screen walls are proposed to screen the proposed truck docking courts from views along Temescal Canyon Road and Dawson Canyon Road North. Additionally, 8-foot-tall metal fencing is proposed at the boundary between Buildings 1 and 2, at the boundary between Buildings 3 and 4, and at the boundary between Buildings 5 and 6. In addition, 8-foot-tall metal gates are proposed to control access into the truck docking courts for Buildings 1, 2, 3, 4, and 6.

H. Water, Sewer, and Drainage

1. Water Service

Potable water service would be provided by the Temescal Valley Water District (TVWD). Reclaimed water service currently is not available in the area. Under existing conditions, there is a 20-inch TVWD water line within the existing alignment of Temescal Canyon Road along the Project site's frontage, as well as several existing water lines within Dawson Canyon Road North that range in size from 2 inches to 42 inches. As part of the Project, a 12-inch water line is proposed within Dawson Canyon Road South, which would connect to the existing 16-inch water main located within Dawson Canyon Road North and would extend southeasterly to just east of proposed Driveway 6. A proposed 12-inch private water line is proposed to extend on site between the proposed 12-inch water line within Dawson Canyon Road South, would extend through the Project site at Driveway 5 between proposed Buildings 4 and 7, southerly to the west of Building 6, and west via Driveway 1 where it would connect to the existing 20-inch TVWD water main within Temescal Canyon Road. Domestic water service to individual buildings would be accommodated by a series of 2- to 3-inch water lines connecting to either the proposed water line within Dawson Canyon Road South or the proposed on-site 12-inch water line that would extend through the Project site. For fire water service, a series of 10-inch fire water lines are proposed around each of the proposed buildings, and would connect to either the proposed on-site 12-inch water main, the proposed 12-inch line within Dawson Canyon Road South, and/or the 20-inch water main within Temescal Canyon Drive.

2. Sewer Service

Sewer service also would be provided by the TVWD. Under existing conditions, there is an 18-inch sewer main within Temescal Canyon Road, as well as an existing 24-inch sewer line. As part of the Project, an 8-inch sewer line would be constructed within Dawson Canyon Road North that would connect to the existing 18-inch sewer line within Temescal Canyon Road just north of the intersection of Temescal Canyon Road at Dawson Canyon Road North. A series of sewer lines would be constructed on site ranging in size from 6 to 8 inches that would connect to the proposed 8-inch sewer line within Dawson Canyon Road North near the northwestern corner of the Project site. Wastewater generated by the Project would be conveyed via the existing 18-inch sewer main to the Lee Lake Water Reclamation Facility (LLWRF) for treatment. The LLWRF is located approximately 0.8-mile northwest of the Project site.

3. Drainage

Figure 3-15, *Conceptual Drainage Plan*, depicts the Project's proposed drainage improvements. Under existing conditions, the Project site generally surface drains to the north and discharges into the Temescal Wash, while off-site flows associated with the Coldwater Canyon Wash are conveyed north to the Temescal Wash along the Project site's frontage with Temescal Canyon Road via a privately-maintained earthen channel. Flows from Coldwater Canyon Wash that exceed the diversion channel's capacity would split-flow through the Project site as well as along Temescal Canyon Road. The proposed realignment of the Coldwater Canyon Wash channel would have capacity for the full design flow rate, and the split-flow condition would be eliminated . Off-site run-on generated from neighboring properties to the southeast either would be intercepted by the realigned Coldwater Canyon Wash, which would convey these existing flows away from the Project

site to the Temescal Wash, or would be intercepted by proposed drainage facilities within Temescal Canyon Road, which also ultimately would convey flows away from the Project site to the Temescal Wash.

The southerly portion of Building 5, the southerly drive aisle, and easterly vehicle parking area (Nodes 100-103 on Figure 3-15) would drain to catch basins located in the drive aisles. Flows would be conveyed northerly around Building 5 and into the Building 6 truck yard via a proposed onsite storm drain system, Line "A."

Flows from the northerly portion of Building 5, Building 6, and both truck yards (Nodes 110-114 on Figure 3-15) would be collected with catch basins in the Building 6 truck yard and confluence in Line "A." The storm drain system would continue westerly.

Flows from the drive aisle and parking areas east of Building 4 (Nodes 200-203 on Figure 3-15) would be collected in a separate storm drain system, Line "D", and travel southerly. Flows ultimately would discharge into Line "A" in the Building 4 easterly drive aisle (Node 204 on Figure 3-15) and continue westerly. The drive aisle and parking area west of Building 5, northerly portion of Building 3, Building 4, and both truck yards (Nodes 210-213 on Figure 3-15) would drain to catch basins located in the Building 4 truck yard. Flows would confluence in Line "A" and continue southerly toward Building 2.

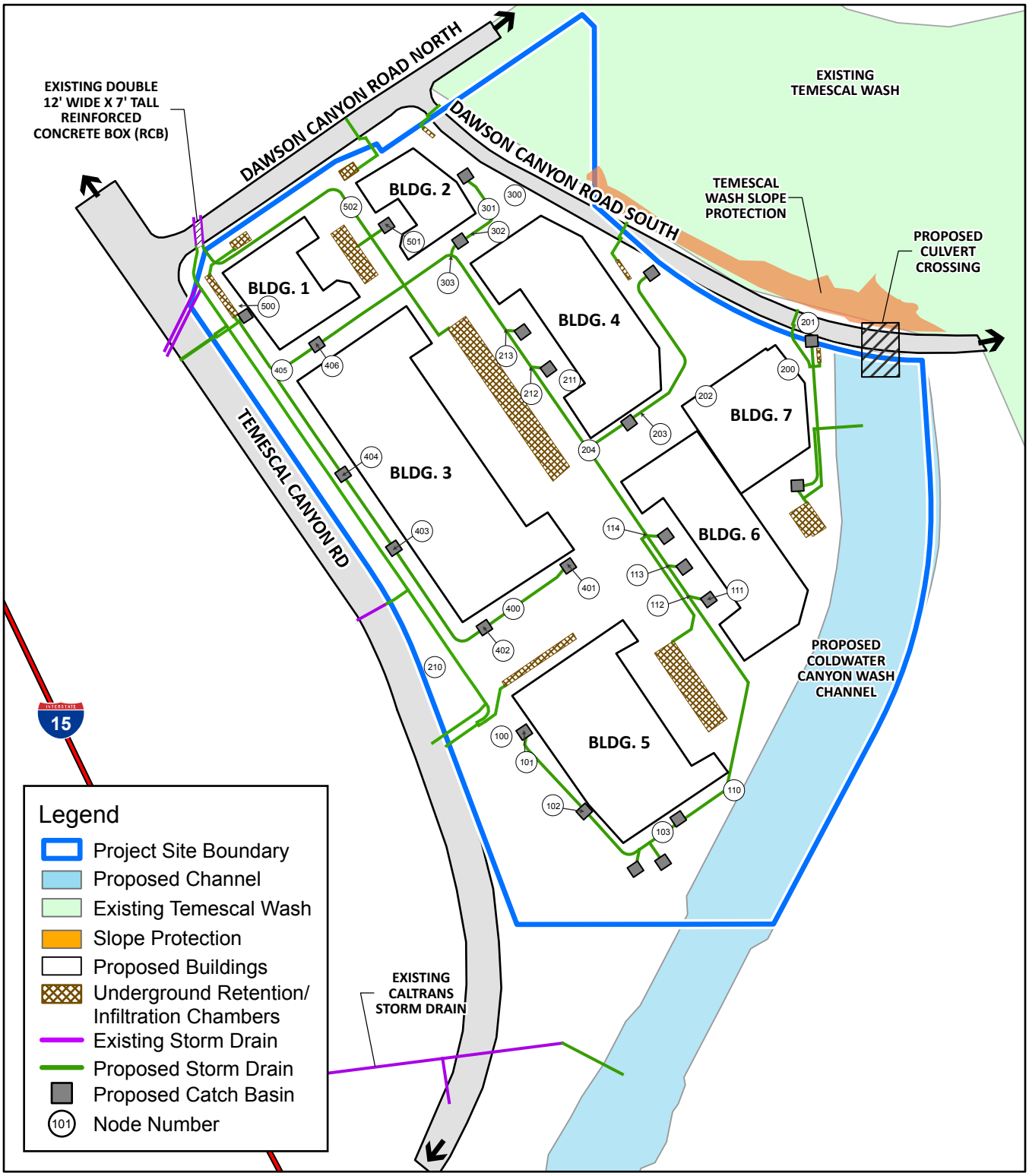
The parking area north of Building 2 and drive aisle west of Building 4 (Nodes 300-302 on Figure 3-15) would drain to catch basins in the parking area. A proposed storm drain system, Line "C," would convey flows southerly and discharge into Line "A" (Node 303 on Figure 3-15). Flows would continue southerly in the drive aisle between Building 1 and Building 3 (Node 406 on Figure 3-15).

For the southerly portion of Building 3, the Building 3 southerly drive aisle, the Building 3 easterly drive aisle, and a portion of the Building 1 southerly drive aisle (Nodes 400-405 on Figure 3-15) would drain to a proposed onsite storm drain system, Line "B," which would convey flows westerly around Building 3 and northerly through the drive aisle. Flows would discharge into Line "A" in the drive aisle (Node 406 on Figure 3-15) and continue westerly in Line "A."

Building 1, Building 2, and their truck yards (Nodes 500-502 on Figure 3-15) would drain to a catch basin in the Building 2 truck yard. Flows would discharge into Line "A" and continue southerly down the Building 1 westerly drive aisle.

Flows from Line "A" ultimately would discharge into the existing double 12-foot-wide by 7-foot-tall reinforced concrete box (RCB) that extends beneath the intersection of Temescal Canyon Road and Dawson Canyon Road North and conveys runoff via an existing channel north of Dawson Canyon Road North that discharges into the Temescal Wash. The 100-year peak flow rate to the RCB is approximately 82.9 cfs.

Building 7 and its driveway entrance (Nodes 600-602) would be collected in a proposed onsite system, Line "E." Following water quality treatment, flows from Line "E" would confluence within an off-site storm drain system and ultimately would discharge into the realigned Coldwater Canyon Wash, which would convey flows to the Temescal Wash. The 100-year peak flow rate from the Building 7 site would be approximately 9.4 cfs.



Source(s): CADRE (10-10-2024), Esri, Nearmap (2022), RCIT (2024)

Figure 3-15

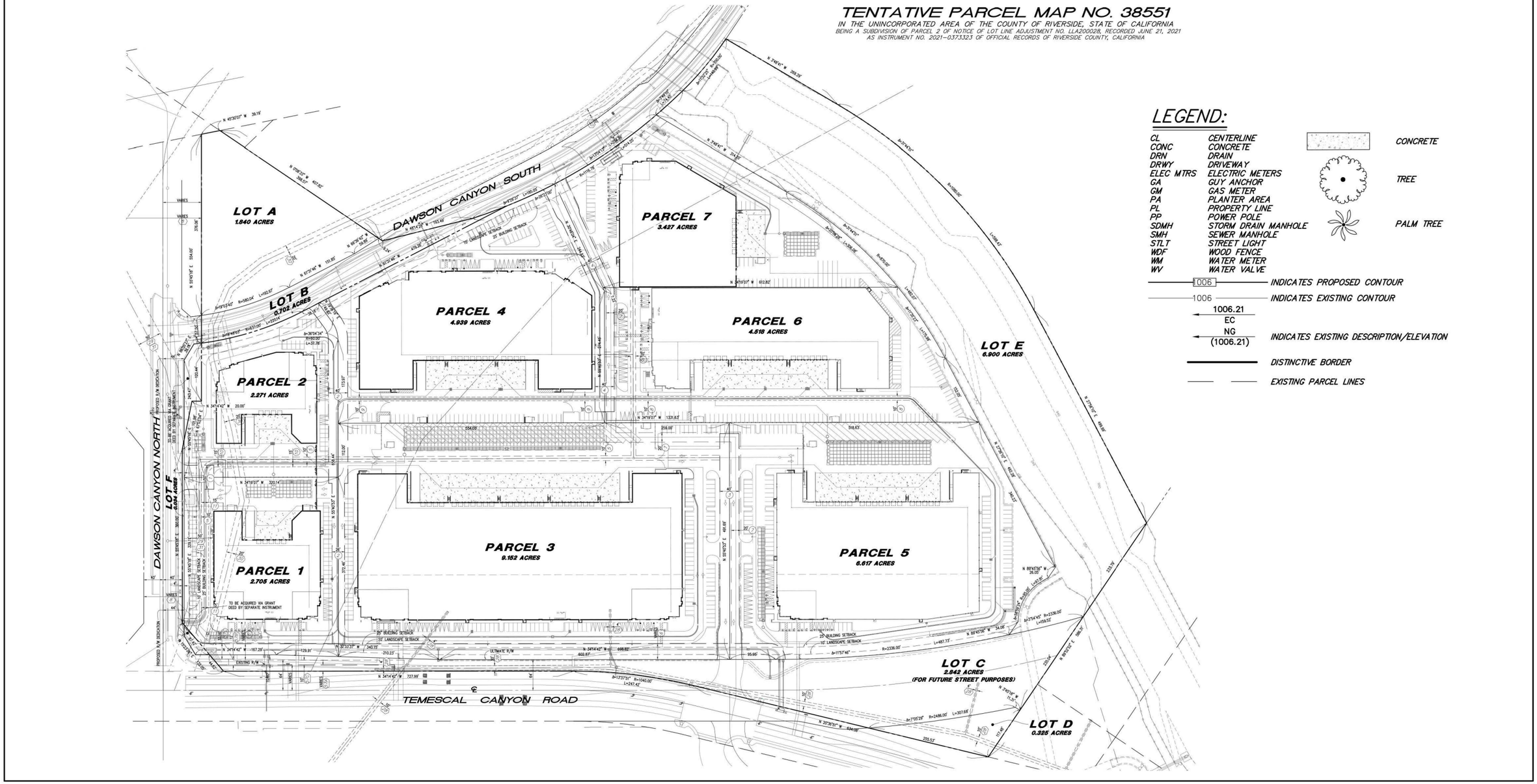
Conceptual Drainage Plan

All runoff generated on site would be subject to water quality treatment prior to ultimate discharge into Temescal Wash. Specifically, all runoff would be conveyed to Continuous Deflective Separator (CDS) and Stormtech underground retention/infiltration chambers.

In addition, as part of the Project the existing Coldwater Canyon Wash adjacent to Temescal Canyon Road is proposed to be re-routed from the western site boundary through the Project site closer to the Coldwater Canyon Wash's historical flow path, and has been designed to Riverside County Flood Control and Water Conservation District (RCFCWCD) standards for conveying the 100-year storm event. A 180-foot-wide drainage easement is proposed along the southeastern boundary for the realigned drainage. The realigned drainage would include minimum 17-foot-wide maintenance access along both sides of the drainage. The proposed channel section is designed to generally consist of an earthen bottom with hydroseeded side slopes. The channel design includes several drop structures. Near the southwest corner of the site where off-site flows from Coldwater Canyon Creek would be collected, there would be two rip rap-lined drop structures measuring between approximately 130 and 182 feet in width that would be separated by an earthen rock-lined trapezoidal channel structure, and would drop approximately 7.8 feet and 5.5 feet, respectively. An additional rip rap-lined drop structure is proposed in the central portions of the Project site, which would measure approximately 360 feet in length and would drop approximately 11.5 feet. An additional rip rap-lined drop structure is proposed to the west of Dawson Canyon Road South measuring approximately 223 feet in length and would drop approximately 7.5 feet. To protect the Project site, the uppermost drop structure that would collect runoff from the upstream portion of Coldwater Canyon Wash is proposed to be flared on the left bank side (northwest) to meet the erosion hazard limits as shown on the Special Study Coldwater Canyon Wash 100-year floodplain and erosion hazard limits adopted pursuant to Riverside County Ordinance No. 458 (refer also to EIR *Technical Appendix I4*). Slopes within the realigned drainage would consist of riprap where constructed at gradient, and also hydroseeded side slopes where gradients are proposed at 4:1. The drainage is designed with a depth of 11.1 feet, inclusive of a minimum of one foot of freeboard. The realigned drainage channel would discharge into the Temescal Canyon Wash at the southeastern corner of the Project site. A dual 40-foot by 10-foot arch culvert bridge crossing would be constructed along Dawson Canyon Road South where it crosses the proposed realigned drainage channel. The proposed channel and the hydraulic conveyance of the culvert beneath Dawson Canyon Road South would be maintained by RCFCWCD per the District's standards, while the structural integrity of the channel would be maintained by the Riverside County Transportation Department (RCTD). Maintenance operations would consist of scheduled and unscheduled operations. Scheduled operations would occur at least once a year, including but not limited mowing, removal of debris and obstacles from the channel end energy dissipaters that could interfere with proper functioning of the structures, graffiti removal, replacing weathered or displaced rock riprap to constructed grades, inspection of concrete structures for spalls or cracks, maintenance of access roads to be in drivable condition, and fence/gate repairs. Unscheduled operations are those that follow a storm event and may include debris removal, rock replacement, erosion repair, structural repairs, fence or railing repair, and other activities for which the frequency and scope cannot be predicted.

3.5.4 Tentative Parcel Map No. 38551 (TPM 38551)

As shown on Figure 3-16, *Tentative Parcel Map No. 38551*, and as summarized in Table 3-2, *TPM 38551 Summary*, Tentative Parcel Map No. 38551 (TPM 38551) is proposed in order to subdivide the two existing


TENTATIVE PARCEL MAP NO. 38551
IN THE UNINCORPORATED AREA OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
BEING A SUBDIVISION OF PARCEL 2 OF NOTICE OF LOT LINE ADJUSTMENT NO. LLA2000028, RECORDED JUNE 21, 2021
AS INSTRUMENT NO. 2021-0373323 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA
LEGEND:
CL CENTERLINE
CONC CONCRETE
DRN DRAIN
DRWY DRIVEWAY
ELEC MTRS ELECTRIC METERS
GA GUY ANCHOR
GM GAS METER
PA PLANTER AREA
PL PROPERTY LINE
PP POWER POLE
SDMH STORM DRAIN MANHOLE
SMH SEWER MANHOLE
STLT STREET LIGHT
WDF WOOD FENCE
WM WATER METER
WV WATER VALVE
CONCRETE
TREE
PALM TREE
1006 INDICATES PROPOSED CONTOUR
1006 INDICATES EXISTING CONTOUR
1006.21 EC / NG (1006.21) INDICATES EXISTING DESCRIPTION/ELEVATION
DISTINCTIVE BORDER
EXISTING PARCEL LINES
LOT A
1.840 ACRES
LOT B
0.702 ACRES
PARCEL 1
2.705 ACRES
TO BE ACQUIRED VIA GRANT DEED BY SEPARATE INSTRUMENT
PARCEL 2
2.271 ACRES
PARCEL 3
9.152 ACRES
PARCEL 4
4.939 ACRES
PARCEL 5
6.617 ACRES
PARCEL 6
4.518 ACRES
PARCEL 7
3.427 ACRES
LOT C
2.842 ACRES
(FOR FUTURE STREET PURPOSES)
LOT D
0.325 ACRES
LOT E
6.900 ACRES
LOT F
2.645 ACRES
DAWSON CANYON SOUTH
DAWSON CANYON NORTH
TEMESCAL CANYON ROAD
PROPOSED R/W DEDICATION
EXISTING R/W
ULTIMATE R/W
25' BUILDING SETBACK
10' LANDSCAPE SETBACK
70' CHANNEL SETBACK
20' BUILDING SETBACK
VARIES
N 42°30'07" W 39.19'
N 0°08'33" W 398.57'
N 89°36'42" W 39.85'
N 81°31'46" W 151.85'
N 81°31'46" W 473.39'
N 55°05'18" E 554.58'
N 34°14'42" W 20.00'
N 34°19'07" W 330.14'
N 55°40'53" E 330.11'
N 34°14'42" W 167.29'
N 34°14'42" W 727.99'
N 34°19'07" W 1331.63'
N 34°19'07" W 612.82'
N 54°14'42" W 602.82'
N 37°33'37" W 340.15'
N 37°33'37" W 210.23'
N 55°40'53" E 1331.11'
N 55°40'53" E 372.46'
N 55°40'53" E 491.69'
N 34°14'42" W 698.82'
N 37°33'37" W 129.91'
N 34°14'42" W 1330.11'
N 7°45'41" W 389.25'
N 17°29'07" E 491.99'
N 17°29'07" E 482.58'
N 89°45'58" W 28.00'
N 89°45'58" W 54.08'
N 89°45'58" W 1497.82'
N 89°45'58" W 1497.82'
N 89°45'58" W 1497.82

legal lots on site into a total of seven parcels for development with light industrial land uses and five lots to be conveyed for open space, drainage, and roadway purposes. Proposed Parcels 1 through 7 would encompass the sites for Buildings 1 through 7, as shown on PPT 220039. Lot A is intended to be conveyed to the Regional Conservation Authority (RCA) for inclusion in the MSHCP Reserve System. Lot B is proposed for the dedication of additional right-of-way (ROW) for Dawson Canyon Road South. Lots C and D are proposed remainder parcels that would accommodate the future realignment of Temescal Canyon Road, although Temescal Canyon Road would not be realigned as part of the proposed Project. Lot E is proposed for the conveyance of the realigned Coldwater Canyon Wash drainage channel to the RCFCWCD for long-term maintenance.

Table 3-2 TPM 38551 Summary

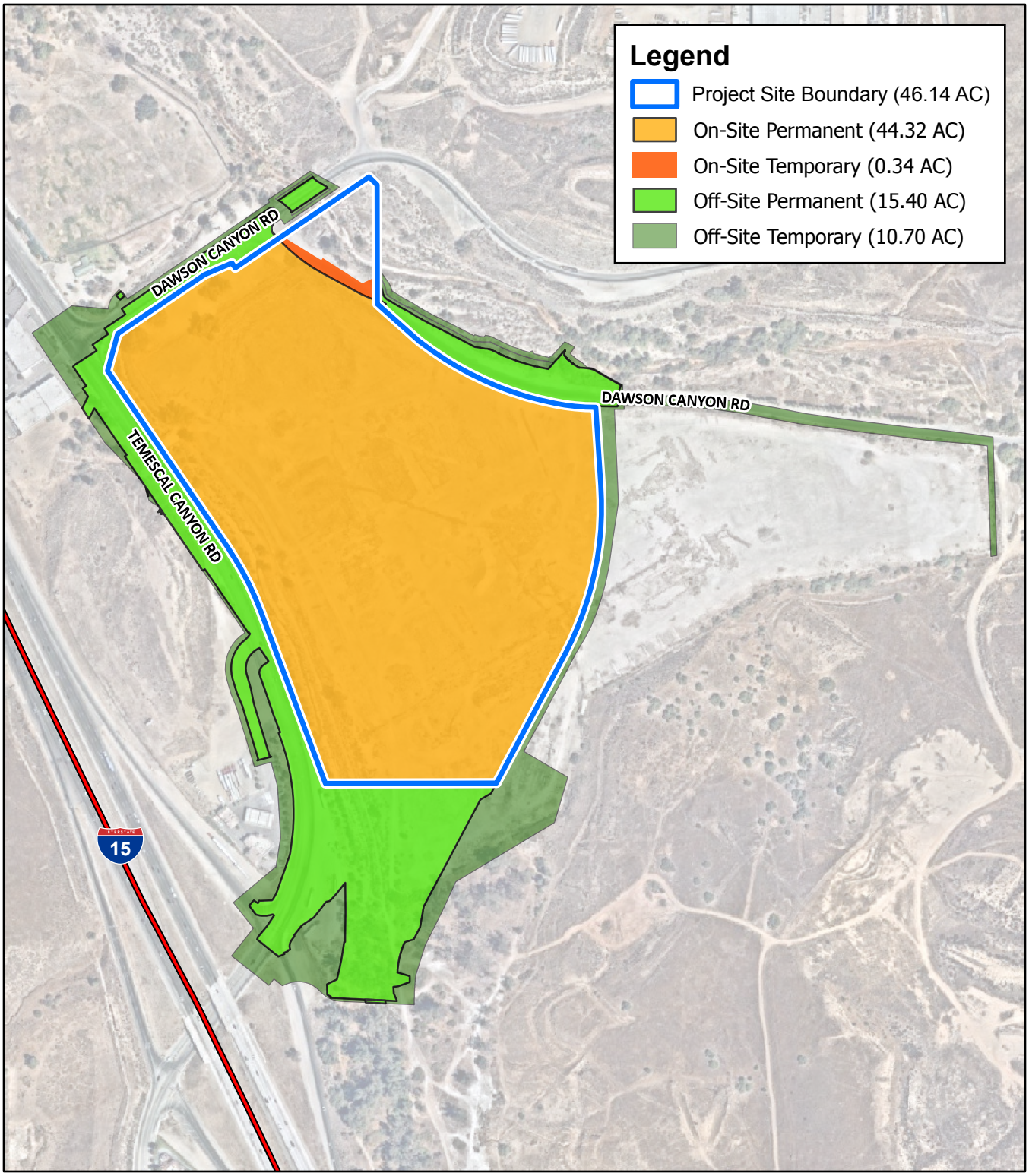
Lot/Parcel	Proposed Land Use	Gross Acreage	Net Acreage
Parcel 1	Building 1/Industrial Park	2.706	2.705
Parcel 2	Building 2/Industrial Park	2.172	2.271
Parcel 3	Building 3/Industrial Park	9.152	9.152
Parcel 4	Building 4/Industrial Park	4.939	4.939
Parcel 5	Building 5/Industrial Park	6.617	6.617
Parcel 6	Building 6/Industrial Park	4.518	4.518
Parcel 7	Building 7/Industrial Park	3.427	3.427
Lot A	Open Space/MSHCP	1.840	--
Lot B	Dawson Canyon Road South ROW	0.702	--
Lot C	Remainder Parcel/ Future Temescal Canyon Road ROW	2.842	--
Lot D	Remainder Parcel/Future Temescal Canyon Road ROW	0.325	--
Lot E	Coldwater Canyon Wash Realignment	6.900	--
Total:	**--**	**46.140**	**33.629**

3.6 SCOPE OF ENVIRONMENTAL ANALYSIS

3.6.1 CONSTRUCTION CHARACTERISTICS

A. Proposed Physical Disturbances

For purposes of analysis throughout this EIR, it is assumed that implementation of the Project would result in disturbances to all portions of the Project site, with exception of the 1.84 acres in the northern corner of the site that are proposed to be dedicated to the MSHCP Reserve System, which would not be disturbed as part of the Project. In addition, the Project would result in off-site impacts associated with improvements to both portions of Dawson Canyon Road (including the proposed bridge improvements along Dawson Canyon Road and the proposed culvert over the realigned Coldwater Canyon Wash drainage), and the realignment of the on-site portions of the Coldwater Canyon Wash drainage channel. The Project also would accommodate the future realignment of Temescal Canyon Road, and although the planned realignment would be constructed by others in the future, impacts associated with the planned realignment along the Project site's frontage are accounted for as part of the Project's overall impact limits. Proposed on- and off-site disturbances are depicted on Figure 3-17, *Limits of Disturbance*. On-site disturbances associated with the Project would encompass approximately 44.66 acres (inclusive of permanent and temporary impacts), while off-site improvements proposed as part of the Project would result in permanent disturbances to a total of 15.35 acres off site and temporary disturbances to an additional 10.75 acre off site. Total areas subject to disturbance would be approximately 70.76 acres.



Source(s): CADRE (10-10-2024), Esri, Nearmap (2022), RCIT (2024)

Figure 3-17

Limits of Disturbance

B. *Construction Activities Schedule and Equipment Fleet*

For analytical purposes, construction activities associated with the Project are assumed to commence in May 2023, with construction activities completed in December 2024. Although construction would commence at a slightly later date, because air quality emission factors for construction and vehicular traffic decrease as time passes and the analysis year increases due to emission regulations becoming more stringent, the analysis throughout this EIR provides a "worst case" assessment of potential construction-related impacts.[1] During Project-related construction activities, equipment is expected to operate 8 hours per day, 5 days per week, during the permitted daytime hours pursuant to Riverside County Ordinance No. 847 (i.e., 6:00 a.m. through 6:00 p.m. during the months of June through September and 7:00 a.m. through 6:00 p.m. during the months of October through May). Should construction activities need to occur at night (such as concrete pouring activities that require air temperatures to be lower than typically occur during the daytime hours), the Project Applicant would be required to obtain authorization for nighttime construction activities per Section 7 of Riverside County Ordinance No. 847. The estimated construction schedule is shown in Table 3-4, *Estimated Construction Schedule*, while the construction equipment fleet that the Project Applicant anticipates its contractors would use are shown in Table 3-3, *Estimated Construction Equipment Fleet*.

Table 3-3 Estimated Construction Equipment Fleet

Construction Activity	Equipment[1]	Amount	Hours Per Day
Site Preparation/Grading	Crawler Tractors	2	8
	Excavators	2	8
	Graders	1	8
	Scrapers	2	8
	Rubber Tired Dozers	1	8
Building Construction	Cranes	2	8
	Forklifts	6	8
	Generator Sets	2	8
	Tractors/Loaders/Backhoes	6	8
	Welders	2	8
Pavers	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	8

[1] In order to account for fugitive dust emissions, Crawler Tractors were used in lieu of Tractors/Loaders/Backhoes during the site preparation/grading phase of Project construction.

(Urban Crossroads, 2022a, Table 3-4)

[1] As shown in the CalEEMod User's Guide Version 2016.3.2, Section 4.3 "OFFROAD 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 3-4 Estimated Construction Schedule

Construction Activity	Start Date	End Date	Days
Site Preparation/Grading	5/2/2023	1/8/2024	180
Building Construction	1/9/2024	12/23/2024	250
Paving	10/8/2024	12/23/2024	55
Architectural Coating	8/6/2024	12/23/2024	100

(Urban Crossroads, 2022a, Table 3-3)

3.6.2 Operational Characteristics

At the time this EIR was prepared, the future tenants of the proposed warehouse buildings were unknown. For the purposes of this EIR, the Project is assumed to be operational 24 hours per day, seven days per week, with exterior loading and parking areas illuminated at night.

A. Future Employment

Based on employment generation rates specified in Appendix E to the Riverside County General Plan, Light Industrial land uses generate approximately one employee per 1,030 s.f. if building area (Riverside County, 2021b, Appendix E, Table E-5). Accordingly, the 633,607 s.f. of light industrial building area proposed as part of the Project would generate approximately 615 new, recurring jobs (633,607 s.f. ÷ 1,030 s.f./employee = 615.2 employees).

B. Traffic

As more fully discussed in Section 4 of the Project's Traffic Analysis ("TA"; EIR *Technical Appendix K2*), and based on direction from the Riverside County Transportation Department and the operational characteristics described above, the proposed Project is estimated to generate 2,150 actual vehicle trip ends per day, with 216 vehicle trips during the a.m. peak hour and 217 vehicle trips during the p.m. peak hour. In addition, Passenger Car Equivalent (PCE) factors were applied to the trip generation rates for heavy trucks (large 4+ axles). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. Using PCEs, the proposed Project is anticipated to generate 2,712 PCE trip ends per day, with 257 PCE trips during the a.m. peak hour and 256 PCE trips during the p.m. peak hour. It should be noted that the above-cited trip generation values were based on a prior design for the Project site that included a total of 637,718 s.f. of light industrial building area, while the current design for the Project accommodates only 633,607 s.f. of light industrial building area; thus, the traffic values noted above present a "worst case" analysis of the Project's anticipated traffic generation, as the actual amount of traffic would be slightly less due to the reduction in total light industrial building area by 4,111 s.f. (Urban Crossroads, 2022g, p. 41 and Table 4-2)

3.7 SUMMARY OF REQUESTED ACTIONS

Riverside County has primary approval responsibility for the proposed Project. As such, Riverside County serves as the Lead Agency for this EIR pursuant to CEQA Guidelines § 15050. The role of the Lead Agency was previously described in detail in Section 1.0 of this EIR. As part of the approval process for the proposed Project, the County's Planning Commission will hold a public hearing to consider this EIR and the Project's General Plan Amendment (GPA 200007), Change of Zone (CZ 2000028), Plot Plan (PPT 220039), and Tentative Parcel Map (TPM 38551) applications. The Planning Commission will make advisory recommendations to the Board of Supervisors on whether to approve, approve with changes, or deny GPA 200007, CZ 2000028, PPT 220039, and TPM 38551, and whether to certify this EIR. A public hearing will then be held before the Board of Supervisors, which will consider the information contained in the Project's EIR and the EIR's Administrative Record in its decision-making processes, certify or decline to certify this EIR, and approve, approve with changes, or deny approval of proposed GPA 200007, CZ 2000028, PPT 220039, and TPM 38551.

3.8 RELATED ENVIRONMENTAL REVIEW AND CONSULTATION REQUIREMENTS

Subsequent to approval of GPA 200007, CZ 2000028, PPT 220039, and TPM 38551, additional discretionary applications would be required to implement the Project. Table 3-5, *Matrix of Project Approvals/Permits*, lists the agencies that are expected to use this EIR and provides a summary of the subsequent actions associated with the Project. This EIR covers all federal, State, and local government and quasi-governmental approvals which may be needed to construct and implement the Project, whether or not they are explicitly listed in Table 3-5 or elsewhere in this EIR (CEQA Guidelines § 15124(d)).

Table 3-5 Matrix of Project Approvals/Permits

PUBLIC AGENCY	APPROVALS AND DECISIONS
Riverside County Discretionary Approvals (Proposed Project)	
Riverside County Planning Commission	• Provide recommendations to the Riverside County Board of Supervisors whether to approve, conditionally approve, or deny GPA 200007, CZ 2000028, PPT 220039, and TPM 38551.
Riverside County Board of Supervisors	• Approve, conditionally approve, or deny GPA 200007, CZ 2000028, PPT 220039, and TPM 38551. • Reject or certify the Final EIR along with appropriate CEQA Findings.
Subsequent Riverside County Approvals	
Riverside County Subsequent Implementing Approvals: Planning Department and/or Building and Safety	• Issue Grading Permits. • Issue Building Permits. • Approve Road Improvement Plans. • Issue Encroachment Permits. • Accept public right-of-way dedications. • Approve street vacations, if required. • Authorize nighttime construction activities, if proposed.
Other Agencies – Subsequent Approvals and Permits	
U.S. Army Corps of Engineers	• Issuance of a Section 404 Permit pursuant to the Clean Water Act.
Federal Emergency Management Agency (FEMA)	• Issuance of a Conditional Letter of Map Revision. • Issuance of a Letter of Map Revision.
California Department of Fish and Wildlife	• Issuance of a Section 1602 Streambed Alteration Agreement (SAA).
Santa Ana Regional Water Quality Control Board	• Issuance of a Construction Activity General Construction Permit. • Compliance with National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements. • Issuance of a Section 401 Permit pursuant to the Clean Water Act.
Riverside County Flood Control and Water Conservation District (RCFCWCD)	• Approval of proposed drainage infrastructure and improvements.
Temescal Valley Water District (TVWD)	• Approval of proposed water and sewer connections and improvements.

4.0 Environmental Analysis

4.0.1 Summary of EIR Scope

In accordance with California Environmental Quality Act (CEQA) Guidelines Sections 15126-15126.4, this EIR Section 4.0, *Environmental Analysis*, provides analyses of potential direct, indirect, and cumulatively-considerable impacts that could occur from planning, constructing, and operating the proposed Project.

In compliance with the procedural requirements of CEQA, a Notice of Preparation (NOP) was prepared and distributed for public review on January 30, 2023, in accordance with CEQA Guidelines Section 15082. An Initial Study was not prepared for the Project, and as such the NOP indicated that the required EIR will evaluate all of the topics listed in Appendix G to the CEQA Guidelines, as implemented by Riverside County and the County's standard Environmental Assessment (EA) Form. Public comment on the scope consisted of written comments received by the Riverside County in response to the NOP issued for this EIR. A publicly-noticed Scoping Session also was held as part of a Riverside County Planning Director's Hearing on February 6, 2023 at the Riverside County Administrative Building (4080 Lemon Street, Riverside, CA 92501), although no comments on the EIR's scope of potential environmental effects were provided as part of the Scoping Session. Pursuant to Appendix G to the CEQA Guidelines and the County's standard EA form, this EIR evaluates 21 primary environmental subject areas, as listed below. Each Subsection evaluates several specific subject matters related to the general topic of the Subsection. The title of each Subsection is not limiting; therefore, refer to each Subsection for a full account of the subject matters addressed therein.

4.1	Aesthetics	4.12	Mineral Resources
4.2	Agriculture and Forest Resources	4.13	Noise
4.3	Air Quality	4.14	Paleontological Resources
4.4	Biological Resources	4.15	Population and Housing
4.5	Cultural Resources	4.16	Public Services
4.6	Energy	4.17	Recreation
4.7	Geology and Soils	4.18	Transportation
4.8	Greenhouse Gas Emissions	4.19	Tribal Cultural Resources
4.9	Hazards and Hazardous Materials	4.20	Utilities and Service Systems
4.10	Hydrology and Water Quality	4.21	Wildfire
4.11	Land Use and Planning		

4.0.2 Scope of Cumulative Effects Analysis

CEQA requires that an EIR contain an assessment of the cumulative impacts that may be associated with a proposed project. As noted in CEQA Guidelines § 15130(a), "an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable." "[A] cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects creating related impacts" (CEQA Guidelines §15130(a)(1)). As defined in CEQA Guidelines § 15355:

'Cumulative Impacts' refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

(a) The individual effects may be changes resulting from a single project or a number of separate projects.

(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

CEQA Guidelines § 15130(b) describes two acceptable methods for identifying a study area for purposes of conducting a cumulative impact analysis. These two approaches include: 1) a list of past, present, and probable future projects producing related or cumulative impacts, including if necessary, those projects outside the control of the agency ('the list of projects approach'), or 2) a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact ('the summary of projections approach').

The summary of projections approach is used in this EIR, except for the evaluation of near-term vehicular-related air quality and noise impacts, which rely instead on the list of projects approach. This methodology was determined to be appropriate by Riverside County because long-range planning documents contain a sufficient amount of information to enable an analysis of cumulative effects for all subject areas, with exception of vehicular-related air quality and noise effects, which require a greater level of detailed study.

Under this approach, the cumulative analysis under most sections considers impacts to each issue area based on the presumed buildout of the Riverside County General Plan as well as the general plans of any nearby jurisdictions that occur within the cumulative study area for each subject area. For most issue areas, this would encompass nearby areas within unincorporated Riverside County, nearby portions of the City of Corona, and nearby portions of the City of Lake Elsinore, although the cumulative study area may be smaller or larger depending on the issue area under evaluation. For example, for the issue area of aesthetics, the cumulative study area is defined by the Project's viewshed (i.e., off-site areas with views of the Project site), which encompasses lands within the immediate Project vicinity (i.e., within approximately two miles of the Project site). For the issue of hydrology and water quality, by contrast, the cumulative study area is defined as the Santa Ana River Watershed, which encompasses portions of San Bernardino, Riverside, Orange, and Los Angeles Counties. For the issue of biology, the cumulative study area corresponds to the boundaries of the Western Riverside County Multiple Habitat Species Conservation Plan (MSHCP), as the MSHCP provides for the conservation of a wide variety of special status plant and animal species and encompasses a broad region that generally represents biological conditions associated with the Project area; thus, the cumulative study area for biological resources includes all future land uses within western Riverside County as called for by the general plans of the County and the various cities that are included in the MSHCP region. Refer to the individual Subsections within EIR Section 4.0 for a description of the specific cumulative study area used for each subject area evaluated in this EIR.

As noted, for most issue areas, nearby portions of unincorporated Riverside County and nearby portions of the City of Corona and City of Lake Elsinore are used as the Project's cumulative study area. This cumulative study area encompasses a large area surrounding the Project site that has similar environmental characteristics as the Project area. This area largely contains open space and undeveloped lands, with scattered single-family homes and master-planned residential communities to the west of I-15, scattered industrial and commercial developments to the east of I-15, and the Lee Lake Water Reclamation Facility (LLWRF) and El Sobrante Landfill located north of the Project site. This study area exhibits similar characteristics in terms of climate, geology, and hydrology. This study area also encompasses the service areas of the Project site's primary public service and utility providers. Areas outside of this study area either exhibit topographic, climatological, or other environmental circumstances that differ from those of the Project area, or are simply too far from the proposed Project site to produce environmental effects that could be cumulatively considerable.

The analysis of cumulatively-considerable traffic-related air quality and noise impacts uses a combined approach, utilizing the list of projects approach for the near-term analysis of cumulatively-considerable traffic impacts, and the summary of projections approach for the evaluation of long-term cumulatively-considerable traffic-related impacts. With the combined approach, the cumulative impact analyses for the analysis of cumulative traffic-related air quality and noise impacts overstate the Project's (and Project-related components') potential cumulatively-considerable impacts as compared to an analysis that would rely solely on the list of projects approach or solely on the summary of projections approach; therefore, the combined approach provides a conservative, "worst-case" analysis for cumulative traffic-related air quality and noise impacts.

For near-term conditions, the analyses of cumulatively-considerable vehicular-related air quality noise impacts are based on existing traffic conditions plus ambient growth and the manual addition of traffic from past, present, and reasonably foreseeable projects, and includes approved and pending development projects in proximity to the Project site that would contribute traffic to the same transportation facilities as the Project, as well as large, traffic-intensive projects farther from the Project site that have the potential to affect regional transportation facilities. This methodology recognizes development projects that have the potential to contribute measurable traffic to the same intersections, roadway segments, and/or State highway system facilities as the proposed Project and have the potential to be made fully operational in the foreseeable future. As shown on Table 4.0-1, *Cumulative Projects List*, and as depicted on Figure 4.0-1, *Cumulative Development Projects Location Map*, the near-term cumulative impact analysis of traffic-related air quality and noise impacts includes 26 other past, present, and reasonably foreseeable projects within this study area in addition to the summary of projections (Urban Crossroads, 2022f, p. 52). The analysis of long-term cumulatively-considerable traffic impacts considers full buildout of nearby portions of unincorporated Riverside County, the City of Corona, and the City of Lake Elsinore, based on the general plan land use plans for these jurisdictions.

For the issue of air quality, the cumulative study area comprises the South Coast Air Basin (SCAB), while the cumulative impact analysis relies on guidance from the South Coast Air Quality Management District (SCAQMD). The SCAQMD published a report giving direction on how to address cumulative impacts from air pollution: *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* (SCAQMD, 2003). In this report the AQMD states on page D-3:

Table 4.0-1 Cumulative Projects List

#	Name	Land Use	Quantity [1]	
County of Riverside:				
1	CUP03481	Shopping Center	480.000	TSF
2	PP25776	Church	73.600	TSF
		Private School	216	STU
		Pre-School	96	STU
3	Glen Ivy Senior Community	Assisted Living	165	Beds
		Senior Adult Housing - Attached	76	DU
4	Specific Plan No. 00374 (TTM No. 34476)[2]	Fast Food w/ Drive Thru	3.500	TSF
		Business Park	476.150	TSF
		High Turnover Restaurant	13.460	TSF
		Daycare Center	10.000	TSF
		Hotel	320	ROOMS
		Shopping Center	117.740	TSF
		General Office	103.300	TSF
		Mini-Warehouse	381	UNITS
5	22740 Temescal Canyon Warehouse	Warehouse	201.844	TSF
6	Temescal Canyon	SFDR	93	DU
7	Specific Plan No. 00353 (Serrano Specific Plan) [3]	Light Industrial	6,600.994	TSF
		Shopping Center	172.150	TSF
8	Glen Ivy Resort Expansion	Single Family Detached Residential	62	DU
		Multifamily Residential	203	DU
		Resort Hotel	210	ROOMS
		Shopping Center	122.729	TSF
9	TR33688	Single Family Residential	49	DU
10	PP 25397	Manufacturing	60.300	TSF
11	TR 37027, TR37154 & TR37155	Single Family Detached Residential	116	DU
12	PP22355	Fast Food w/ Drive Thru	2.500	TSF
		Retail	30.214	TSF
13	TTM No. 37554 & 37556	Single Family Residential	143	DU
14	PPT180006	Warehousing	30.250	TSF
15	CUP190053	Marijuana Dispensary	8.582	TSF
16	Horsethief Canyon Residential	Single Family Residential	230	DU
17	Arantine Hills Specific Plan (50% built)	Single Family Residential	549	DU
		Multi-Family Residential	1,072	DU
		Passive Park	4.0	AC
		Active Park	11.0	AC
		General Office	59.000	TSF
		Business Park	230.900	TSF
		Specialty Retail	59.000	TSF
		Shopping Center	396.400	TSF
18	Olsen Canyon	Surface Mining	2.0	MTPY
19	PP24226 (Leinen Business Park)	Manufacturing	135.421	TSF
20	Toscana Phase 2	Single Family Residential	501	DU
		Active Park	5.0	AC
		Passive Park	0.9	AC
21	CUP 3712 (Phase 1 + Phase 2)	Gas Station w/ Market and Car Wash	12	DU
		Fast Food w/ Drive Thru	6.800	TSF
		High Turnover Restaurant	20.000	TSF

Table 4.0-1 Cumulative Projects List

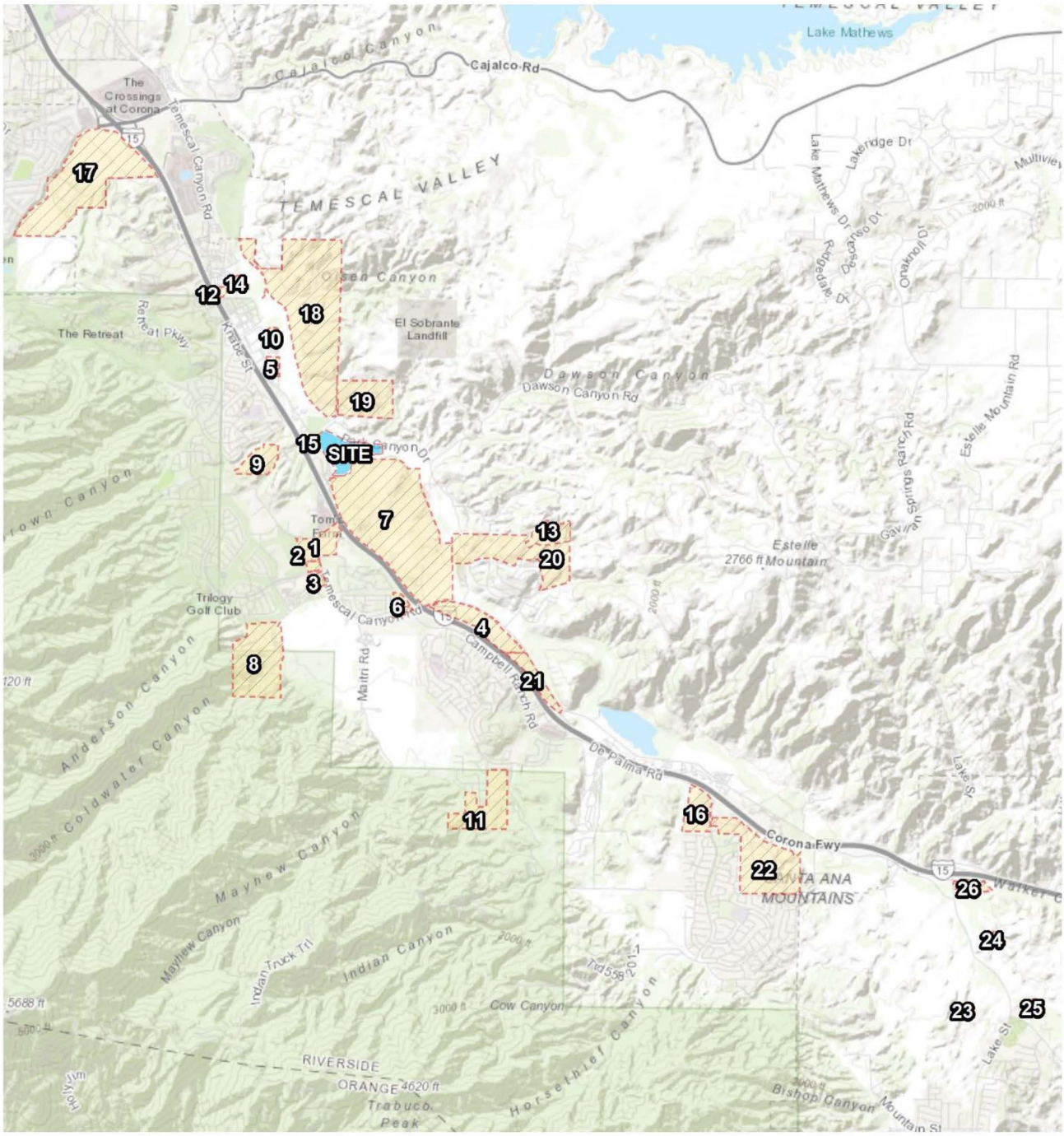
#	Name	Land Use	Quantity [1]	
		General Office	56.000	TSF
		Shopping Center	46.900	TSF
		Supermarket	43.000	TSF
		Pharmacy w/ Drive Thru	14.000	TSF
		Bank w/ Drive Thru	3.500	TSF
22	Renaissance Ranch Specific Plan	High-Cube Cold Storage	423.403	TSF
		High-Cube Fulfillment	740.956	TSF
		High-Cube Warehouse	740.956	TSF
		Manufacturing	211.702	TSF
		Warehouse	156.816	TSF
		Industrial Park	235.224	TSF
City of Lake Elsinore:				
23	Alberhill Villages	Single Family Residential	9,536	DU
24	Alberhill Ridge (Tract 35001)	Single Family Residential	1,056	DU
		Apartments	345	DU
		Shopping Center	679.000	TSF
		General Office	679.000	TSF
25	Alberhill Ranch	Single Family Residential	362	DU
26	Lake Street/I-15 Property	Public RV Storage & Self Storage	13.3	AC
		Gas Station w/ Market	12	VFP

1. DU = Dwelling Units; TSF = Thousand Square Feet; AC = Acres; MTPY = Million Tons Per Year; STU = Students; VFP = Vehicle Fueling Positions.

2 Land Use and Quantity Source: Specific Plan No. 00374 (TTM No. 34476) TIA, Urban Crossroads, Inc., August 18, 2008.

3 Source: Serrano Commerce Center TIA, Kunzman Associates, November 20, 2008.

(Urban Crossroads, 2022f, Table 4-3)



Source(s): Urban Crossroads (09-30-2022)

Figure 4.0-1

Not to Scale

Cumulative Development Projects Map

"...the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.

Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."

The cumulative analysis provided in EIR Subsection 4.3 assumes that individual projects that do not generate emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts also would not cause a cumulatively considerable increase in emissions for those pollutants for which the South Coast Air Basin (SCAB) is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related emissions that exceed SCAQMD thresholds for Project-specific impacts would be considered cumulatively considerable.

Compliance with the SCAQMD guidelines for evaluating direct and cumulatively-considerable impacts due to air quality emissions has been shown to result in a demonstrable reduction in air quality pollutants within the SCAB. As more thoroughly discussed in EIR Subsection 4.3, regulations promulgated by the SCAQMD have led to a dramatic reduction in the level of air quality pollutants within the SCAB, including levels of ozone, particulate matter (PM_{10} and $PM_{2.5}$), carbon monoxide (CO), and oxides of nitrogen (NO_X). As noted in the SCAQMD 2016 AQMP, "the remarkable historical improvement in air quality since the 1970s is the direct result of Southern California's comprehensive, multiyear strategy of reducing air pollution from all sources as outlined in its AQMPs" (SCAQMD, 2017). Improvements also have been seen in ozone levels. Part of the control processes of the SCAQMD's duty to greatly improve the air quality in the SCAB is the uniform CEQA review procedures required by SCAQMD's CEQA Handbook (SCAQMD, 2019). The single threshold of significance used to assess Project direct and cumulative impacts has in fact been successful, as evidenced by the track record of the air quality in the SCAB dramatically improving over the course of the past decades (refer to EIR Subsection 4.3 for an additional discussion on the improvements of air quality within the SCAB).

Environmental impacts associated with buildout of the cumulative study area were evaluated in CEQA compliance documents prepared for the respective general plans of each of the above-named jurisdictions. The location where each of these CEQA compliance documents is available for review is provided below. All of the CEQA compliance documents listed below are herein incorporated by reference pursuant to CEQA Guidelines § 15150.

- Riverside County General Plan Program EIR No. 521 (SCH No. 2009041065), available for review at the Riverside County Planning Department, located at 4080 Lemon Street, 12th Floor, Riverside, California 92501.

- City of Lake Elsinore General Plan EIR (SCH No. 2005121019), available for public review at the City of Lake Elsinore Planning Division, located at 130 South Main Street, Lake Elsinore, California 92530.

- City of Corona General Plan Technical Update Final EIR (SCH No. 2018081039), available for public review at the City of Corona Planning Division, 400 S. Vicentia Avenue, Corona, California 92882.

4.0.3 IDENTIFICATION OF IMPACTS

Subsections 4.1 through 4.21 of this EIR evaluate the 21 environmental subjects warranting analysis pursuant to CEQA. The format of discussion is standardized as much as possible in each Subsection for ease of review. The environmental setting is discussed first, followed by a discussion of the Project's potential environmental impacts based on specified thresholds of significance used as criteria to determine whether potential environmental effects are significant.

The thresholds of significance used in this EIR are based on the thresholds presented in CEQA Guidelines Appendix G and as applied by Riverside County to create the County's standard Environmental Assessment Form. The thresholds are intended to assist the reader of this EIR in understanding how and why this EIR reaches a conclusion that an impact would or would not occur, is significant, or is less than significant.

Serving as the CEQA Lead Agency for this EIR, Riverside County is responsible for determining whether an adverse environmental effect identified in this EIR should be classified as significant or less than significant. While Riverside County has generally elected to use the thresholds presented in CEQA Guidelines Appendix G, it should be noted that CEQA affords the County discretion to formulate standards of significance, and recognizes that the significance of a particular impact may vary with the setting (14 Cal. Code Regs., § 15064(b).) The standards of significance used in this EIR are based on the independent judgment of Riverside County, taking into consideration the current CEQA Guidelines Appendix G, Riverside County's Municipal Code, and adopted County policies and ordinances; the judgment of the technical experts that prepared this EIR's Technical Appendices; performance standards adopted, implemented, and monitored by regulatory agencies; significance standards recommended by regulatory agencies; and the standards in CEQA that trigger the preparation of an EIR. As required by CEQA Guidelines § 15126.2(a), impacts are identified in this EIR as direct, indirect, cumulative, short-term, long-term, on-site, and/or off-site impacts of the proposed Project. A summarized "impact statement" is provided in each Subsection following the analysis.

The following terms are used to describe the level of significance related to the physical conditions within the area affected by the proposed Project:

- No Impact: An adverse change in the physical environment would not occur.

- Less-than-Significant Impact: An adverse change in the physical environment would occur but the change would not be substantial or potentially substantial and would not exceed the threshold(s) of significance presented in this EIR.

- Significant Impact: A substantial or potentially substantial adverse change in the physical environment would occur and would exceed the threshold(s) of significance presented in this EIR, requiring the consideration of mitigation measures.

Each Subsection also includes a discussion or listing of the applicable regulatory criteria (laws, policies, regulations, etc.) that the Project is required to comply with (if any). If impacts are identified as significant after mandatory compliance with regulatory criteria, feasible mitigation measures are presented that would either avoid the impact or reduce the magnitude of the impact. The following terms are used to describe the level of significance following the application of recommended mitigation measures:

- Less-than-Significant Impact with Mitigation: A substantial or potentially substantial adverse change in the physical environment would occur that would exceed the threshold(s) of significance presented in this EIR; however, the impact can be avoided or reduced to a less-than-significant level through the application of feasible mitigation measure(s).

- Significant and Unavoidable Impact: A substantial or potentially substantial adverse change in the physical environment would occur that would exceed the threshold(s) of significance presented in this EIR. Feasible and enforceable mitigation measure(s) that have a proportional nexus to the Project's impact are either not available or would not be fully effective in avoiding or reducing the impact to below a level of significance.

For any impact identified as significant and unavoidable, Riverside County would be required to adopt a statement of overriding considerations pursuant to CEQA Guidelines § 15093 in order to approve the Project despite its significant impact(s) to the environment. The statement of overriding considerations would list the specific economic, legal, social, technological, and other benefits of the Project, supported by substantial evidence in the Project's administrative record, that outweigh the unavoidable impacts.

4.1 AESTHETICS

This Subsection 4.1 describes the aesthetic qualities and visual resources present on the Project site and in the site's vicinity and evaluates the potential effects that the Project may have on these resources. Descriptions of existing visual characteristics, both on site and in the vicinity of the Project site, and the analysis of potential impacts to aesthetic resources are based, in part, on site photographs included as part of the Project's application materials, analysis of aerial photography (Google Earth, 2024), and Project application materials related to the proposed development that were submitted to Riverside County and described in Section 3.0, *Project Description*, of this EIR. This Subsection also is based in part on information and policies contained in the Riverside County General Plan (Riverside County, 2021a), Riverside County GIS database (RCIT, 2021), Riverside County Ordinance No. 348 (Riverside County, 2021c), and Riverside County Ordinance No. 655 (Riverside County COB, 2024).

4.1.1 EXISTING CONDITIONS

A. Existing Aesthetic Conditions

The Project site comprises approximately 46.14 acres of disturbed and undeveloped land located east of Temescal Canyon Road and Interstate 15 (I-15), southeast of Dawson Canyon Road North, and southwest of Dawson Canyon Road South. Under existing conditions, the Project site is largely disturbed in association with its historical use as a concrete pipe manufacturing operation. The topography of the Project site is characterized by relatively flat lands, with elevations on site ranging from approximately 915 feet above mean sea level (amsl) in the northern portion of the Project site (within the Temescal Wash) to approximately 971 feet amsl at the southwestern corner of the site. The Project site consists of disturbed soils and crushed concrete, with scattered small patches of natural vegetation. With the exception of Dawson Canyon Road South, which traverses the northern portions of the Project site, no improvements occur on site under existing conditions.

To illustrate the existing visual conditions of the Project site in more detail, a photographic inventory was prepared. Figure 4.1-1, *Site Photograph Key Map*, depicts the locations of the four vantage photographs, each of which are described below. These photographs, shown on Figure 4.1-2 and Figure 4.1-3, were taken in November 2022 and provide a representative visual inventory of the site's visual characteristics as seen from surrounding public viewing areas.

- Site Photograph 1 (Figure 4.1-2): Site Photograph 1 was collected near the intersection of Dawson Canyon Road North and Dawson Canyon Road North and depicts views of the northern portions of the Project site as viewed from the north side of Dawson Canyon Road North. The Project site is visible in the distance, and is currently surrounded by a chain link fence. A power pole is visible to the north of the chain link fence. As viewed from this location, the Project site appears as a relatively flat parcel of land that is covered with scattered, low-lying ruderal vegetation. Two existing gravel stockpiles are visible in the distance on the Project site in the central portion of the photo. Several existing trees in the northern portion of the Project site and along Temescal Canyon Road also are visible in the distance in the right portion of the photo. Mountains associated with the Cleveland National Forest are visible

Source(s): Esri, Nearmap (2022), RCIT (2023)

0 125 250 500 Feet

Figure 4.1-1

Site Photograph Key Map

Site Photograph 1: North of the project site, near Dawson Canyon Road, looking south.

Site Photograph 2: Northeast of the project site, near Dawson Canyon Road, looking southwest.

Figure 4.1-2

Not to Scale

Site Photographs 1 and 2

Site Photograph 3: East of the project site, along Temescal Canyon Road, looking northeast.

Site Photograph 4: Southeast of the project site, along Temescal Canyon Road, looking northeast.

Figure 4.1-3

Not to Scale

Site Photographs 3 and 4

along the horizon in the right portion of the photo, while hills associated with the Lake Mathews Estelle Mountain Reserve are visible in the distance in the left portion of the photo.

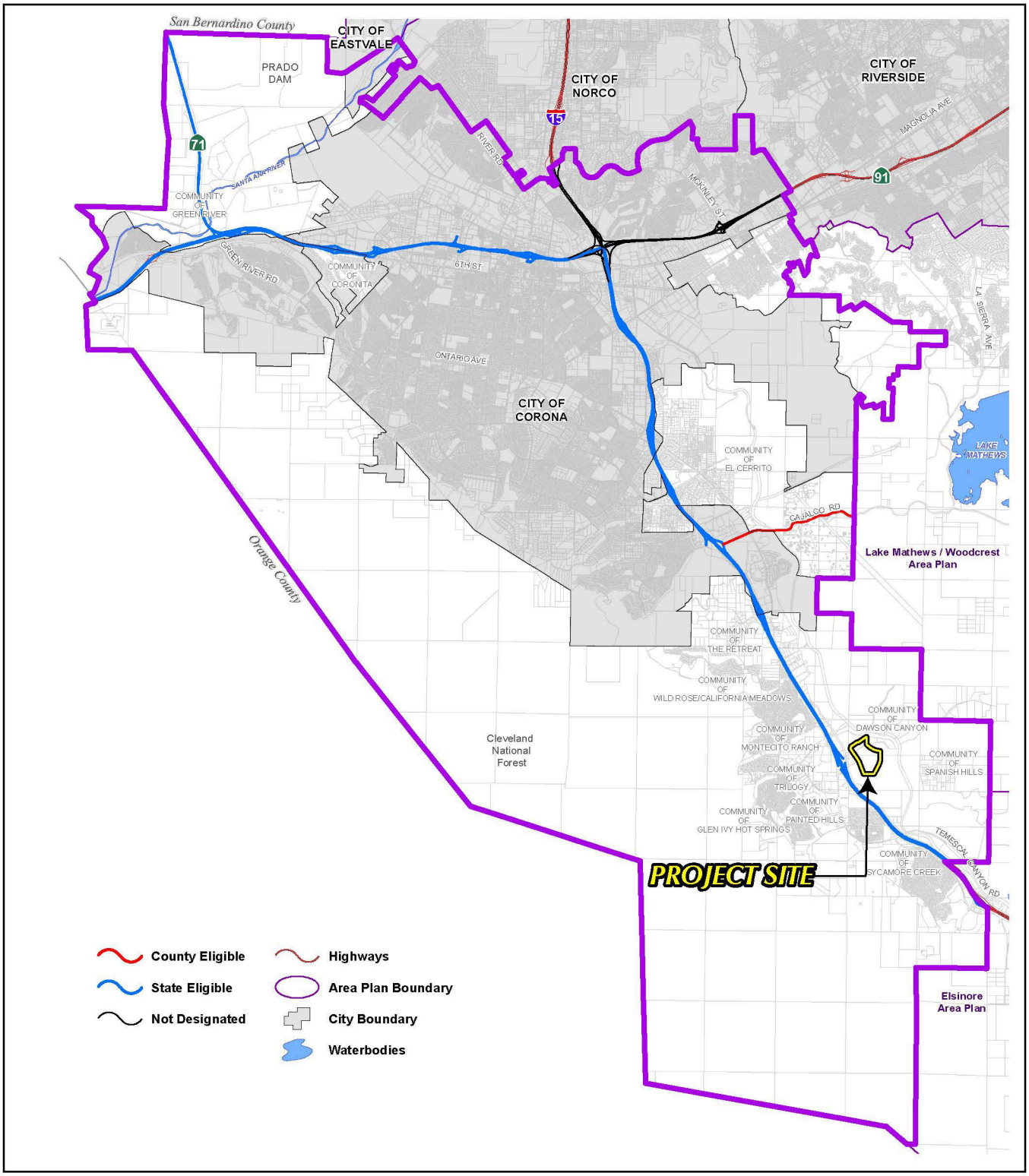
- Site Photograph 2 (Figure 4.1-2): Site Photograph 2 was collected along Dawson Canyon Road South and depicts views of the southeastern portions of the Project site. As shown, Dawson Canyon Road South is visible in the foreground, beyond which is the existing chain link fence that surrounds the Project site. The Project site from this location appears as a relatively flat parcel of land that is heavily disturbed and contains only scant ruderal vegetation. An existing stand of trees that occurs along the site's frontage with Temescal Canyon Road are visible in the distance. An existing stockpile of gravel material also is visible on site in the distance. Several existing commercial businesses are visible in the distance in the right portion of the photo. Mountains associated with the Cleveland National Forest are visible along the horizon in the right portion of the photo. Hill forms associated with the Serrano Specific Plan property, located south of the Project site, are visible along the left side of the photo.

- Site Photograph 3 (Figure 4.1-3): Site Photograph 3 was collected along Temescal Canyon Road, just south of its intersection with Dawson Canyon Road, looking northeast. From this vantage, Temescal Canyon Road is visible in the foreground, with an existing dirt access road shown along the east side of Temescal Canyon Road. Several existing trees are visible along the Project site's boundary, along with the existing chain link fencing that surrounds the Project site. The Project site is scarcely visible from this photo, but appears as a relatively flat parcel of land that contains scant ruderal vegetation. The bridge along Dawson Canyon North is visible in the distance in the left portion of the photo. Hills associated with the Lake Mathews Estelle Mountain Reserve are visible in the distance. An existing commercial structure is visible in the distance along the horizon, beyond which graded slopes associated with the El Sobrante Landfill are visible.

- Site Photograph 4 (Figure 4.1-3): Site Photograph 4 was collected along Temescal Canyon Road near the southwestern corner of the Project site, looking northeast. From this location, Temescal Canyon Road is visible in the foreground, along with existing power and telephone poles that occur along the east side of the roadway. Several trees that straddle the western boundary of the Project site are visible, which occur at a lower elevation along the existing Coldwater Canyon Wash channel. Further in the distance, the existing chain link fence that surrounds the Project site is visible. The majority of the Project site is scarcely visible from this location, but appears as a relatively flat parcel of land covered with scant ruderal vegetation and bare dirt. In the distance, hills associated with the Lake Mathews Estelle Mountain Reserve. An existing commercial building is visible along the hillside, with graded/disturbed slopes associated with the El Sobrante Landfill visible along the horizon. A large transmission line also is visible in the distance along the existing hillside.

B. Scenic Highways

According to Figure 9 of the Riverside County General Plan's Temescal Canyon Area Plan (TCAP), and as shown on Figure 4.1-4, *Temescal Canyon Area Plan Scenic Highways*, there are no State or County designated



Source(s): Temescal Canyon Area Plan (09-28-2021)

Figure 4.1-4

Not to Scale

Temescal Canyon Area Plan Scenic Highways

scenic highways within the Project vicinity. The nearest State-designated scenic highway is State Route 74 (SR 74), located approximately 35.8 miles east of the Project site. The nearest State Eligible scenic highway is Interstate 15 (I-15), located approximately 0.1-mile west of the Project site. In addition, Cajalco Road, located approximately 2.9 miles north of the Project site, is identified as a County Eligible scenic highway. (Riverside County, 2021b, Figure 9; Google Earth, 2024)

4.1.2 Applicable Regulatory Requirements

A. Riverside County General Plan

The Riverside County General Plan does not have any specific sections related to aesthetics and visual resources. However, the Land Use Element of the Riverside County General Plan includes policies related to Land Use Compatibility, Community Design, and Scenic Corridors, which have applicability to the topic of aesthetics. The Land Use Element provides direction related to how future development is intended to build out, such as the intensity/density and character of new development. The Land Use Element also addresses the relationship between development, community enhancement, and natural resource management.

The Multipurpose Open Space Element of the Riverside County General Plan also addresses open space and scenic resources in Riverside County. According to the Multipurpose Open Space Element, scenic resources include: "…areas that are visible to the general public and considered visually attractive" and "…natural landmarks and prominent or unusual features of the landscape." Hillsides and ridges that rise above urban or rural areas or highways can also be considered scenic backdrops. Additionally, the Multipurpose Open Space Element defines scenic vistas as "…points, accessible to the general public, that provide a view of the countryside." Riverside County General Plan Policy OS 21.1 intends to "[i]dentify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County." (Riverside County, 2021a, pp. OS-52 to OS-53)

The Circulation Element, Land Use Element, and Multipurpose Open Space Element of the Riverside County General Plan also identify scenic corridors, which are roadways (including State and County eligible and designated scenic highways) that traverse scenic resources, and identify policies that are intended to protect and maintain the scenic resources within these corridors (Riverside County, 2021a, p. OS-52). Scenic highways in the Project vicinity are depicted on Figure 4.1-4. As noted in the Temescal Canyon Area Plan (TCAP), Policy TCAP 14.1 seeks to "Protect the scenic highways in the Temescal Canyon Area Plan from change that would diminish the aesthetic value of adjacent properties in accordance with policies in the Scenic Corridors sections of the Land Use, Multipurpose Open Space, and Circulation Elements." (Riverside County, 2021b, p. 41).

B. Riverside County Ordinance No. 348, Land Use Ordinance

Riverside County's Land Use Ordinance No. 348 establishes allowable uses of land and sets standards for what and how land may be developed. The ordinance protects the people and property of Riverside County from development of unsuitable land uses and aims to ensure that built areas are developed safely and with minimal conflict with surrounding lands. Ordinance No. 348 also identifies requirements for landscaping associated

with development proposals. The landscaping of development projects should enhance the visual character and aesthetic quality of a site and its surroundings. (Riverside County, 2023)

C. *Riverside County Ordinance No. 655, Regulating Light Pollution*

Riverside County has adopted an ordinance regulating light pollution (Ordinance No. 655). Ordinance No. 655 is intended to restrict the permitted use of certain light fixtures emitting light into the night sky which could have a detrimental effect on astronomical observation and research. Ordinance No. 655 sets forth requirements for lamp source and shielding of light emissions for outdoor fixtures to reduce "skyglow" or light pollution that affects day or nighttime views from the Mt. Palomar Observatory, which is located approximately 35.2 miles southeast of the Project site. As shown on TCAP Figure 6 (Temescal Canyon Area Plan Mt. Palomar Nighttime Lighting Policy Area), the Project site is located just to the north of areas subject to compliance with Ordinance No. 655 (Riverside County, 2021b, Figure 6). As such, the Project site is not subject to the outdoor lighting policies and requirements specified by Riverside County Ordinance No. 655, which includes specific standards for lighting fixtures installed along public roadways and in other common areas and applies to all new development. Ordinance No. 655 encourages the use of low-pressure sodium lamps where possible, requires the shielding of all nonexempt outdoor lighting fixtures, specifies the hours of operation for non-exempt outdoor lighting fixtures, and regulates lighting fixtures used to illuminate an outdoor advertising display. (Riverside County COB, 2024)

D. *Riverside County Ordinance No. 915, Regulating Outdoor Lighting*

Riverside County has adopted an ordinance regulating outdoor lighting (Ordinance No. 915). Ordinance No. 915 is intended to provide minimum requirements for outdoor lighting in order to reduce light trespass. Ordinance No. 915 provides regulations on adequate lighting shielding, glare, and light trespass in order to ensure that all development in Riverside County installs lighting in a way that does not jeopardize the health, safety, or general welfare of Riverside County residents and does not degrade their quality of life. (Riverside County COB, 2012)

4.1.3 Basis for Determining Significance

Section I of Appendix G to the California Environmental Quality Act (CEQA) Guidelines addresses typical adverse effects to aesthetics and includes the following threshold questions to evaluate a project's impacts to aesthetic resources (OPR, 2018a):

- Would the project have a substantial adverse effect on a scenic vista?
- Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?
- 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 a publicly accessible

vantage point). If the project is in an urbanized area, conflict with applicable zoning and other 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?

Additionally, the following thresholds are derived from Riverside County's Environmental Assessment Checklist, as revised to reflect the December 2018 updates to the State CEQA Guidelines. As such, the following thresholds are used to evaluate the significance of the proposed Project's impacts on aesthetics. The proposed Project would result in a significant impact to aesthetics if the Project or any Project-related component would:

a. *Have a substantial effect upon a scenic highway corridor within which it is located;*

b. *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view;*

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 points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality;*

d. *Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655;*

e. *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area; or*

f. *Expose residential property to unacceptable light levels.*

The significance thresholds set forth in Riverside County's Environmental Assessment Checklist, which are based on Appendix G to the CEQA Guidelines, were used to evaluate the significance of the proposed Project's impacts on aesthetics.

4.1.4 IMPACT ANALYSIS

Threshold a.: ***Would the Project have a substantial effect upon a scenic highway corridor within which it is located?***

As previously indicated and as depicted on 4.1.2, there are no officially-designated scenic highway corridors within the Project's viewshed. Cajalco Road, located approximately 2.9 miles north of the Project site, is identified as a County Eligible scenic highway; however, due to distance and intervening topography and

vegetation, the Project site is not visible from any portion of Cajalco Road. Thus, the Project would not have a substantial adverse effect on nearby portions of Cajalco Road, and no impact would occur. The Project site is located approximately 0.1 mile east of I-15, which is identified as a State Eligible scenic highway. The proposed Project would be visible from nearby segments of I-15. Specifically, the Project would result in the conversion of the property from a disturbed and undeveloped parcel of land to a developed property containing even (7) light industrial warehouse buildings and associated parking and landscaping areas. Although this represents a substantial change to views along the I-15, the Project site appears as a disturbed and largely unvegetated parcel of land under existing conditions. As part of the Project, the site would be fully landscaped, including along the site's frontage with Temescal Canyon Road where street trees, shrubs, and groundcover are proposed. In addition, the Project's buildings have been designed to blend with the natural surroundings. Due to the disturbed nature of the Project site under existing conditions, the Project site does not comprise a visual resource. Therefore, development of the site as proposed would not have a substantial adverse effect on nearby views from I-15, and impacts would therefore be less than significant.

Threshold b.: ***Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?***

As previously described, under existing conditions the Project site contains relatively flat topography and largely consists of disturbed unvegetated soils, with scattered patches of ruderal vegetation occurring throughout the property, several stockpiles of gravel materials, and trees in the northwestern portion of the Project site and along the site's frontage with abutting roadways. With implementation of the proposed Project, the Project site would be developed with even (7) light industrial warehouse buildings and associated parking areas and landscaping. As previously described in EIR subsection 3.5.3.F, extensive landscaping is proposed as part of the Project, and would include trees, shrubs, and groundcover throughout the site and along the Project site's frontage with abutting roadways. In addition, the Project's buildings have been designed to blend with the natural surroundings.

Under existing conditions, the Project site does not contain any prominent rock outcroppings or unique or landmark features. Several existing trees occur in the northern portion of the Project site and along the Project site's frontage with abutting roadways, particularly along Temescal Canyon Road. These trees would be removed as part of Project site development; however, due to the limited number of trees existing on or abutting the Project site, these trees do not form a prominent component of the viewshed. Furthermore, and as noted above, the Project site would include landscaping throughout, including street trees along the site's frontages with Temescal Canyon Road, Dawson Canyon Road North, and Dawson Canyon Road South. Because the Project would replace the existing trees on site, the Project would not damage views of the site from off-site viewing areas, and impacts would therefore be less than significant.

As depicted on the existing site photos presented on Figure 4.1-2 and Figure 4.1-3, the Project site does not contribute to any prominent scenic vistas visible to the public, as the site is largely disturbed and consists of

heavily disturbed unvegetated soils with occasional patches of ruderal vegetation. The proposed seven light industrial warehouse buildings would have a maximum height of 43.5 feet above the proposed grade, and therefore the Project would not obstruct distant views of scenic resources in the surrounding areas. Additionally, the Project's proposed Plot Plan No. 220039 includes site-specific plans detailing the architectural and landscaping characteristics of the Project. The design of the Project as shown in the Project's application materials would ensure that the proposed development is not visually offensive; thus, the Project would not result in the creation of an aesthetically offensive site open to public view. Impacts would be less than significant.

Threshold c.: ***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 points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?***

According to mapping information from the United States Census Bureau (USCB), the Project site is located within an urban area (Temescal Valley 78134) (USCB, 2012). With approval of the Project's proposed Change of Zone No. 2000028, the proposed Project would be fully consistent with the Project site's underlying zoning classifications. As previously noted, under existing conditions the Project site appears as a disturbed and undeveloped parcel of land, with a majority of the site consisting of unvegetated soils with scattered patches of ruderal vegetation and trees in the northwestern portion of the site and along abutting roadways. With implementation of the proposed Project, the visual character of the Project site would be changed to that of a proposed warehouse development with associated parking areas and landscaping, as described in detail in EIR Section 3.0, *Project Description*. Development on site would be required to comply with the design characteristics articulated in the Project's Plot Plan application materials. The County has reviewed the Project's proposed Plot Plan application materials and has determined that the Project incorporates a design that complies with County requirements and thus would not be aesthetically offensive. The Project design includes extensive landscaping, including trees that would be provided throughout the site and along the site's frontage with abutting roadways. The proposed warehouse buildings have been designed to include architectural elements that would serve to reduce the visual effects of the proposed buildings on views in the surrounding area. In addition, as part of the County's review of the Project's application materials, the County has determined that the Project's proposed design complies with the requirements of the site's proposed zoning classification of "Manufacturing-Service Commercial (M-SC)," and further determined that the Project would not conflict with any other County ordinances or requirements governing scenic quality. In addition, the Project's buildings have been designed to blend with the natural surroundings. Accordingly, the Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings and would not conflict with applicable zoning and other regulations governing scenic quality; therefore, impacts would be less than significant.

Threshold d.: ***Would the Project interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?***

As shown on TCAP Figure 6 (Temescal Canyon Area Plan Mt. Palomar Nighttime Lighting Policy Area), the Project site is located just to the north of areas subject to compliance with Ordinance No. 655 (Riverside County, 2021b, Figure 6). As such, the Project site is not subject to the outdoor lighting policies and requirements specified by Riverside County Ordinance No. 655. Ordinance No. 655 was enacted in order to ensure that future development within the County does not interfere with the nighttime use of the Mt. Palomar Observatory, and applies to all properties located within 45 miles of the Mt. Palomar Observatory. Lands such as the Project site that are located more than 45 miles away are far enough away such that development of these properties would have no potential to adversely affect nighttime use of the Mt. Palomar Observatory. In addition, future development on site would be required to comply with Riverside County Ordinance No. 915, which includes provisions related to lighting shielding, glare, and light trespass. Project compliance with Ordinance No. 915 would further ensure that the Project would not adversely affect nighttime use of the Mt. Palomar Observatory. Therefore, impacts would be less than significant.

Threshold e.: ***Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

Future development on the Project site would be subject to Riverside County Ordinance No. 915. Ordinance No. 915 requires that all outdoor luminaires shall be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way. In order to conceptually demonstrate compliance with Ordinance No. 915, a photometric plan was prepared as part of the Project's application materials (refer to Sheets E-1.0 and E-1.1), which demonstrates that proposed lighting would not expose neighboring properties to spillover lighting. Thus, the Project would not expose neighboring properties to unacceptable light levels and impacts would be less than significant.

Furthermore, none of the Project's proposed building materials would consist of reflective materials, except for the proposed windows, which would not be mirrored and would have similar low-potential glare characteristics as do other glass windows on buildings in the Project vicinity. The proposed Project does not include any components that would generate substantial amounts of reflective surfaces. Accordingly, implementation of the Project would result in a less-than-significant impact related to new sources of light or glare.

Based on the foregoing analysis, and because the Project would be required to comply with the lighting provisions of Riverside County Ordinance No. 915, impacts due to Project lighting and glare would be less than significant.

***Threshold f.:** Would the Project expose residential property to unacceptable light levels?*

Under existing conditions, there are no residential uses surrounding the Project site, nor are there any properties designated for future residential development by the Riverside County General Plan. The nearest properties designated for future residential uses occur to the west of I-15, approximately 0.26-mile southwest of the Project site. Any potential lighting effects associated with the Project would be obscured by lighting associated with vehicular traffic along the I-15. Furthermore, and as noted above, the Project would be subject to Riverside County Ordinance No. 915, which requires that all outdoor luminaires shall be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way. Due to the distance to the nearest residentially-designated properties and lighting associated with vehicular traffic along the I-15, and with mandatory compliance with Ordinance No. 915, the Project would not expose residential property to unacceptable light levels and impacts would be less than significant.

4.1.5 Cumulative Impact Analysis

For purposes of analysis, the Project's cumulative study area includes all areas within the Project's viewshed, as the Project does not have the potential to result in cumulatively-considerable impacts to visual quality outside of areas in which the Project site is visible.

As discussed under the analysis of Threshold a., there are no officially-designated scenic highway corridors within the Project's viewshed. Although the proposed development would be visible from nearby segments of I-15, which is identified as a State Eligible scenic highway, the Project occurs in an area that is planned for long-term development with light industrial and business park uses. The proposed development would appear as a continuation of existing development patterns in the local vicinity, which includes a mixture of business park uses and a gas station to the north and west of the Project site. Furthermore, the Project site appears as a disturbed and largely unvegetated parcel of land under existing conditions. As part of the Project, the site would be fully landscaped, including along the site's frontage with Temescal Canyon Road, where street trees, shrubs, and groundcover are proposed. As such, the Project would not have a substantial effect on a scenic highway corridor, and impacts would be less-than-cumulatively considerable.

Aside from scattered trees in the northern portion of the Project site and along the frontage with abutting roadways, the Project site does not contain any scenic resources under existing conditions. The majority of the Project site appears as a relatively flat property that is mostly devoid of vegetation. Although the Project would result in the removal of existing trees, the Project would include extensive landscaping, including trees that would be provided on site and along the site's frontages with abutting roadways. Furthermore, the Project site does not contribute to any prominent scenic vistas visible to the public, as the site is largely disturbed and consists of heavily disturbed unvegetated soils with occasional patches of ruderal vegetation. Future development on site would involve construction of a proposed building at a maximum height of 43.5 feet above the proposed grade, and the proposed building would not obstruct any prominent scenic vistas or views open to the public. Additionally, future development on site would be required to comply with the Project's Plot Plan application materials, which include site-specific plans detailing the architectural and landscaping characteristics of the Project. The design of the Project as shown in the Project's Plot Plan application materials

would ensure that the proposed development is not visually offensive. Based on the foregoing, because the Project would not substantially damage scenic resources, obstruct prominent scenic vistas or views, and would not result in the creation of an aesthetically offensive site open to public view, impacts would be less-than-cumulatively considerable.

As previously noted, under existing conditions the Project site appears as a disturbed and undeveloped parcel of land, with a majority of the site consisting of unvegetated soils with scattered patches of ruderal vegetation and trees in the northwestern portions of the site and along abutting roadways. With implementation of the proposed Project, the visual character of the Project site would be changed to that of a proposed warehouse development with associated parking areas and landscaping. Proposed development on site would be visually compatible with existing business park uses located northwest of the Project site and future light industrial development planned to the south of the Project site. Furthermore, as part of the County's review of the Project's application materials, the County has determined that the Project's proposed design complies with the requirements of the site's proposed zoning classification of "Manufacturing-Service Commercial (M-SC)," and further determined that the Project would not conflict with any other County ordinances or requirements governing scenic quality. As other developments in the local area also would be required to comply with the County's zoning requirements as well as all other regulations governing scenic quality, Project impacts would be less-than-cumulatively considerable.

As indicated under the analysis of Threshold d., the Project site is located outside of areas that are subject to compliance with Riverside County Ordinance No. 655. In addition, future development on site would be required to comply with Riverside County Ordinance No. 915, which includes provisions related to lighting shielding, glare, and light trespass. Lands south of the Project site would be subject to compliance with Riverside County Ordinance No. 655, while all areas surrounding the Project site would be subject to compliance with Ordinance No. 915. Accordingly, due to the Project site's distance from the Mt. Palomar Observatory and with mandatory compliance with Ordinance No. 915, the Project and other cumulative developments would not interfere with the nighttime use of the Mt. Palomar Observatory, and impacts would be less-than-cumulatively considerable.

Future development on the Project site and in the surrounding area would be subject to Riverside County Ordinance No. 915. Ordinance No. 915 requires that all outdoor luminaires shall be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way. Compliance with Ordinance No. 915 would be assured through future review of building permit application materials for the Project and future developments in the surrounding area. Furthermore, none of the Project's proposed building materials would consist of reflective materials, except for the proposed windows, which would not be mirrored and would have similar low-potential glare characteristics as do other glass windows on buildings in the Project vicinity. Based on the design of the Project and mandatory compliance with Ordinance No. 915, the Project would not result in any cumulatively-considerable impacts associated with light or glare that could adversely affect day or nighttime views in the area. Thus, light and glare impacts associated with the Project would be less-than-cumulatively considerable.

As indicated under the analysis of Threshold f., there are no existing residential uses to the east of I-15 within the Project's immediate vicinity, nor are any lands to the east of I-15 designated for future residential development. The nearest residentially-designated properties occur to the west of I-15. While future development on lands to the east of I-15 near the Project site would cumulatively contribute to increased lighting levels in the local area, any such lighting effects on the existing residential uses to the west of I-15 would be obscured by lighting associated with vehicular traffic along the I-15. Moreover, the Project and other cumulative developments would be subject to Riverside County Ordinance No. 915, which requires that all outdoor luminaires shall be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way. Accordingly, the Project and other cumulative developments in the local area would not expose residential property to unacceptable light levels, and impacts would be less-than-cumulatively considerable.

4.1.6 Significance of Impacts Before Mitigation

Threshold a.: Less-than-Significant Impact. There are no officially-designated scenic highway corridors within the Project's viewshed. Although I-15 is identified as a State Eligible scenic highway, due to the disturbed nature of the Project site under existing conditions, the Project site does not comprise a visual resource. Furthermore, the Project would be developed in a manner that is not visually offensive, and would be visually compatible with existing and planned developments along the east side of I-15. Therefore, the Project would not have a substantial effect upon a scenic highway corridor, and impacts would be less than significant.

Threshold b.: Less-than-Significant Impact. With implementation of the Project as proposed, the Project would not damage scenic resources, obstruct any prominent scenic vista or view open to the public, or result in the creation of an aesthetically offensive site open to public view. Impacts would be less than significant.

Threshold c.: Less-than-Significant Impact. The Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings and would not conflict with applicable zoning and other regulations governing scenic quality; therefore, impacts would be less than significant.

Threshold d.: Less-than-Significant Impact. The Project site is located outside of areas subject to compliance with Riverside County Ordinance No. 655, and future development on site would be required to comply with Riverside County Ordinance No. 915, which includes provisions related to lighting shielding, glare, and light trespass. Therefore, the Project would not interfere with the nighttime use of the Mt. Palomar Observatory, and impacts would be less than significant.

Threshold e.: Less-than-Significant Impact. Future development on the Project site would be subject to Riverside County Ordinance No. 915, which requires that all outdoor luminaires shall be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way. Furthermore, none of the Project's proposed building materials would consist of reflective materials, except for the proposed windows, which would not be mirrored and would have similar low-potential glare characteristics as do other glass windows on buildings in the Project vicinity. Accordingly, and because the

Project would be required to comply with the lighting provisions of Riverside County Ordinance No. 915, impacts due to Project lighting and glare would be less than significant.

Threshold f.: Less-than-Significant Impact. The nearest residentially-designated properties occur to the west of the I-15. Furthermore, and as noted above, the Project would be subject to Riverside County Ordinance No. 915, which requires that all outdoor luminaires shall be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way. Due to the distance to the nearest residentially-designated properties and lighting associated with vehicular traffic along the I-15, and with mandatory compliance with Ordinance No. 915, the Project would not expose residential property to unacceptable light levels and impacts would be less than significant.

4.1.7 County Regulations, Design Requirements, and Mitigation

Applicable County Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable County regulations and design requirements.

- The Project is required to comply with Riverside County Ordinance No. 915, which is intended to provide minimum requirements for outdoor lighting in order to reduce light trespass. Ordinance No. 915 provides regulations on adequate lighting shielding, glare, and light trespass in order to ensure all development in Riverside County installs lighting in a way that does not jeopardize the health, safety, or general welfare of Riverside County residents or degrade their quality of life.

Mitigation

Impacts would be less than significant; therefore, mitigation is not required.

4.2 AGRICULTURE AND FORESTRY RESOURCES

The information and analysis in this Subsection 4.2 are based in part on information obtained from the California Department of Conservation (CDC) Farmland Mapping & Monitoring Program (FMMP) (CDC, 2022), Riverside County GIS (RCIT, n.d.), and the Riverside County General Plan Amendment 960 Final EIR (Riverside County, 2015a). Refer to Section 7.0*, References*, for a complete list of these and other reference sources.

4.2.1 EXISTING CONDITIONS

A. Forestry Resources

The Project site is located in the Temescal Canyon portion of unincorporated Riverside County, a rapidly urbanizing region that generally contains dry, sparsely-vegetated terrain in the natural condition. As shown in Figure 4.5.2 of the Riverside County General Plan Update Draft EIR No. 521, aside from sparsely scattered lowland forests/woodlands, there are no forestry resources in the Project's vicinity under existing conditions. The nearest forest land to the Project site occurs within the Cleveland National Forest, located approximately 1.0 mile west of the Project site; however, no timber production occurs in association with the Cleveland National Forest. (Riverside County, 2015a, Figure 4.5.2)

B. Agricultural Resources

1. Regional Agricultural Setting

According to information available from the Riverside County Agricultural Commissioner's Office, the top three categories of agricultural resources cultivated in Riverside County (by value) are nursery stock, milk, and table grapes. In 2021 (the most recent year for which data is available), the total gross value of agricultural production in Riverside County was approximately $1.41 billion, which represents a 0.9% decrease from 2020 when total values were $1.42 billion. (Riverside County Agricultural Commissioner's Office, 2022)

The CDC reports that agricultural lands face continuing pressure from urbanization and rising production costs. The CDC's "2014-2016 California Farmland Conversion Report" summarizes land use conversion between 2014 and 2016 (the most recent years for which information has been reported by the CDC), and states that Riverside County as a whole experienced a net loss of 3,635 acres of Important Farmland between 2014 and 2016, representing a decline of 0.9% (CDC, 2024a, Table A-25). Important Farmlands, as defined by Riverside County, include Prime Farmland, Statewide Important Farmland, Unique Farmland, and Farmland of Local Importance.

2. Historic and Existing Site Conditions

According to the Project's Phase I Environmental Site Assessment (ESA) (*Technical Appendix H1*), the Project site was not previously used for agricultural production. From approximately 1970 until approximately 2014, the Project site was used for concrete pipe manufacturing. Under existing conditions, the Project site is vacant and is not used for agricultural production. (HMC, 2019a, pp. 6-7)

3. Zoning

As described in EIR Section 2.0, *Environmental Setting*, the southern portion of the Project site is zoned for "Manufacturing-Medium (M-M)," while the northern portion of the Project site is zoned for "Mineral Resources & Related Manufacturing (M-R-A)." The M-M zoning classification is intended to accommodate most light, medium, and heavy industrial and manufacturing uses, while the M-R-A zoning classification is intended to accommodate agricultural uses, mineral resources production and processing, public utilities, water development, and storage. As defined by Riverside County Ordinance No. 625, lands zoned for M-M or M-R-A are not considered "land zoned primarily for agricultural purposes" (Riverside County, 1994).

4. Agricultural Land Designations

The goal of the CDC's FMMP is to provide consistent, timely, and accurate data to decision makers for use in planning for the present and future of California's agricultural land resources. To meet this goal, the FMMP's objective is to provide maps and statistical data to the public, academia, and local, State, and federal governments to assist them in making informed decisions for the best utilization of California's farmland. The FMMP was established in 1982 in response to what was by then a critical need for data on the nature, location, and extent of farmland, grazing land, and urban built-up areas in the State. California Government Code § 65570 mandates the FMMP to biennially report to the Legislature on the conversion of farmland and grazing land, and to provide maps and data to local governments and the public. The FMMP also was directed to prepare and maintain an automated map and database system to record and report changes in the use of agricultural lands. It was the intent of the Legislature and a broad coalition of building, business, government, and conservation interests that the FMMP be non-regulatory, and provide a consistent and impartial analysis of agricultural land use and change in California. With this in mind, the FMMP provides basic data from which observations and analyses can be made in the land use planning process. (CDC, 2004, p. 3)

Pursuant to the FMMP, all lands within California are classified into one of seven map categories. The minimum mapping unit is generally 10 acres, except as otherwise noted (CDC, 2004, p. 6). Provided below is a description of the various map categories established by the FMMP:

- **Prime Farmland (P)**: Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date. (CDC, 2004, p. 6)

- **Farmland of Statewide Importance (S)**: Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date. (CDC, 2004, p. 6)

- **Unique Farmland (U)**: Farmland of lesser quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date. (CDC, 2004, p. 6)

- **Farmland of Local Importance (L)**: Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee. (CDC, 2004, p. 6)

- **Grazing Land (G)**: Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres. (CDC, 2004, p. 6)

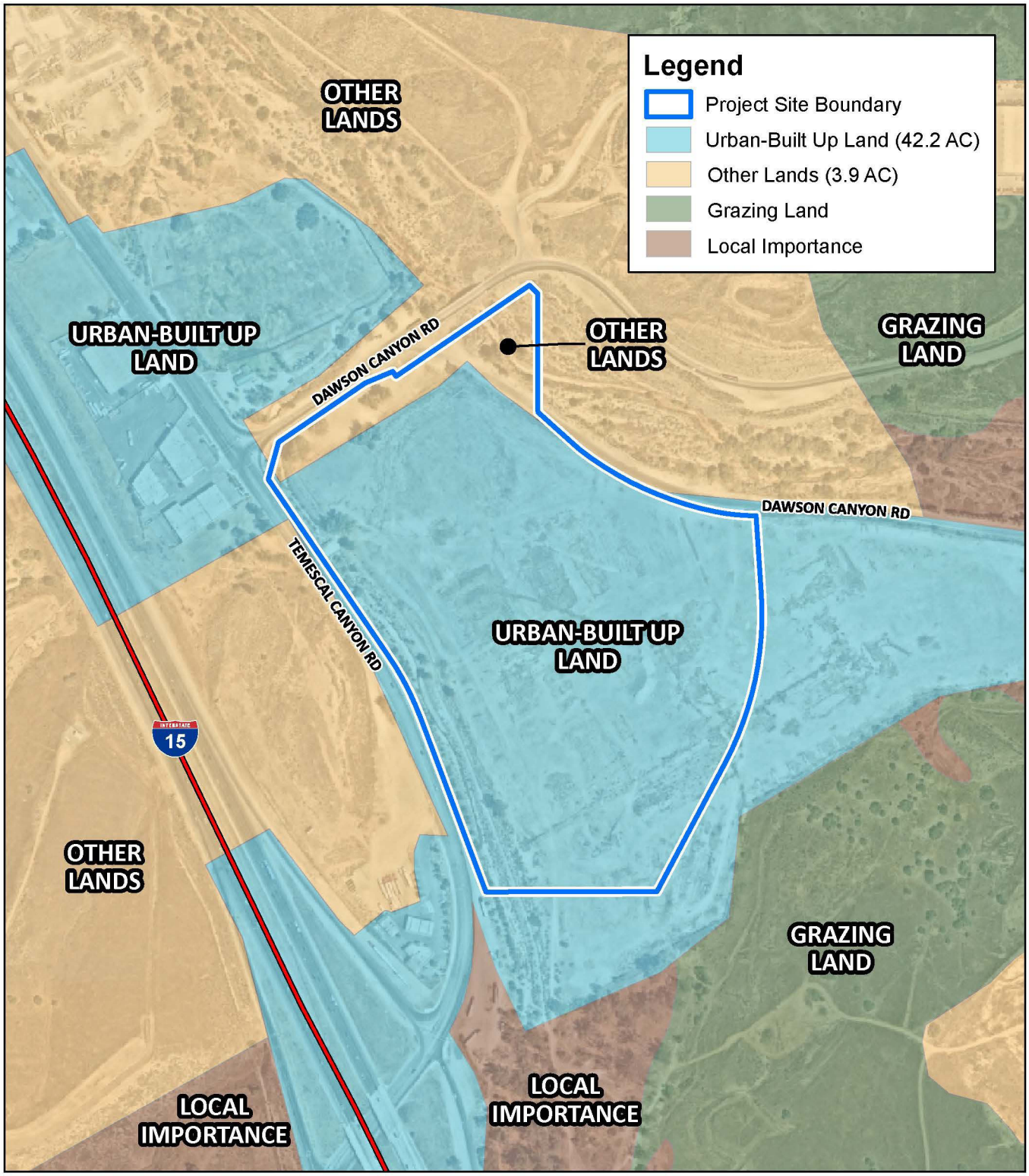
- **Urban and Built-Up Land (D)**: Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes. (CDC, 2004, p. 6)

- **Other Land (X)**: Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land. (CDC, 2004, p. 6)

As shown on Figure 4.2-1, *FMMP Farmland Map*, a majority of the 46.14-acre property is classified by the FMMP as "Urban and Build-Up Land," with a small area in the northern portion of the Project site classified as "Other Lands." "Farmland" is defined in Section II (a) of Appendix G of the California Environmental Quality Act (CEQA) Guidelines and by Riverside County to mean "Prime Farmland," "Farmland of Statewide Importance," or "Unique Farmland." Thus, the Project site does not contain any "Farmland" as mapped by the FMMP.

5. Williamson Act Land Preserves and Agricultural Preserves

Agricultural preserves are the result of Riverside County's participation in the California Land Conservation Act (CLCA) of 1965, also known as the Williamson Act, CA Gov. Code § 51200, et seq. This program allows owners of agricultural land to have their properties assessed for tax purposes on the basis of agricultural production rather than current market value. The main purpose of the Act is to encourage property owners to continue to farm their land, and to prevent the premature conversion of farmland to urban uses. According to Riverside County GIS, the Project site is not included in any agricultural preserves, and is not subject to a



Source(s): Esri, Nearmap (2022), RCIT (2023)

0 125 250 500 Feet

Figure 4.2-1

FMMP Farmland Map

Williamson Act Contract. The nearest agricultural preserve and Williamson Act contracted land occurs approximately 1.8 miles north of the Project site (Lake Mathews 1). (RCIT, n.d.)

4.2.2 Applicable Regulatory Requirements

The following is a brief description of the State and local environmental laws and related regulations governing the protection of agricultural and forestry resources.

A. State Regulations

1. California Land Conservation Act (CLCA)

The CLCA of 1965, also known as the Williamson Act (CA Gov. Code § 51200, et seq.), enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. Pursuant to Government Code § 51230, counties and cities may establish Agricultural Preserves, which define boundaries of those areas within which the city or county will be willing to enter into contracts pursuant to the CLCA. Agricultural Preserves generally must be at least 100 acres in size; however, a city or county may allow for lesser acreage if a finding is made that the characteristics of the agricultural enterprises in the area are unique and that the establishment of preserves of less than 100 acres is consistent with the general plan of the county or city. Once established, landowners may enter into a contract with a county or city, which would provide for the exclusion of uses other than agricultural, and other than those compatible with agricultural uses, for the duration of the contract, even if the land is sold to a new owner. In return for entering into a Williamson Act Contract, the landowner is granted preferential taxes that are based upon agricultural and related land uses rather than fair market value. (CDC, 2024e; CA Legislative Info, n.d.)

2. Farmland Mapping and Monitoring Program (FMMP)

The goal of the CDC's FMMP is to provide data to decision makers for use in planning for the present and future of California's agricultural land resources. To meet this goal, the FMMP's objective is to provide maps and statistical data to the public, academia, and local, State, and federal governments to assist them in making informed decisions for the best utilization of California's farmland. The FMMP was established in 1982 in response to what was by then a critical need for data on the nature, location, and extent of farmland, grazing land, and urban built-up areas in the State. Government Code § 65570 mandates the FMMP to biennially report to the California Legislature on the conversion of farmland and grazing land to non-agricultural uses, and to provide maps and data to local government and the public. It was the intent of the Legislature and a broad coalition of building, business, government, and conservation interests that the FMMP be non-regulatory, and provide a consistent and impartial analysis of agricultural land use and change in California. With this in mind, the FMMP provides basic data from which observations and analyses can be made in the land use planning process. (CDC, 2004, p. 3)

3. California Forest Protection Act

The California Department of Forestry and Fire Protection (CAL FIRE) enforces the laws that regulate logging on privately-owned lands in California. The Forest Practice Act was enacted in 1973 to ensure that logging is done in a manner that will preserve and protect fish, wildlife, forests, and streams. The State Board of Forestry and Fire Protection enacts and enforces additional rules to protect these resources. CAL FIRE ensures that private landowners abide by these laws when harvesting trees. The Timber Harvesting Plan (THP) is the environmental review documents submitted by landowners to CAL FIRE for timber harvesting. CAL FIRE follows-up on approved THPs with site inspections and can shut down operations, cite, or fine Registered Professional Foresters (RPFs), Licensed Timber Operators (LTOs), and landowners if illegal operations are found. (CAL FIRE, 2024)

B. Local Regulations

The following ordinances address farmland and agricultural preserves within unincorporated Riverside County.

- Riverside County Ordinance No. 509: This ordinance establishes uniform rules which apply to Agricultural Preserves. This ordinance determines which uses are agricultural or compatible uses within an Agricultural Preserve and prohibits all other uses within an Agricultural Preserve.

- Riverside County Ordinance No. 625: This "Right-to-Farm" Ordinance requires that development of residential uses adjacent to properties zoned primarily for agricultural purposes be regulated. Specifically, Ordinance No. 625 states that if any agricultural operation that has been in place for at least three years and is not considered a nuisance operation at the time the operation began, no change in surrounding land uses shall cause said operation to become a nuisance. A note is to be added to the Environmental Constraints Sheet for any tentative land division that states:

  > *"...that no agricultural activity, operation, or facility, or appurtenances thereof, conducted or maintained for commercial purposes, and in a manner consistent with proper and accepted customs and standards, as established and followed by similar agricultural operations in the same locality, shall be or become a nuisance, private or public, due to any changed condition in or about the locality, after the same has been in operation for more than three (3) years if it was not a nuisance at the time it began."*

  If any parcel within 300 feet of the site is zoned primarily for agricultural uses at the time of occupancy permit issuance, the Project shall comply with the "Right-to-Farm" Ordinance. County Ordinance No. 625 defines land zoned for "primarily agricultural purposes" as any land lying within any one of the following zone classifications established by the Riverside County Land Use Ordinance No. 348: A-1 (Light Agriculture); A-P (Light Agriculture with Poultry); A-2 (Heavy Agriculture); A-D (Agriculture-Dairy); or C/V (Citrus/Vineyard).

4.2.3 Basis for Determining Significance

Section II of Appendix G to the CEQA Guidelines addresses typical adverse effects to forestry and agricultural resources, and includes the following threshold questions to evaluate a project's impacts on forest and agricultural resources (OPR, 2018a):

- Would the project convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

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

- Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code *Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section* 51104(g))?

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

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

Significance thresholds are set forth in Riverside County's Environmental Assessment Checklist, are derived from Section II of Appendix G to the CEQA Guidelines (listed above), and state that the proposed Project would have a significant impact on forestry or agricultural resources if construction and/or operation if the Project would:

a. *Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;*

b. *Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve;*

c. *Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm");*

d. *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use;*

e. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government. Code Section 51104(g));

f. Result in the loss of forest land or conversion of forest land to non-forest use; or

g. Involve other changes in the existing environment which, due to their location or nature, could result in con-version of forest land to non-forest use.

The significance thresholds set forth in Riverside County's Environmental Assessment Checklist were used to evaluate the significance of the proposed Project's impacts on forestry and agricultural resources.

4.2.4 IMPACT ANALYSIS

Threshold a.: ***Would the Project convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***

As mapped by the CDC's FMMP, the majority of the 46.14-acre Project site is classified by the FMMP as "Urban and Built-Up Land," while the northern portions of the site are classified as "Other Lands" (RCIT, n.d.). Based on the FMMP, the Project site does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. As such, the Project would not convert FMMP-designated Farmland to a non-agricultural use, and no impact would occur.

Threshold b.: ***Would the Project conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?***

As defined by Riverside County Ordinance No. 625, "lands primarily zoned for agricultural use" include properties that are zoned for A-1 (Light Agriculture), A-P (Light Agriculture with Poultry), A-2 (Heavy Agriculture), A-D (Agriculture-Dairy), or C/V (Citrus/Vineyard) (Riverside County, 1994). Under existing conditions, the southern portions of the Project site are zoned for "Manufacturing-Medium (M-M)," while the northern portions of the Project site are zoned for "Mineral Resources & Related Manufacturing (M-R-A)." Although the M-M and M-R-A zoning classifications allow for some forms of agricultural use, these zones are not considered to comprise agricultural zoning classifications as defined by Ordinance No. 625. As such, the Project would not conflict with existing agricultural zoning, and no impact would occur.

Under existing conditions, the Project site is vacant and undeveloped, and is not utilized for agricultural production. Additionally, according to the Project's Phase I ESA (*Technical Appendix H1*), the Project site has never been used for agricultural production, and instead was used for concrete pipe manufacturing between approximately 1970 and 2014 (HMC, 2019a, pp. 6-7). As such, the Project would not conflict with any existing agricultural use, and no impact would occur.

According to Riverside County GIS, the Project site is not included in any agricultural preserves, and is not subject to a Williamson Act contract. The nearest agricultural preserve and Williamson Act contracted land occurs approximately 1.8 miles north of the Project site (RCIT, n.d.). As such, the Project has no potential to conflict with a Williamson Act contract or land within a Riverside County Agricultural Preserve, and no impact would occur.

Threshold c.: ***Would the Project cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 Right-to-Farm)?***

As previously indicated, Riverside County Ordinance No. 625 defines "land zoned for primarily agricultural purposes" as lands that are zoned for A-1 (Light Agriculture), A-P (Light Agriculture with Poultry), A-2 (Heavy Agriculture), A-D (Agriculture-Dairy), or C/V (Citrus/Vineyard) (Riverside County, 1994). According to Riverside County GIS, lands within 300 feet of the Project site are zoned for "Mineral Resources & Related Manufacturing (M-R-A)," "Manufacturing-Medium (M-M)," "Mineral Resources (M-R)," "Manufacturing-Service Commercial (M-SC)," "Scenic Highway Commercial (C-P-S)," and "Specific Plan (SP)" (RCIT, n.d.). Lands zoned for "SP" uses are located within the Serrano Specific Plan (Riverside County Specific Plan No. 353), which designates lands within 300 feet of the Project site for "Open Space – Conservation (OS-C)," "Open Space – Water (OS-W)," and "Light Industrial (LI)" land uses, none of which comprise agricultural land use designations. Accordingly, there are no properties within 300 feet of the Project site that comprise agriculturally-zoned property pursuant to Riverside County Ordinance No. 625. Therefore, the Project would not cause development of non-agricultural uses within 300 feet of agriculturally zoned property, and no impact would occur.

Threshold d.: ***Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?***

According to Riverside County GIS, areas surrounding the Project site are classified by the FMMP as "Urban and Built-Up Land," "Farmland of Local Importance," "Other Land," and "Grazing Land" (RCIT, n.d.). None of these classifications are considered to comprise "Farmland" by Riverside County or the CDC. As such, the Project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use, and no impact would occur.

Threshold e.: ***Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?***

Threshold f.: ***Would the Project result in the loss of forest land or conversion of forest land to non-forest use?***

Threshold g.: ***Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?***

The Project site and surrounding areas are not zoned for forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)) (RCIT, n.d.). As such, the Project has no potential to conflict with such zoning, and no impact would occur.

As shown in Figure 4.5.2 of the Riverside County General Plan Update Draft EIR No. 521, which was prepared in conjunction with the County's 2015 General Plan Update, aside from sparsely scattered lowland forests/woodlands there are no forestry resources in the Project's vicinity under existing conditions. The nearest forest land to the Project site is the Cleveland National Forest, located approximately 1.0 mile west of the Project site; however, no timber production occurs in association with the Cleveland National Forest (Riverside County, 2015a, Figure 4.5.2). Based on a review of aerial imagery, there are no forest-related uses within the vicinity of the Project site (Google Earth, n.d.). As such, the Project has no potential to result in the loss of forest land or conversion of forest land to non-forest use, and no impact would occur.

Furthermore, the Project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use. No impact would occur.

4.2.5 Cumulative Impact Analysis

The cumulative study area for the evaluation of potential impacts to agriculture and forestry resources includes all of western Riverside County. Lands within western Riverside County generally exhibit similar climate, geologic, and soil characteristics, and agricultural production is evaluated by Riverside County and the State of California at the County level. Additionally, agricultural lands throughout western Riverside County are subject to future development that would preclude agricultural uses, based on the various land use designations applied to lands throughout western Riverside County by the County's General Plan.

As discussed under Threshold a., the Project site does not contain any Farmland as defined by CEQA Guidelines Appendix G Section II(a), and would not result in the conversion of any Farmland to non-agricultural use. Accordingly, no cumulatively-considerable impacts to Farmland would occur with implementation of the proposed Project.

The Project site is not zoned for agricultural use, is not used for agricultural production under existing conditions, is not subject to any Williamson Act contracts, and is not located within any Riverside County Agricultural Preserves. As such, no cumulatively-considerable impacts would occur due to a conflict with existing agricultural zoning, existing agricultural use, Williamson Act contracts, or Riverside County Agricultural Preserves.

Under existing conditions, there are no properties within 300 feet of the Project site that comprise agriculturally-zoned property pursuant to Riverside County Ordinance No. 625. Therefore, the Project would

not cause development of non-agricultural uses within 300 feet of agriculturally zoned property, and no cumulatively-considerable impacts would occur.

Under existing conditions, none of the surrounding properties are identified by the FMMP as containing Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and none of these properties are used for agricultural production under existing conditions. As such, the Project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use, and no cumulatively-considerable impacts would occur.

The Project site and surrounding areas are not zoned for forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)). As such, the Project has no potential to conflict with such zoning, and no cumulatively-considerable impacts would occur. In addition, the Project has no potential to result in the loss of forest land or conversion of forest land to non-forest use, and no cumulatively-considerable impacts due to the loss or conversion of forest land would occur. Additionally, there are no components of the proposed Project that could result in the conversion of forest land to non-forest use, as there are no lands used for forest land uses; thus, no cumulatively-considerable impacts would occur.

4.2.6 Significance of Impacts Before Mitigation

Threshold a.: No Impact. As mapped by the CDC's FMMP, the 46.14-acre Project site is classified by the FMMP as "Urban and Build-Up Land" and "Other Lands." Based on the FMMP, the Project site does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. As such, the Project would not convert FMMP-designated Farmland to a non-agricultural use, and no impact would occur.

Threshold b.: No Impact. The Project site is not zoned for agricultural use, is not used for agricultural production, is not subject to any Williamson Act contracts, and is not located within a Riverside County Agricultural Preserve. Therefore, no impacts would occur.

Threshold c.: No Impact. There are no properties within 300 feet of the Project site that comprise agriculturally-zoned property pursuant to Riverside County Ordinance No. 625. Therefore, the Project would not cause development of non-agricultural uses within 300 feet of agriculturally zoned property, and no impact would occur.

Threshold d.: No Impact. Although the Project would introduce warehouse uses on site, areas surrounding the Project site that are not classified as containing Prime Farmland, Unique Farmland, or Farmland of Local Importance and these properties are not utilized for agricultural production under existing conditions. As such, the Project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use, and no impact would occur.

Thresholds e., f., and g.: No Impact. There are no forest lands in the Project vicinity, and no lands in the Project vicinity are zoned for timberland, timberland production, or forest uses. The Project would not result in the conversion of forest land to non-forest use. No impact would occur.

4.2.7 County Regulations, Design Requirements, and Mitigation

Applicable County Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable County regulations and design requirements.

- In the event that zoning changes are approved in the Project vicinity to establish new agriculturally-zoned lands as defined by Riverside County Ordinance No. 625, the provisions of Ordinance No. 625 would apply. Ordinance No. 625 requires that when lands are developed adjacent to properties zoned primarily for agricultural purposes (that support agricultural operations that have been in place for at least three years and not considered a nuisance operation at the time the operation began), future land buyers must be notified of any agricultural operations that are on-going in the area, and mandate that such agricultural uses shall not be the subject of nuisance complaints.

Mitigation

The Project would not result in any impacts to agriculture or forestry resources; therefore, mitigation measures are not required.

4.3 AIR QUALITY

This Subsection 4.3 is based on two technical reports prepared by Urban Crossroads, Inc. (Urban Crossroads). The first report addresses the Project's potential to result in regional and localized air quality impacts, and is entitled, "Temescal Valley Business Park (PPT 220039) Air Quality Impact Analysis" (herein, "AQIA"), dated June 27, 2023 and included as *Technical Appendix B1* to this EIR (Urban Crossroads, 2023a). The second report addresses the Project's potential to result in health risk impacts to sensitive receptors and workers due to diesel particulate matter (DPM) from Project-related heavy-duty diesel trucks. The second report is entitled, "Temescal Valley Business Park (PPT 220039) Mobile Source Health Risk Assessment" (herein, "HRA"), dated June 27, 2023, and included as *Technical Appendix B2* to this EIR (Urban Crossroads, 2023b). It should be noted that the analyses provided in *Technical Appendices B1* and *B2* assume that the Project's warehouse buildings would contain a total of 637,718 s.f. of building area, while the Project Applicant only is proposing a total of 633,607 s.f. of warehouse building area; thus, the analyses presented in *Technical Appendices B1* and *B2* provide a "worst-case" analysis of the Project's potential impacts due to air quality. In addition, a focused Health Risk Assessment (herein, "Focused HRA") has been prepared in order to evaluate potential health risk impacts that could occur following buildout of the Project but prior to the realignment of Temescal Canyon Road, which is anticipated to be completed by others. This report also was prepared by Urban Crossroads, is titled, "Temescal Valley Commerce Center Focused Health Risk Assessment," is dated April 28, 2025, and is included as *Technical Appendix B3* (Urban Crossroads, 2025a). Refer to Section 7.0*, References*, for a complete list of these and other reference sources.

4.3.1 EXISTING CONDITIONS

A. South Coast Air Basin

The Project site is located in the South Coast Air Basin (SCAB) within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and State air quality standards. The Project site is located within the SCAB, a 6,745-square mile subregion of the SCAQMD, which includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SCAB is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the San Diego Air Basin to the south. (Urban Crossroads, 2023a, p. 9)

B. Regional Climate

The regional climate has a substantial influence on air quality in the SCAB. In addition, the temperature, wind, humidity, precipitation, and amount of sunshine influence air quality. The annual average temperatures throughout the SCAB vary from the low to middle 60s degrees Fahrenheit (°F). Due to a decreased marine influence, the eastern portion of the SCAB shows greater variability in average annual minimum and maximum temperatures. January is the coldest month throughout the SCAB, with average minimum temperatures of 47°F in downtown Los Angeles and 36°F in San Bernardino. All portions of the SCAB have recorded maximum temperatures above 100°F. (Urban Crossroads, 2023a, p. 9)

Although the climate of the SCAB can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of SCAB climate. Humidity restricts visibility in the SCAB, and the conversion of sulfur dioxide (SO_2) to sulfates (SO_4) is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity within the SCAB is 71% along the coast and 59% inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. These effects decrease with distance from the coast. (Urban Crossroads, 2023a, p. 9)

More than 90% of the SCAB's rainfall occurs from November through April. The annual average rainfall varies from approximately 9 inches in Riverside to 14 inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the SCAB with frequency being higher near the coast. Due to its generally clear weather, about three-quarters of available sunshine is received in the SCAB. The remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant radiation is a key factor in photochemical reactions. On the shortest day of the year, there are approximately 10 hours of possible sunshine, and on the longest day of the year, there are approximately 14½ hours of possible sunshine. (Urban Crossroads, 2023a, p. 9)

The importance of wind to air pollution is considerable. The direction and speed of the wind determines the horizontal dispersion and transport of air pollutants. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Anas" each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind. Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over southern California. Nighttime drainage begins with the radiational cooling of the mountain slopes. Heavy, cool air descends the slopes and flows through the mountain passes and canyons as it follows the lowering terrain toward the ocean. Another characteristic wind regime in the SCAB is the "Catalina Eddy," a low level cyclonic (counterclockwise) flow centered over Santa Catalina Island which results in an offshore flow to the southwest. On most spring and summer days, some indication of an eddy is apparent in coastal sections. (Urban Crossroads, 2023a, p. 10)

In the SCAB, there are two distinct temperature inversion structures that control vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing which effectively acts as an impervious lid to pollutants over the entire SCAB. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level (amsl). (Urban Crossroads, 2023a, p. 10)

A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level (amsl). These inversions effectively trap pollutants, such as Nitrogen Oxides (NO_X) and carbon monoxide (CO) from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline. (Urban Crossroads, 2023a, p. 10)

C. *Wind Patterns*

The distinctive climate of the Project site vicinity and the SCAB is determined by terrain and geographical location. The SCAB is located in a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean in the southwestern quadrant with high mountains forming the remainder of the perimeter. Wind patterns across the south coastal region are characterized by westerly and southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Winds are characteristically light although the speed is somewhat greater during the dry summer months than during the rainy winter season. (Urban Crossroads, 2023a, pp. 10-11)

D. *Criteria Pollutants*

Criteria pollutants are pollutants that are regulated through the development of human health based and/or environmentally based criteria for setting permissible levels. Criteria pollutants, their typical sources, and health effects are described below.

1. *Carbon Monoxide (CO)*

CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO emissions come from any source that burns fuel such as automobiles, trucks, heavy construction equipment, farming equipment, and residential heating. CO concentrations tend to be highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone (O_3), motor vehicles operating at slow speeds are the primary source of CO in the SCAB. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections. (Urban Crossroads, 2023a, Table 2-1)

Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of decreased oxygen (O_2) supply to the heart. Inhaled CO has no direct toxic effect on the lungs but exerts its effect on tissues by interfering with O_2 transport and competing with O_2 to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for O_2 supply can be adversely affected by exposure to CO. Individuals most at risk include fetuses, patients with diseases involving heart and blood vessels, and patients with chronic hypoxemia (O_2 deficiency) as seen at high altitudes. (Urban Crossroads, 2023a, Table 2-1)

2. Sulfur Oxides (SO_X)

SO_2 is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms SO_4. Collectively, these pollutants are referred to as sulfur oxides (SO_X). Sources of SO_X include coal or oil burning power plants and industries, refineries, and diesel engines. (Urban Crossroads, 2023a, Table 2-1)

A few minutes of exposure to low levels of SO_2 can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO_2. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO_2. Animal studies suggest that despite SO_2 being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract. Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO_2 levels. In these studies, efforts to separate the effects of SO_2 from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically, or one pollutant alone is the predominant factor. (Urban Crossroads, 2023a, Table 2-1)

3. Nitrogen Oxides (NO_X)

Nitrogen Oxides (NO_X) consist of nitric oxide (NO), nitrogen dioxide (NO_2), and nitrous oxide (N_2O) and are formed when nitrogen (N_2) combines with O_2. Their lifespan in the atmosphere ranges from one to seven days for NO and NO_2, to 170 years for N_2O. NO_X is typically created during combustion processes and are major contributors to smog formation and acid deposition. NO_X results from any source that burns fuel such as automobiles, trucks, heavy construction equipment, farming equipment and residential heating. NO_2 is a criteria air pollutant and may result in numerous adverse health effects. It absorbs blue light, resulting in a brownish-red cast to the atmosphere and reduced visibility. Of the seven types of NO_X compounds, NO_2 is the most abundant in the atmosphere. As ambient concentrations of NO_2 are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO_2 than those indicated by a regional monitoring station. (Urban Crossroads, 2023a, Table 2-1)

Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposure to NO_2 at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO_2 in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups. In animals, exposure to levels of NO_2 considerably higher than ambient concentrations result in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions. The severity of lung tissue damage associated with high levels of Ozone (O_3) exposure increases when animals are exposed to a combination of O_3 and NO_2. (Urban Crossroads, 2023a, Table 2-1)

4. Ozone (O_3)

O_3 is a highly reactive and unstable gas that is formed when reactive organic gases (ROG) and NO_X, both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. ROG sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil), solvents, petroleum processing, and storage and pesticides. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant. (Urban Crossroads, 2023a, Table 2-1)

Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible subgroups for O_3 effects. Short-term exposure (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. Elevated O_3 levels are associated with increased school absences. In recent years, a correlation between elevated ambient O_3 levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple outdoor sports and live in communities with high O_3 levels. O_3 exposure under exercising conditions is known to increase the severity of the responses described above. Animal studies suggest that exposure to a combination of pollutants that includes O_3 may be more toxic than exposure to O_3 alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes. (Urban Crossroads, 2023a, Table 2-1)

5. Particulate Matter (PM)

Particulate matter (PM) includes inhalable particles with diameters that are generally 10 micrometers and smaller, which are referred to as PM_{10}, and fine inhalable particles with diameters that are generally 2.5 micrometers and smaller, which are referred to as $PM_{2.5}$.

PM_{10} is a major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. Sources of PM_{10} include road dust, windblown dust, and construction. PM_{10} also is formed from other pollutants (acid rain, NO_X, SO_X, and organics), and from the incomplete combustion of any fuel. Particulate matter pollution is a major cause of reduced visibility (haze) which is caused by the scattering of light and consequently the significant reduction of air clarity. The size of the particles (10 microns or smaller, about 0.0004 inches or less) allows them to easily enter the lungs where they may be deposited, resulting in adverse health effects. Additionally, PM_{10} is a criteria air pollutant. (Urban Crossroads, 2023a, Table 2-1)

$PM_{2.5}$ is a similar air pollutant to PM_{10} consisting of tiny solid or liquid particles that are 2.5 microns or smaller (often referred to as fine particles). $PM_{2.5}$ comes from fuel combustion in motor vehicles, equipment, and industrial sources, and residential and agricultural burning. $PM_{2.5}$ also is formed from reaction of other pollutants (acid rain, NO_X, SO_X, and organics). These particles are formed in the atmosphere from primary gaseous emissions that include SO_4 formed from SO_2 release from power plants and industrial facilities and

nitrates that are formed from NO_X release from power plants, automobiles, and other types of combustion sources. The chemical composition of fine particles highly depends on location, time of year, and weather conditions. $PM_{2.5}$ is a criteria air pollutant. (Urban Crossroads, 2023a, Table 2-1)

A consistent correlation between elevated ambient fine particulate matter (PM_{10} and $PM_{2.5}$) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in lifespan, and an increased mortality from lung cancer. Daily fluctuations in $PM_{2.5}$ concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children, and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long-term exposure to particulate matter. The elderly, people with preexisting respiratory or cardiovascular disease, and children appear to be more susceptible to the effects of high levels of PM_{10} and $PM_{2.5}$. (Urban Crossroads, 2023a, Table 2-1)

6. Volatile Organic Compounds (VOCs)

Volatile Organic Compounds (VOCs) are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O_3 to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include CO, carbon dioxide (CO_2), carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The terms VOC and ROG (as discussed below) are used interchangeably. (Urban Crossroads, 2023a, Table 2-1)

Organic chemicals are widely used as ingredients in household products. Paints, varnishes, and wax all contain organic solvents, as do many cleaning, disinfecting, cosmetic, degreasing, and hobby products. Fuels are made up of organic chemicals. All of these products can release organic compounds while in use, and, to some degree, when they are stored. (Urban Crossroads, 2023a, Table 2-1)

Breathing VOCs can irritate the eyes, nose, and throat; can cause difficulty breathing and nausea; and can damage the central nervous system as well as other organs. Some VOCs can cause cancer. Not all VOCs have all these health effects, though many have several. (Urban Crossroads, 2023a, Table 2-1)

7. Reactive Organic Gases (ROGs)

Similar to VOCs, Reactive Organic Gases (ROGs) are also precursors in forming O_3 and consist of compounds containing methane (CH_4), ethane (C_2H_6), propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO_X react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria

pollutant. The terms ROG and VOC (see above discussion) are used interchangeably. Sources of ROGs and health effects of ROGs are similar to VOCs, and are described above. (Urban Crossroads, 2023a, Table 2-1)

8. Lead (Pb)

Lead (Pb) is a heavy metal that is highly persistent in the environment and is considered a criteria pollutant. In the past, the primary source of Pb in the air was emissions from vehicles burning leaded gasoline. The major sources of Pb emissions include ore and metals processing, particularly Pb smelters; resource recovery; the deterioration of Pb-based paints; and leaded gasoline use and piston-engine aircraft operating on leaded aviation gasoline. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers. (Urban Crossroads, 2023a, Table 2-1)

Fetuses, infants, and children are more sensitive than others to the adverse effects of Pb exposure. Exposure to low levels of Pb can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotients. In adults, increased Pb levels are associated with increased blood pressure. Pb poisoning can cause anemia, lethargy, seizures, and death; although it appears that there are no direct effects of Pb on the respiratory system. Pb can be stored in the bone from early age environmental exposure, and elevated blood Pb levels can occur due to breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of Pb because of previous environmental Pb exposure of their mothers. (Urban Crossroads, 2023a, Table 2-1)

9. Odor

Odor means the perception experienced by a person when one or more chemical substances in the air come into contact with the human olfactory nerves. Odors can come from many sources including animals, human activities, industry, nature, and vehicles. (Urban Crossroads, 2023a, Table 2-1)

Offensive odors can potentially affect human health in several ways. First, odorant compounds can irritate the eye, nose, and throat, which can reduce respiratory volume. Second, studies have shown that the VOCs that cause odors can stimulate sensory nerves to cause neurochemical changes that might influence health, for instance, by compromising the immune system. Finally, unpleasant odors can trigger memories or attitudes linked to unpleasant odors, causing cognitive and emotional effects such as stress. (Urban Crossroads, 2023a, Table 2-1)

E. Existing Air Quality

Existing air quality is measured at established SCAQMD air quality monitoring stations. Monitored air quality is evaluated in the context of ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect public health and welfare. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect are shown in Table 4.3-1, *Ambient Air Quality Standards*. (Urban Crossroads, 2023a, p. 18)

The determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the State and federal standards. The most recent State and federal standards were updated by the California Air Resources Board (CARB) on May 4, 2016 and are presented in Table 4.3-1. The air quality in a region is considered to be in attainment by the State if the measured ambient air pollutant levels for O_3, CO (except 8-hour Lake Tahoe), SO_2 (1 and 24 hour), NO_2, PM_{10}, and $PM_{2.5}$ do not exceed standards. All other standards are not to be equaled or exceeded. It should be noted that the three-year period is presented for informational purposes and is not the basis for how the State assigns attainment status. Attainment status for a pollutant means that the SCAQMD meets the standards set by the U.S. Environmental Protection Agency (EPA) or the California EPA (CalEPA). Conversely, nonattainment means that an area has monitored air quality that does not meet the NAAQS or CAAQS standards. In order to improve air quality in nonattainment areas, CARB has implemented a State Implementation Plan (SIP). The SIP outlines the measures that the State will take to improve air quality. Once nonattainment areas meet the standards and additional redesignation requirements, the EPA will designate the area as a maintenance area. (Urban Crossroads, 2023a, p. 18)

F. Regional Air Quality

Air pollution contributes to a wide variety of adverse health effects. The EPA has established NAAQS for six of the most common air pollutants: CO, Pb, O_3, PM_{10}, $PM_{2.5}$, NO_2, and SO_2, which are known as criteria pollutants. The SCAQMD monitors levels of various criteria pollutants at 37 permanent monitoring stations and five single-pollutant source Pb air monitoring sites throughout the air district. On January 5, 2021, CARB posted the 2020 amendments to the state and national area designations. Table 4.3-2, *Attainment Status of Criteria Pollutants in the SCAB*, summarizes the attainment designations for the SCAB. Appendix 2.1 to the Project's AQIA (*Technical Appendix B1*) provides geographic representation of the State and federal attainment status for applicable criteria pollutants within the SCAB. (Urban Crossroads, 2023a, p. 21)

G. Local Air Quality

The SCAQMD has designated general forecast areas and air monitoring areas (referred to as Source Receptor Areas [SRAs]) throughout the district in order to provide Southern California residents about the air quality conditions. The Project Site is located within the Elsinore Valley area (SRA 25). The SCAQMD Elsinore Valley monitoring station, located approximately 11.3 miles southeast of the Project site, is the nearest long-term air quality monitoring station for O_3, CO, NO_2, and PM_{10}. The Elsinore Valley monitoring station does not include data for $PM_{2.5}$. As such, the next nearest monitoring station was used. The Metropolitan Riverside County monitoring station, located in SRA 23, is the next nearest monitoring station for $PM_{2.5}$, and is located approximately 15.7 miles northeast of the Project site in SRA 23. The Metropolitan Riverside County monitoring station was utilized in lieu of the Elsinore Valley monitoring station only in instances where data was not available. (Urban Crossroads, 2023a, p. 21)

The most recent three years of data available is shown on Table 4.3-3, *Project Area Air Quality Monitoring Summary (2020-2022)*, which 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.

Data for SO_2 has been omitted as attainment is regularly met in the SCAB and few monitoring stations measure SO_2 concentrations. (Urban Crossroads, 2023a, pp. 21-22)

Table 4.3-1 Ambient Air Quality Standards

Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards [1]		National Standards [2]		
		Concentration [3]	Method [4]	Primary [3,5]	Secondary [3,6]	Method [7]
Ozone (O_3)[8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM10)[9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
Fine Particulate Matter (PM2.5)[9]	24 Hour	—	—	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	—	Ultraviolet Flourescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[11]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas)[11]	—	
Lead[12,13]	30 Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m^3		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

See footnotes on next page ...

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Table 4.3-1 Ambient Air Quality Standards (Cont'd)

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon 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.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 $\mu g/m^3$ to 12.0 $\mu g/m^3$. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 $\mu g/m^3$, as was the annual secondary standard of 15 $\mu g/m^3$. The existing 24-hour PM10 standards (primary and secondary) of 150 $\mu g/m^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (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.
11. 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 1-hour national 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 one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

    Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' 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.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 $\mu g/m^3$ as a quarterly average) remains in effect until one 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.
14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

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(Urban Crossroads, 2023a, Table 2-2)

Table 4.3-2 Attainment Status of Criteria Pollutants in the SCAB

Criteria Pollutant	State Designation	Federal Designation
O_3 – 1-hour standard	Nonattainment	--
O_3 – 8-hour standard	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Attainment
PM2.5	Nonattainment	Nonattainment
CO	Attainment	Unclassifiable/Attainment
NO_2	Attainment	Unclassifiable/Attainment
SO_2	Attainment	Unclassifiable/Attainment
Pb[1]	Attainment	Unclassifiable/Attainment

1. The federal nonattainment designation for lead is only applicable towards the Los Angeles County portion of the SCAB.
Note: See Appendix 2.1 to the Project's AQIA (*Technical Appendix B1*) for a detailed map of State/National Area Designations within the SCAB.
"--" = The national 1-hour O_3 standard was revoked effective June 15, 2005.
(Urban Crossroads, 2023a, Table 2-3)

Table 4.3-3 Project Area Air Quality Monitoring Summary (2020-2022)

Pollutant	Standard	Year		
		2018	2019	2020
O_3				
Maximum Federal 1-Hour Concentration (ppm)		0.116	0.108	0.130
Maximum Federal 8-Hour Concentration (ppm)		0.095	0.089	0.100
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	16	4	18
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	30	28	52
CO				
Maximum Federal 1-Hour Concentration	> 35 ppm	1.1	1.6	0.9
Maximum Federal 8-Hour Concentration	> 20 ppm	0.8	0.7	0.7
NO_2				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.041	0.038	0.044
Annual Federal Standard Design Value		0.009	0.007	0.007
PM_{10}				
Maximum Federal 24-Hour Concentration (µg/m^3)	> 150 µg/m^3	104	93	84
Annual Federal Arithmetic Mean (µg/m^3)		22.4	18.7	22.0
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m^3	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m^3	9	5	7
$PM_{2.5}$				
Maximum Federal 24-Hour Concentration (µg/m^3)	> 35 µg/m^3	50.70	46.70	41.00
Annual Federal Arithmetic Mean (µg/m^3)	> 12 µg/m^3	12.41	11.13	12.63
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m^3	2	4	4

ppm = Parts Per Million
µg/m^3 = Microgram per Cubic Meter
Source: Data for O_3, CO, NO_2, PM_{10}, and $PM_{2.5}$ was obtained from SCAQMD Air Quality Data Tables.
(Urban Crossroads, 2023a, Table 2-4)

H. Regional Air Quality Improvement

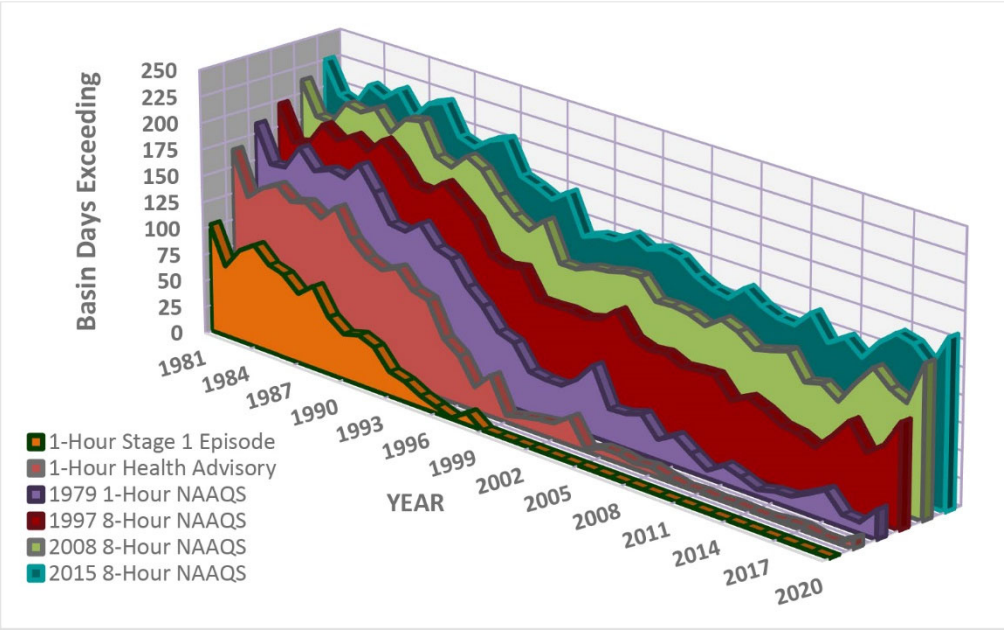
The Project site is within the jurisdiction of the SCAQMD. SCAQMD develops comprehensive plans and regulatory programs for the region to attain federal standards by dates specified in federal law. The agency is also responsible for meeting State standards by the earliest date achievable, using reasonably available control measures. SCAQMD rule development through the 1970s and 1980s resulted in dramatic improvement in SCAB air quality. Nearly all control programs developed through the early 1990s relied on (i) the development and application of cleaner technology; (ii) add-on emission controls, and (iii) uniform California Environmental Quality Act (CEQA) review throughout the SCAB. Industrial emission sources have been significantly reduced by this approach and vehicular emissions have been reduced by technologies implemented at the State level by CARB. (Urban Crossroads, 2023a, p. 26)

SCAQMD created air quality management plans (AQMPs) which represent a regional blueprint for achieving healthful air on behalf of the 16 million residents of the SCAB. The 2012 AQMP states, "the remarkable historical improvement in air quality since the 1970s is the direct result of Southern California's comprehensive, multiyear strategy of reducing air pollution from all sources as outlined in its AQMPs." (Urban Crossroads, 2023a, p. 26)

Emissions of O_3, NO_X, VOC, and CO have been decreasing in the SCAB since 1975 and are projected to continue to decrease beyond 2020. These decreases result primarily from motor vehicle controls and reductions in evaporative emissions. Although vehicle miles traveled (VMT) in the SCAB continue to increase, NO_X and VOC levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_X emissions from electric utilities have also decreased due to use of cleaner fuels and renewable energy. O_3 contour maps show that the number of days exceeding the 8-hour NAAQS has generally decreased between 1980 and 2020. For 2020, there was an overall decrease in exceedance days compared with the 1980 period. However, as shown on Figure 4.3-1, *SCAB O3 Trend*, O_3 levels have increased in the past three years due to higher temperatures and stagnant weather conditions. Notwithstanding, O_3 levels in the SCAB have decreased substantially over the last 30 years with the current maximum measured concentrations being approximately one-third of concentrations within the late 70's. (Urban Crossroads, 2023a, pp. 26-27)

The overall trends of PM_{10} and $PM_{2.5}$ levels in the air (not emissions) also show an overall improvement since 1975. Direct emissions of PM_{10} have remained somewhat constant in the SCAB and direct emissions of $PM_{2.5}$ have decreased slightly since 1975. Area wide sources (fugitive dust from roads, dust from construction and demolition, and other sources) contribute the greatest amount of direct particulate matter emissions. (Urban Crossroads, 2023a, p. 27)

Figure 4.3-1 SCAB O_3 Trend



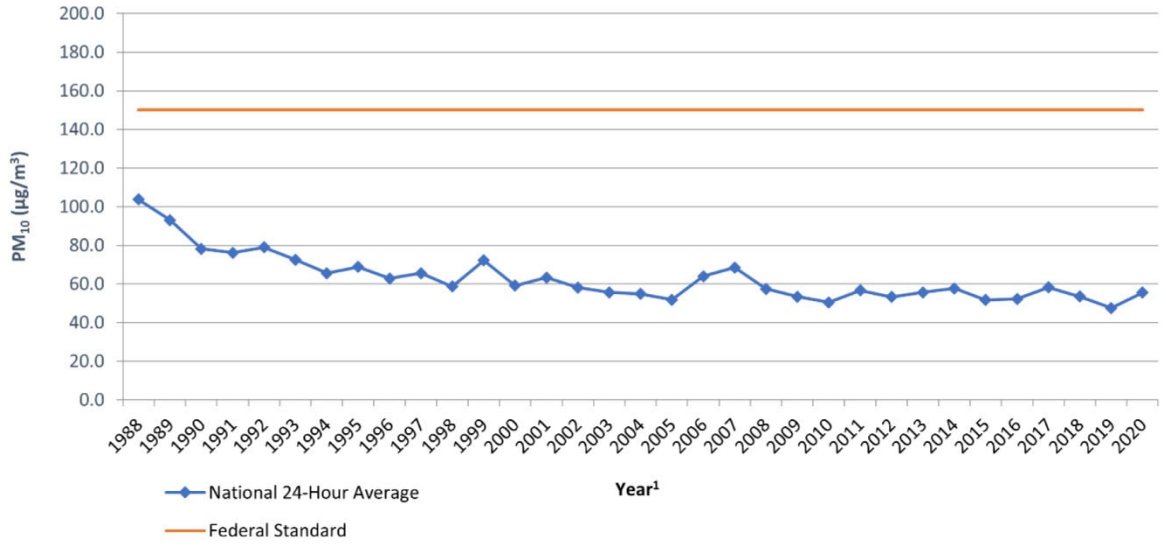
(Urban Crossroads, 2023a, Table 2-5)

As with other pollutants, the most recent PM_{10} statistics show an overall improvement as illustrated in Figure 4.3-2, *SCAB Average 24-Hour Concentration PM10 Trend (Based on Federal Standard)*, and Figure 4.3-3, *SCAB Annual Average Concentration PM10 Trend (Based on State Standard)*. During the period for which data are available, the 24-hour national annual average concentration for PM_{10} decreased by approximately 56%, from 103.7 microgram per cubic meter (µg/m³) in 1988 to 45.5 µg/m³ in 2022. Although the values are below the federal standard, it should be noted that there are days within the year where the concentrations would exceed the threshold. The 24-hour state annual average for emissions for PM_{10}, have decreased by approximately 64%, from 93.9 µg/m³ in 1989 to 37.3 µg/m³ in 2022. Although data in the late 1990's show some variability, this is probably due to the advances in meteorological science rather than a change in emissions. Similar to the ambient concentrations, the calculated number of days above the 24-hour PM_{10} standards has also shown an overall drop. (Urban Crossroads, 2023a, pp. 27-28)

Figure 4.3-4, *SCAB 24-Hour Average Concentration PM2.5 Trend (Based on Federal Standard)*, and Figure 4.3-5, *SCAB 24-Hour Average Concentration PM2.5 Trend (Based on State Standard)*, show the most recent 24-hour average $PM_{2.5}$ concentrations in the SCAB from 1999 through 2022. Overall, the national and State annual average concentrations have decreased by almost 50% and 31% respectively. It should be noted that the SCAB is currently designated as nonattainment for the State and federal $PM_{2.5}$ standards. (Urban Crossroads, 2023a, p. 29)

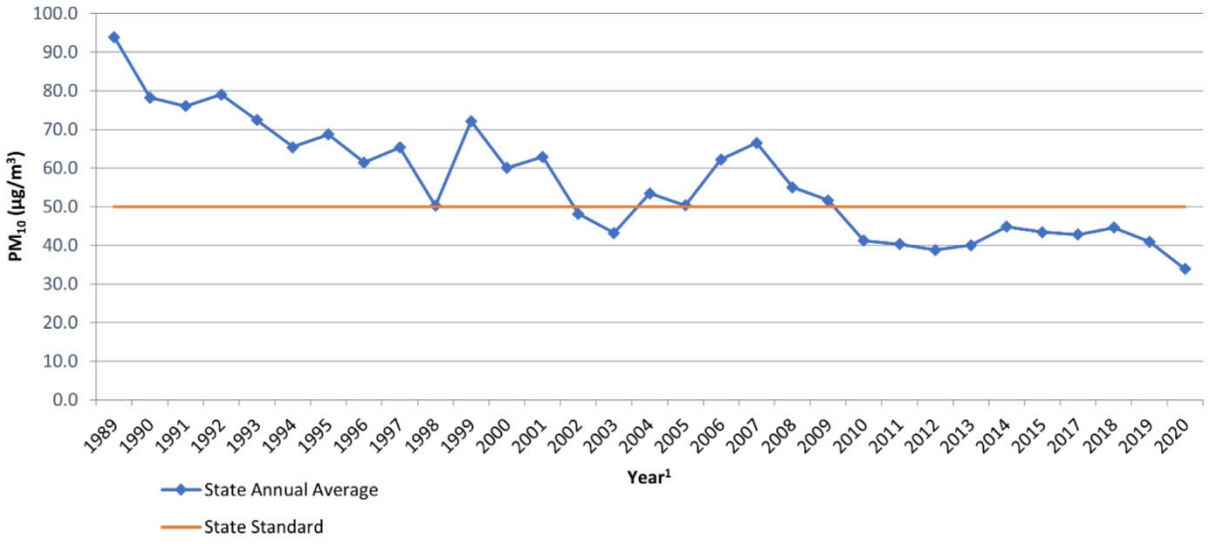
While the 2012 AQMP PM_{10} attainment demonstration and the 2015 associated supplemental SIP submission indicated that attainment of the 24-hour standard was predicted to occur by the end of 2015, it could not anticipate the effect of the ongoing drought on the measured $PM_{2.5}$ (Urban Crossroads, 2023a, p. 30).

Figure 4.3-2 SCAB Average 24-Hour Concentration PM_{10} Trend (Based on Federal Standard)



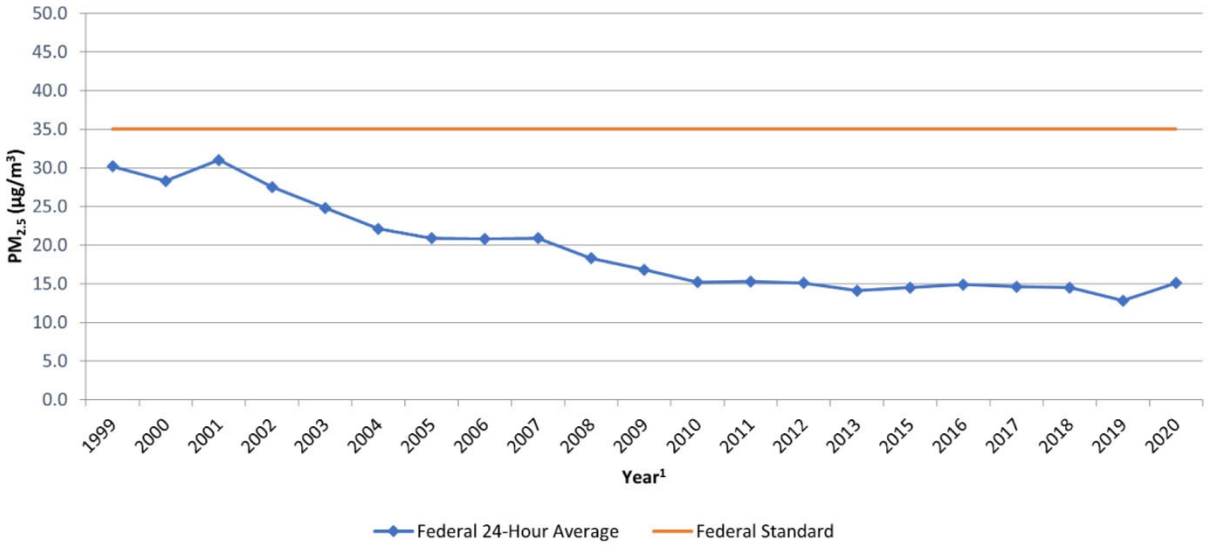
(Urban Crossroads, 2023a, Table 2-6)

Figure 4.3-3 SCAB Annual Average Concentration PM_{10} Trend (Based on State Standard)



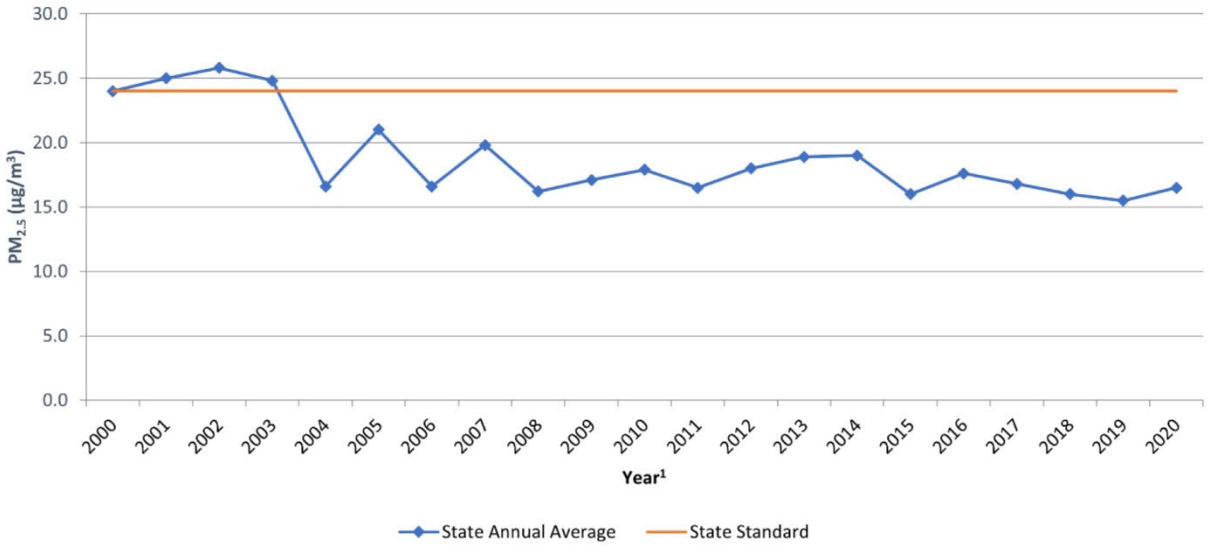
(Urban Crossroads, 2023a, Table 2-7)

Figure 4.3-4 SCAB 24-Hour Average Concentration $PM_{2.5}$ Trend (Based on Federal Standard)



(Urban Crossroads, 2023a, Table 2-8)

Figure 4.3-5 SCAB 24-Hour Average Concentration $PM_{2.5}$ Trend (Based on State Standard)



(Urban Crossroads, 2023a, Table 2-9)

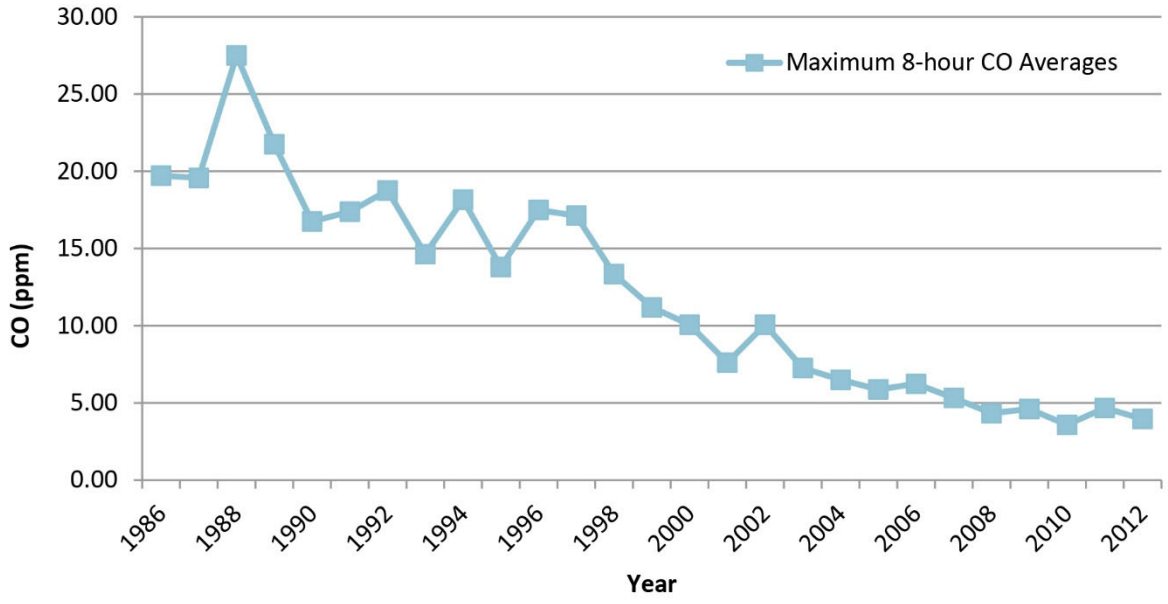
The 2006 to 2010 base period used for the 2012 attainment demonstration had near-normal rainfall. While the trend of $PM_{2.5}$-equivalent emission reductions continued through 2015, the severe drought conditions contributed to the $PM_{2.5}$ increases observed after 2012. As a result of the disrupted progress toward attainment of the federal 24-hour $PM_{2.5}$ standard, SCAQMD submitted a request and the EPA approved, in January 2016, a "bump up" to the nonattainment classification from "moderate" to "serious," with a new attainment deadline as soon as practicable, but not beyond December 31, 2019. As of March 14, 2019, the EPA approved portions

of a SIP revision submitted by California to address CAA requirements for the 2006 24-hour $PM_{2.5}$ NAAQS in the Los Angeles-SCAB Serious $PM_{2.5}$ nonattainment area. The EPA also approved 2017 and 2019 motor vehicle emissions budgets for transportation conformity purposes and inter-pollutant trading ratios for use in transportation conformity analyses. (Urban Crossroads, 2023a, p. 30)

In December 2022, the SCAQMD released the Final 2022 AQMP (2022 AQMP). The 2022 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, State, and local levels. Similar to the 2016 AQMP, the 2022 AQMP incorporates scientific and technological information and planning assumptions, including the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), a planning document that supports the integration of land use and transportation to help the region meet the federal CAA requirements.

The most recent CO concentrations in the SCAB are shown in Figure 4.3-6, *SCAB 8-Hour Average Concentration CO Trend,* CO concentrations in the SCAB have decreased markedly – a total decrease of more than 80% in the peak 8-hour concentration from 1986 to 2012. It should be noted 2012 is the most recent year where 8-hour CO averages and related statistics are available in the SCAB. The number of exceedance days has also declined. The entire SCAB is now designated as attainment for both the State and national CO standards. Ongoing reductions from motor vehicle control programs should continue the downward trend in ambient CO concentrations. (Urban Crossroads, 2023a, p. 30)

Figure 4.3-6 SCAB 8-Hour Average Concentration CO Trend

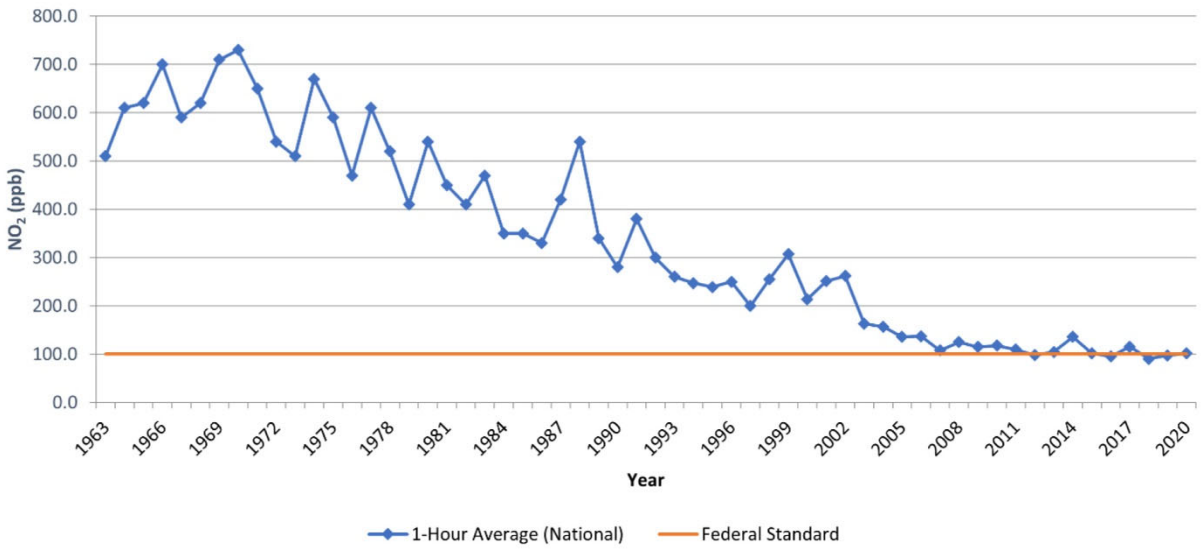


(Urban Crossroads, 2023a, Table 2-10)

Part of the control process of the SCAQMD's duty to greatly improve the air quality in the SCAB is the uniform CEQA review procedures required by SCAQMD's CEQA Air Quality Handbook (1993) (1993 CEQA Handbook). The single threshold of significance used to assess Project direct and cumulative impacts has in fact "worked" as evidenced by the track record of the air quality in the SCAB dramatically improving over the course of the past decades. As stated by the SCAQMD, the District's thresholds of significance are based on factual and scientific data and are therefore appropriate thresholds of significance to use for the proposed Project. (Urban Crossroads, 2023a, p. 31)

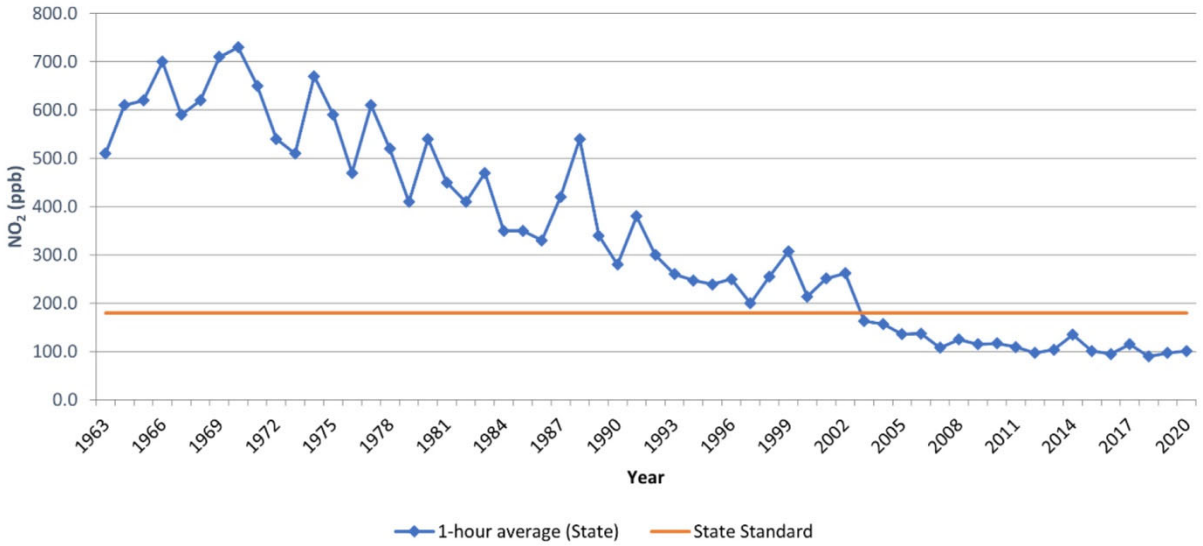
The most recent NO_2 data for the SCAB is shown in Figure 4.3-7, *SCAB 1-Hour Average NO2 Concentration Trend (Based on Federal Standard)*, and Figure 4.3-8, *SCAB 1-Hour Average NO2 Concentration Trend (Based on State Standard)*. Over the last 50 years, NO_2 values have decreased significantly; the peak 1-hour national and state averages for 2020 is approximately 80% lower than what it was during 1963. The SCAB attained the State 1-hour NO_2 standard in 1994, bringing the entire State into attainment. A new State annual average standard of 0.030 ppm was adopted by CARB in February 2007. The new standard is just barely exceeded in the SCAQMD. NO_2 is formed from NO_X emissions, which also contribute to O_3. As a result, the majority of the future emission control measures will be implemented as part of the overall O_3 control strategy. Many of these control measures will target mobile sources, which account for more than three-quarters of California's NO_X emissions. These measures are expected to bring the SCAQMD into attainment of the State annual average standard. (Urban Crossroads, 2023a, p. 31)

Figure 4.3-7 SCAB 1-Hour Average NO_2 Concentration Trend (Based on Federal Standard)



(Urban Crossroads, 2023a, Table 2-11)

Figure 4.3-8 SCAB 1-Hour Average NO_2 Concentration Trend (Based on State Standard)



(Urban Crossroads, 2023a, Table 2-12)

I. Toxic Air Contaminants (TAC) Trends

In 1984, as a result of public concern for exposure to airborne carcinogens, CARB adopted regulations to reduce the amount of Toxic Air Contaminants (TAC) emissions resulting from mobile and area sources, such as cars, trucks, stationary products, and consumer products. According to the *Ambient and Emission Trends of Toxic Air Contaminants in California* journal article that was prepared for CARB, results show that between 1990 and 2012, ambient concentration and emission trends for the seven TACs responsible for most of the known cancer risk associated with airborne exposure in California have declined significantly (between 1990 and 2012). The seven TACs studied include those that are derived from mobile sources: DPM, benzene (C_6H_6), and 1,3-butadiene (C_4H_6); those that are derived from stationary sources: perchloroethylene (C_2Cl_4) and hexavalent chromium (Cr(VI)); and those derived from photochemical reactions of emitted VOCs: formaldehyde (CH_2O) and acetaldehyde (C_2H_4O)[1]. The decline in ambient concentration and emission trends of these TACs are a result of various regulations CARB has implemented to address cancer risk. (Urban Crossroads, 2023a, pp. 32-33)

Mobile Source TACs

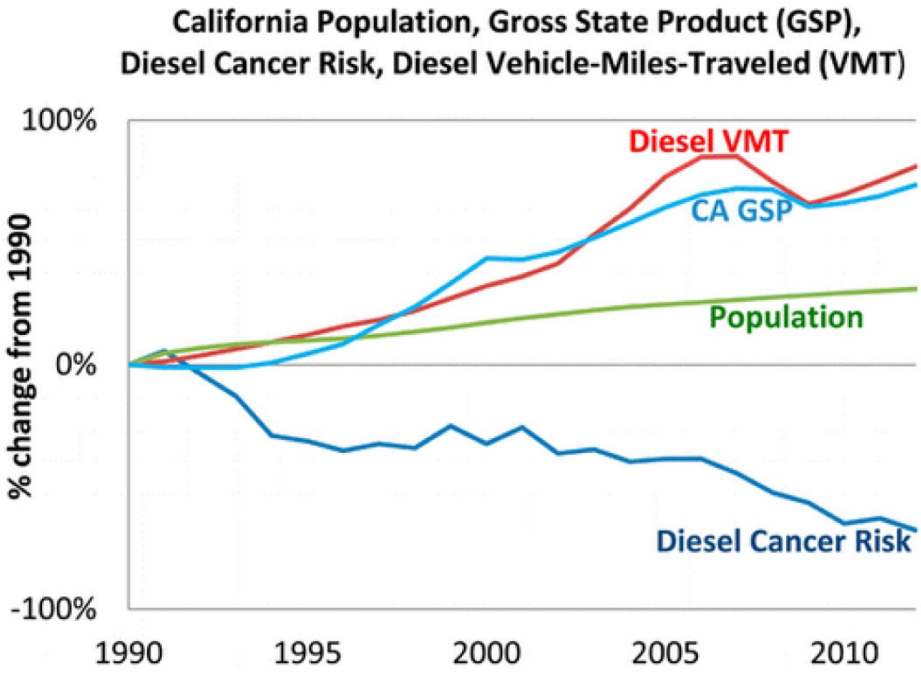
CARB introduced two programs that aimed at reducing mobile emissions for light and medium duty vehicles through vehicle emissions controls and cleaner fuel. In California, light-duty vehicles sold after 1996 are equipped with California's second-generation On-Board Diagnostic (OBD-II) system. The OBD-II system monitors virtually every component that can affect the emission performance of the vehicle to ensure that the vehicle remains as clean as possible over its entire life and assists repair technicians in diagnosing and fixing

[1] Ambient DPM concentrations are not measured directly. Rather, a surrogate method using the coefficient of haze (COH) and elemental carbon (EC) is used to estimate DPM concentrations.

problems with the computerized engine controls. If a problem is detected, the OBD-II system illuminates a warning lamp on the vehicle instrument panel to alert the driver. This warning lamp typically contains the phrase "Check Engine" or "Service Engine Soon." The system will also store important information about the detected malfunction so that a repair technician can accurately find and fix the problem. CARB has recently developed similar OBD requirements for heavy-duty vehicles over 14,000 pounds (lbs). CARB's Phase II Reformulated Gasoline Regulation (RFG-2), adopted in 1996, also led to a reduction of mobile source emissions. Through such regulations, benzene levels declined 88% from 1990-2012. 1,3-Butadiene concentrations also declined 85% from 1990-2012 as a result of the use of reformulated gasoline and motor vehicle regulations. (Urban Crossroads, 2023a, p. 33)

In 2000, CARB's Diesel Risk Reduction Plan (DRRP) recommended the replacement and retrofit of diesel-fueled engines and the use of ultra-low-sulfur (<15 ppm) diesel fuel. As a result of these measures, DPM concentrations have declined 68% since 2000, even though the state's population increased 31% and the amount of diesel vehicles miles traveled increased 81%, as shown on Figure 4.3-9, *DPM and Diesel Vehicle Miles Trend*. With the implementation of these diesel-related control regulations, CARB expects a DPM decline of 71% for 2000-2020. (Urban Crossroads, 2023a, p. 33)

Figure 4.3-9 DPM and Diesel Vehicle Miles Trend



(Urban Crossroads, 2023a, Exhibit 2-A)

Diesel Regulations

CARB and the Ports of Los Angeles and Long Beach (POLA and POLB) have adopted several iterations of regulations for diesel trucks that are aimed at reducing DPM. More specifically, CARB Drayage Truck Regulation, CARB statewide On-road Truck and Bus Regulation, and the Ports of Los Angeles and Long

Beach Clean Truck Program (CTP) require accelerated implementation of "clean trucks" into the Statewide truck fleet. In other words, older more polluting trucks will be replaced with newer, cleaner trucks as a function of these regulatory requirements. (Urban Crossroads, 2023a, p. 34)

Moreover, the average statewide DPM emissions for Heavy Duty Trucks (HDT), in terms of grams of DPM generated per mile traveled, would dramatically be reduced due to the aforementioned regulatory requirements. Diesel emissions identified in the analysis of the Project's air quality effects would therefore overstate future DPM emissions since not all the regulatory requirements are reflected in the modeling. (Urban Crossroads, 2023a, p. 34)

Cancer Risk Trends

Based on information available from CARB, overall cancer risk throughout the SCAB has had a declining trend since 1990. In 1998, following an exhaustive 10-year scientific assessment process, CARB identified particulate matter from diesel-fueled engines as a toxic air contaminant. The SCAQMD initiated a comprehensive urban toxic air pollution study called the Multiple Air Toxics Exposure Study (MATES). DPM accounts for more than 70% of the cancer risk. (Urban Crossroads, 2023a, p. 34)

In January 2018, as part of the overall effort to reduce air toxics exposure in the SCAB, SCAQMD began conducting the MATES V Program. MATES V field measurements were conducted at ten fixed sites (the same sites selected for MATES III and IV) to assess trends in air toxics levels. MATES V also included measurements of ultrafine particles (UFP) and black carbon (BC) concentrations, which can be compared to the UFP levels measured in MATES IV. The final report for the MATES V study was published August 2021. In addition to new measurements and updated modeling results, several key updates were implemented in MATES V. First, MATES V estimates cancer risks by taking into account multiple exposure pathways, which includes inhalation and non-inhalation pathways. This approach is consistent with how cancer risks are estimated in SCAQMD's programs such as permitting, Air Toxics Hot Spots (AB 2588), and CEQA. Previous MATES studies quantified the cancer risks based on the inhalation pathway only. Second, along with cancer risk estimates, MATES V includes information on the chronic noncancer risks from inhalation and non-inhalation pathways for the first time. Cancer risks and chronic non-cancer risks from MATES II through IV measurements have been re-examined using current Office of Environmental Health Hazard Assessment (OEHHA) and CalEPA risk assessment methodologies and modern statistical methods to examine the trends over time. (Urban Crossroads, 2023a, p. 35)

MATES-V calculated cancer risks based on monitoring data collected at ten fixed sites within the SCAB. None of the fixed monitoring sites are within the local area of the Project site. However, MATES-V has extrapolated the excess cancer risk levels throughout the SCAB by modeling the specific grids. The Project is located within a quadrant of the geographic grid of the MATES-V model which predicted a cancer risk of 334 in one million for the area containing the Project site. DPM is included in this cancer risk along with all other TAC sources. As in previous MATES iterations, DPM is the largest contributor to overall air toxics cancer risk. However, the average levels of DPM in MATES V are 53% lower at the 10 monitoring sites compared to MATES IV. Cumulative Project generated TACs are limited to DPM. (Urban Crossroads, 2023a, p. 35)

J. Sensitive Receptors

Receptors in the Project study area are described below and shown on Figure 4.3-10, *Sensitive Receptor Locations*. 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 facade, whichever is closer to the Project site. The selection of receptor locations is based on Federal Highway Administration (FHWA) guidelines and is consistent with additional guidance provided by Caltrans and the Federal Transit Administration (FTA). (Urban Crossroads, 2023a, p. 50)

R1: Location R1 represents the existing residence at 23275 Lawson Road, approximately 1,351 feet west of the Project site. R1 is placed in the private outdoor living area (backyard) facing the Project site.

R2: Location R2 represents the Temescal Valley Driving Range, approximately 223 feet northwest of the Project site.

R3: Location R3 represents the existing residence at 9575 Stone Canyon Road, approximately 1,563 feet northwest of the Project site. R3 is placed in the private outdoor living area (backyard) facing the Project site.

R4: Location R4 represents the Shell gas station at 23255 Temescal Canyon Road, approximately 468 feet southwest of the Project site.

R5: Location R5 represents Top Notch Plumbing Heat & A/C at 23215 Temescal Canyon Road, approximately 197 feet west of the Project site.

R6: Location R6 represents the existing residence at 21650 Temescal Canyon Road, approximately 9,473 feet northwest of the Project site. R6 is placed in the private outdoor living area (backyard) facing the Project site.

The SCAQMD recommends that the nearest sensitive receptor be considered when determining the Project's potential to cause an individual or cumulatively-considerable significant impact. The nearest land use where an individual could remain for 24 hours to the Project site has been used to determine localized construction and operational 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). The nearest receptor used for evaluation of localized impacts of PM_{10} and $PM_{2.5}$ is the existing residence at 23275 Lawson Road, represented by R1, approximately 1,351 feet (411 meters) southwest of the Project site. As such, a 411-meter distance will be used for evaluation of localized PM_{10} and $PM_{2.5}$. (Urban Crossroads, 2023a, p. 51)

Consistent with SCAQMD's Localized Significance Threshold (LST) Methodology, the nearest industrial/commercial use to the Project site is used to determine construction and operational LST air impacts for emissions of NO_X and CO as the averaging periods for these pollutants are shorter (8 hours or less) and it is reasonable to assume that an individual could be present at these sites for periods of one to eight hours. Thus,

Source(s): Urban Crossroads (06-27-2023)

Figure 4.3-10

Not to Scale

Sensitive Receptor Locations

the nearest receptor used for evaluation of localized impacts of NO_X and CO is 23215 Temescal Canyon Road, represented by R5, approximately 197 feet (60 meters) west of the Project site. As such, the 60-meter (197-foot) distance will be used for evaluation of localized NO_X and CO emission impacts. (Urban Crossroads, 2023a, p. 50)

4.3.2 Applicable Regulatory Requirements

The following is a brief description of the federal, State, and local environmental laws and related regulations governing air quality emissions.

A. Federal Regulations

1. Federal Clean Air Act

The Clean Air Act (CAA; 42 U.S.C. § 7401 et seq.) is the comprehensive federal law that regulates air emissions from stationary and mobile sources. Among other things, this law authorizes Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS) to protect public health and public welfare and to regulate emissions of hazardous air pollutants, which include O_3, CO, NO_x, SO_2, PM_{10}, $PM_{2.5}$, and lead. (EPA, 2024e)

One of the goals of the CAA was to set and achieve NAAQS in every state by 1975 in order to address the public health and welfare risks posed by certain widespread air pollutants. The setting of these pollutant standards was coupled with directing the states to develop SIPs, applicable to appropriate industrial sources in the State, in order to achieve these standards. The CAA was amended in 1977 and 1990 primarily to set new goals (dates) for achieving attainment of NAAQS since many areas of the country had failed to meet the deadlines. (EPA, 2024e)

The sections of the federal CAA most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions). Title I provisions address the urban air pollution problems of O_3 (smog), CO, and PM_{10}. Specifically, it clarifies how areas are designated and re-designated “attainment.” It also allows EPA to define the boundaries of “nonattainment” areas: geographical areas whose air quality does not meet federal air quality standards designed to protect public health (EPA, 2020b). Mobile source emissions are regulated in accordance with the CAA Title II provisions. These standards are intended to reduce tailpipe emissions of hydrocarbons, CO, and NO_X on a phased-in basis that began in model year 1994. Automobile manufacturers also are required to reduce vehicle emissions resulting from the evaporation of gasoline during refueling. These provisions further require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. (EPA, 2024b)

Section 112 of the CAA addresses emissions of hazardous air pollutants. Prior to 1990, the CAA established a risk-based program under which only a few standards were developed. The 1990 CAA Amendments revised Section 112 to first require issuance of technology-based standards for major sources and certain area sources. "Major sources" are defined as a stationary source or group of stationary sources that emit or have the potential to emit 10 tons per year or more of a hazardous air pollutant or 25 tons per year or more of a combination of hazardous air pollutants. An "area source" is any stationary source that is not a major source. (EPA, 2024e)

For major sources, Section 112 requires that EPA establish emission standards that require the maximum degree of reduction in emissions of hazardous air pollutants. These emission standards are commonly referred to as "maximum achievable control technology" or "MACT" standards. Eight years after the technology-based MACT standards are issued for a source category, EPA is required to review those standards to determine whether any residual risk exists for that source category and, if necessary, revise the standards to address such risk. (EPA, 2024e)

2. National Emissions Standards for Hazardous Air Pollutants (NESHAP) Program

National Emission Standards for Hazardous Air Pollutants (NESHAP) are stationary source standards for hazardous air pollutants (HAPs). HAPs are those pollutants that are known or suspected to cause cancer or other serious health effects, such as reproductive effects or birth defects, or adverse environmental effects. The EPA develops national enforcement initiatives that focus on significant environmental risks and noncompliance patterns. For fiscal years 2014 to 2016, the Cutting Hazardous Air Pollutants National Initiatives Strategy focuses on categories of sources that emit HAPs. (EPA, 2024d)

Sources subject to NESHAP are required to perform an initial performance test to demonstrate compliance. To demonstrate continuous compliance, sources are generally required to monitor control device operating parameters which are established during the initial performance test. Sources may also be required to install and operate continuous emission monitors to demonstrate compliance. Consistent with EPA's Clean Air Act Stationary Source Compliance Monitoring Strategy, NESHAP sources that meet the CAA definition of "major source" generally receive a full compliance evaluation by the State or regional office at least once every two years. (EPA, 2024d)

B. State Regulations

1. California Clean Air Act (CCAA)

The California Clean Air Act (CCAA) establishes numerous requirements for district plans to attain State ambient air quality standards for criteria air contaminants. The CCAA mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the State's ambient air quality standards, the California Ambient Air Quality Standards (CAAQS), by the earliest practical date. The CARB established the CAAQS for all pollutants for which the federal government has NAAQS and, in addition, established standards for sulfates, visibility, hydrogen sulfide, and vinyl chloride. Generally, the CAAQS are more stringent than the NAAQS. For districts with serious air pollution, its attainment plan should include the following: no net increase in emissions from new and modified stationary sources; and best available retrofit technology for existing sources. (SCAQMD, 2024)

2. Air Toxic Hot Spots Act

The Air Toxic Hot Spots Act (Health & Safety Code §§ 44300, et seq.) requires facilities emitting specified quantities of pollutants to conduct risk assessments describing the health impacts to neighboring communities created by their emissions of numerous specified hazardous compounds. If the district determines the health impact to be significant, neighbors must be notified. In addition, State law requires the facility to develop and

implement a plan to reduce the health impacts to below significance, generally within five years. Additional control requirements for hazardous emissions from specific industries are established by the State and enforced by districts. (SCAQMD, 2024)

3. Air Quality Management Planning

The CARB and local air districts throughout the State are responsible for developing clean air plans to demonstrate how and when California will attain air quality standards established under both the CAA and CCAA. For the areas within California that have not attained air quality standards, CARB works with local air districts to develop and implement State and local attainment plans. In general, attainment plans contain a discussion of ambient air quality data and trends; a baseline emissions inventory; future year projections of emissions, which account for growth projections and already adopted control measures; a comprehensive control strategy of additional measures needed to reach attainment; an attainment demonstration, which generally involves complex modeling; and contingency measures. Plans may also include interim milestones for progress toward attainment. Air quality planning activities undertaken by CARB also include the development of policies, guidance, and regulations related to State and federal ambient air quality standards; coordination with local agencies on transportation plans and strategies; and providing assistance to local districts and transportation agencies. (CARB, 2025c)

4. Title 24 Energy Efficiency Standards and California Green Building Standards

The California Energy Commission (CEC) first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods. The 2019 version of Title 24 was adopted by the CEC and became effective on January 1, 2020 (CEC, n.d.). The 2019 Building Energy Efficiency Standards are seven (7) percent more efficient than the previous (2016) Building Energy Efficiency Standards for residential construction and 30 percent more efficient than the previous Standards for non-residential construction. The 2016 Building Energy Efficiency Standards already were 28 percent more efficient for residential construction and five (5) percent more efficient for nonresidential construction than the 2013 Building Energy Efficiency Standards they replaced.

Part 11 of Title 24 is referred to as the California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality." The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). Unless otherwise noted in the regulation, all newly constructed buildings in California are subject to the requirements of the CALGreen Code.

As previously stated, the Title 24 Building Energy Efficient Standards and CALGreen Code are updated on a regular basis, with the most recent approved updates consisting of the 2022 Building Energy Efficiency Standards and 2022 CALGreen Code, which will become effective on January 1, 2023. Non-residential mandatory measures included in the 2022 CALGreen Code include:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).

- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).

- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).

- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106. 5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.

- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight, and glare ratings per Table 5.106.8 (5.106.8).

- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1. 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).

- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reuse or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).

- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).

- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:

  - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)

  - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor- mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).

  - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).

  - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).

- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).

- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 sf or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).

- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 sf. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 sf requiring a building or landscape permit (5.304.3).

- Commissioning. For new buildings 10,000 sf and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

5. California Air Resources Board Rules

The CARB enforces rules related to air pollutant emissions in the State of California. Rules with applicability to the Project include, but are not limited to, those listed below.

- CARB Rule 2480 (13 CCR 2480): Airborne Toxics Control Measure to Limit School Bus Idling and Idling at Schools, which limits nonessential idling for commercial trucks and school buses within 100 feet of a school.

- CARB Rule 2485 (13 CCR 2485): Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling, which limits nonessential idling to five minutes or less for commercial trucks.

- CARB Rule 2449 (13 CCR 2449): In-Use Off-Road Diesel Idling Restrictions, which limits nonessential idling to five minutes or less for diesel-powered off-road equipment.

6. South Coast Air Quality Management District Rules

The SCAQMD enforces rules related to air pollutant emissions in the SCAB. Rules with applicability to the Project include, but are not limited to, those listed below.

- SCAQMD Rule 201: Permit to Construct
- SCAQMD Rule 402: Nuisance Odors
- SCAQMD Rule 403: Fugitive Dust
- SCAQMD Rule 431.2: Low Sulfur Fuel
- SCAQMD Rule 1113: Table of Standards
- SCAQMD Rule 1186: PM_{10} Emissions from Paved and Unpaved Roads, and Livestock Operations

7. Truck and Bus Regulation

Under the Truck and Bus Regulation, adopted by CARB in 2008, all diesel truck fleets operating in California are required to adhere to an aggressive schedule for upgrading and replacing heavy-duty truck engines. Older, more polluting trucks are required to be replaced first, while trucks that already have relatively clean engines are not required to be replaced until later. Pursuant to the Truck and Bus Regulation, all pre-1994 heavy trucks (trucks with a gross vehicle weight rating greater than 26,000 pounds) were to be removed from service on California roads by 2015. Between 2015 and 2020, pre-2000 heavy trucks were to be equipped with PM filters and upgraded or replaced with an engine that meets 2010 emissions standards. The upgrades/replacements are occurring on a rolling basis based on model year. By 2023, all heavy trucks operating on California roads were to have engines that met 2010 emissions standards. Lighter trucks (those with a gross vehicle weight rating of 14,001 to 26,000 pounds) must adhere to a similar schedule, and were all to be replaced by 2020. (CARB, 2025g)

8. Senate Bill 535 (SB 535) – Disadvantaged Communities

SB 535 (De León, Chapter 830, 2012) recognizes the potential vulnerability of low-income and disadvantaged communities to poor air quality. Disadvantaged communities in California are specifically targeted for investment of proceeds from the State's cap-and-trade program. These investments are aimed at improving public health, quality of life, and economic opportunity in California's most burdened communities while at

the same time reducing pollution that causes climate change. Authorized by the California Global Warming Solutions Act of 2006 (Assembly Bill 32 (AB 32)), the State's cap-and-trade program is one of several strategies that California uses to reduce greenhouse gas (GHG) emissions that cause climate change. The funds must be used for programs that further reduce emissions of GHGs. SB 535 requires that 25% of the proceeds from the Greenhouse Gas Reduction Fund go to projects that provide a benefit to disadvantaged communities. The CalEPA is charged with the duty to identify disadvantaged communities. CalEPA bases its identification of these communities on geographic, socioeconomic, public health, and environmental hazard criteria (Health and Safety Code, section 39711, subsection (a)). In this capacity, CalEPA currently defines a disadvantaged community, from an environmental hazard and socioeconomic standpoint, as a community that scores within the top 25% of the census tracts, as analyzed by the California Communities Environmental Health Screening Tool Version 3.0 (CalEnviroScreen). (OEHHA, 2025b)

9. Senate Bill 1000 (SB 1000) – Environmental Justice in Local Land Use Planning

In an effort to address the inequitable distribution of pollution and associated health effects in low-income communities and communities of color, the Legislature passed, and Governor Brown signed, SB 1000 in 2016, requiring local governments to identify environmental justice communities (called "disadvantaged communities") in their jurisdictions and address environmental justice in their general plans. This new law has several purposes, including to facilitate transparency and public engagement in local governments' planning and decision-making processes, reduce harmful pollutants and the associated health risks in environmental justice communities, and promote equitable access to health-inducing benefits, such as healthy food options, housing, public facilities, and recreation. SB 1000 requires environmental justice elements to identify objectives and policies to reduce unique or compounded health risks in disadvantaged communities. Generally, environmental justice elements will include policies to reduce the community's exposure to pollution through air quality improvement. SB 1000 affirms the need to integrate environmental justice principles into the planning process to prioritize improvements and programs that address the needs of disadvantaged communities. (CA DOJ, 2025) The County of Riverside incorporated environmental justice polices into the General Plan Healthy Communities Element in September 2021. The environmental justice policies apply to the Environmental Justice Communities identified in the Land Use Element Figure LU-4.1. The Project site is not within an Environmental Justice Community boundary.

10. Assembly Bill 617 (AB 617)

AB 617 was enacted into law in 2017, and relates to criteria air pollutants and toxic air contaminants from sources other than vehicles. In response to AB 617, the CARB established the Community Air Protection Program (CAPP). CAPP's focus is to reduce exposure in communities most impacted by air pollution. Communities around the State are working together to develop and implement new strategies to measure air pollution and reduce health impacts. This first-of-its-kind Statewide effort includes community air monitoring and community emissions reduction programs. In addition, the Legislature appropriated funding to support early actions to address localized air pollution through targeted incentive funding to deploy cleaner technologies in these communities, as well as grants to support community participation in the AB 617 process. AB 617 also includes new requirements for accelerated retrofit of pollution controls on industrial sources, increased penalty fees, and greater transparency and availability of air quality and emissions data, which will

help advance air pollution control efforts throughout the State. This effort provides an opportunity to continue to enhance air quality planning efforts and better integrate community, regional, and State level programs to provide clean air. (CARB, 2025e)

11. Senate Bill 1137 (SB 1137)

SB 1137 is intended to protect the public health of California's communities by prohibiting the issuance of well permits and the construction and operation of new production facilities within a health protection zone (or HPZ) of 3,200 feet from a sensitive receptor, such as a residence, school, childcare facility, playground, hospital, or nursing home and an oil and gas production well. Specifically, the bill prohibits the California Geological Energy Management Division (CalGEM) from approving the drilling, re-drilling, or significant alteration of any oil and gas well within this "health protection zone." SB 1137 also requires oil and gas facility operators in these protection zones to implement strict pollution controls, and to develop response plans to protect the health of Californians currently living within 3,200 feet of an existing oil well. SB 1137 also requires operators of wells/facilities to provide an individual indemnity bond sufficient to pay the full cost of properly plugging and abandoning the well and decommissioning the facility in order to prevent operators from failing to properly decommission. (CDC, 2025)

C. Local Regulations

1. Riverside County General Plan Air Quality Element

The Riverside County General Plan Air Quality Element identifies goals, policies, and programs that are meant to balance Riverside County's actions regarding land use, circulation, and other issues with their potential effects on air quality. The Air Quality Element addresses ambient air quality standards set forth by the EPA and CARB. The Air Quality Element contains policies designed to establish a regional basis for improving air quality. The following relevant and applicable policies from Riverside County's General Plan Air Quality Element have been identified for the Project:

AQ 1.1: Promote and participate with regional and local agencies, both public and private, to protect and improve air quality.

AQ 1.4: Coordinate with the SCAQMD and [Mojave Desert Air Quality Management District (MDAQMD)] to ensure that all elements of air quality plans regarding reduction of air pollutant emissions are being enforced.

AQ 2.1: The County land use planning efforts shall assure that sensitive receptors are separated and protected from polluting point sources to the greatest extent possible.

AQ 2.2: Require site plan designs to protect people and land uses sensitive to air pollution through the use of barriers and/or distance from emissions sources when possible.

AQ 2.3: Encourage the use of pollution control measures such as landscaping, vegetation and other materials, which trap particulate matter or control pollution.

AQ 3.1: Allow the market place, as much as possible, to determine the most economical approach to relieve congestion and cut emissions.

AQ 3.3: Encourage large employers and commercial/industrial complexes to create Transportation Management Associations.

AQ 4.1: Require the use of all feasible building materials/methods which reduce emissions.

AQ 4.2: Require the use of all feasible efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units.

AQ 4.6: Require stationary air pollution sources to comply with applicable air district rules and control measures.

AQ 4.7: To the greatest extent possible, require every project to mitigate any of its anticipated emissions which exceed allowable emissions as established by the SCAQMD, MDAQMD, SCAB, the Environmental Protection Agency and the California Air Resources Board.

AQ 4.9: Require compliance with SCAQMD Rules 403 and 403.1, and support appropriate future measures to reduce fugitive dust emanating from construction sites.

4.3.3 Basis for Determining Significance

A. Thresholds of Significance

Section III of Appendix G to the CEQA Guidelines addresses typical adverse effects to air quality, and includes the following threshold questions to evaluate a project's impacts due to air quality emissions (OPR, 2018a):

- Would the project conflict with or obstruct implementation of the applicable air quality plan?
- 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?
- Would the project expose sensitive receptors to substantial pollutant concentrations?
- Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Significance thresholds are set forth in Riverside County's Environmental Assessment Checklist, are derived from Section III of Appendix G to the CEQA Guidelines (listed above), and state that the proposed Project would have a significant impact due to air quality emissions if construction and/or operation of the Project would:

a. Conflict with or obstruct implementation of the applicable air quality plan;

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;

c. Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations; or

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The significance thresholds set forth in Riverside County's Environmental Assessment Checklist were used to evaluate the significance of the proposed Project's impacts due to air quality emissions. Riverside County also has chosen to apply SCAQMD significance thresholds, as presented in SCAQMD's CEQA Air Quality Significance Thresholds (April 2019), to evaluate the Project's air quality impacts against the above thresholds.

Accordingly, Threshold a., which addresses Section III.a of Appendix G to the State CEQA Guidelines, evaluates whether the proposed Project would conflict with SCAQMD's 2022 AQMP, which addresses State and federal requirements under the CAA. A conflict with the AQMP standards and requirements would inhibit the SCAQMD's ability to achieve State and federal standards for air quality.

Threshold b. addresses Section III.b of Appendix G to the CEQA Guidelines, and emissions generated by a development project would be significant under Threshold b. if emissions are projected to exceed the Regional Thresholds established by the SCAQMD for criteria pollutants.

Threshold c. addresses Section III.c of Appendix G to the State CEQA Guidelines. Under this threshold, impacts would be potentially significant if emissions are projected to exceed the LSTs established by the State of California and the SCAQMD for criteria pollutants, if the Project would cause or contribute to CO "Hot Spots," or if the Project were to result in cancer or health hazard impacts that exceed the SCAQMD thresholds of significance.

Threshold d. evaluates Section III.d of Appendix G of the State CEQA Guidelines. SCAQMD Rule 402 ("Nuisance") and California Health & Safety Code, Division 26, Part 4, Chapter 3, Section 41700 prohibit the emission of any material which causes nuisance to a considerable number of persons or endangers the comfort, health, or safety of the public, including odors. The potential to violate Rule 402 or § 41700 is used herein as a basis to consider a project's odors or other emissions to be significant and require feasible mitigation measures.

B. Regional Thresholds

As noted above, the SCAQMD has developed Regional Thresholds of significance for other regulated pollutants, as summarized in Table 4.3-4, *Maximum Daily Regional Emissions Thresholds*. The SCAQMD's CEQA Air Quality Significance Thresholds (April 2019) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively-considerable significant air quality impact. (Urban Crossroads, 2023a, p. 40)

Table 4.3-4 Maximum Daily Regional Emissions Thresholds

Pollutant	Regional Construction Threshold	Regional Operational Thresholds
NO_X	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_X	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Pb	3 lbs/day	3 lbs/day

lbs/day = Pounds Per Day
(Urban Crossroads, 2023a, Table 3-1)

C. Localized Thresholds

1. Localized Thresholds for Construction Activity

As described in further detail in Subsection 3.6 of the Project's AQIA (*Technical Appendix B1*), approximately 3.0 acres can be disturbed per day during Project site preparation and grading activities. This analysis relies on the SCAQMD's screening look-up tables to determine impacts. It should be noted that since the look-up tables identify thresholds at only 1 acre, 2 acres, and 5 acres. In order to determine localized significance thresholds for the estimated 3.0 acres that would be disturbed per day, linear regression was utilized. This screening method would therefore over-predict potential localized impacts, because by assuming that on-site construction activities are occurring over a smaller area, the resulting concentrations of air pollutants are more highly concentrated once they reach the smaller site boundary than they would be for activities if they were spread out over a larger surface area. On a larger site, the same amount of air pollutants generated would disperse over a larger surface area and would result in a lower concentration once emissions reach the Project boundary. Consistent with SCAQMD guidance, the thresholds presented in Table 4.3-5, *Maximum Daily Localized Emissions Thresholds (Construction)*, were calculated by interpolating the threshold values for the Project's disturbed acreage. (Urban Crossroads, 2023a, pp. 49, 53)

Table 4.3-5 Maximum Daily Localized Emissions Thresholds (Construction)

Construction Activity	Construction Localized Thresholds			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Site Preparation/Grading	341 lbs/day	2,218 lbs/day	160 lbs/day	75 lbs/day

Source: Localized Thresholds presented in this table are based on the SCAQMD Final LST Methodology, July 2008
(Urban Crossroads, 2023a, Table 3-10)

2. *Localized Thresholds for Project Operations*

As noted previously, the LST Methodology provides look-up tables for sites with an area with daily disturbance of 5 acres or less. For projects that exceed 5 acres, the 5-acre LST look-up tables can be used as a screening tool to determine whether pollutants require additional detailed analysis. This approach is conservative as it assumes that all on-site emissions associated with the project would occur within a concentrated 5-acre area. This screening method would therefore over-predict potential localized impacts, because by assuming that on-site operational activities are occurring over a smaller area, the resulting concentrations of air pollutants are more highly concentrated once they reach the smaller site boundary than they would be for activities if they were spread out over a larger surface area. On a larger site, the same amount of air pollutants generated would disperse over a larger surface area and would result in a lower concentration once emissions reach the project-site boundary. As such, LSTs for a 5-acre site during operations are used as a screening tool to determine if further detailed analysis is required, as summarized in Table 4.3-6, *Maximum Daily Localized Operational Emissions Thresholds*. Refer to Subsection 3.6 of the Project's AQIA (*Technical Appendix B1*) for a detailed description of the methodology used to evaluate the Project's localized air quality impacts. (Urban Crossroads, 2023a, p. 54)

Table 4.3-6 Maximum Daily Localized Operational Emissions Thresholds

Operational Localized Thresholds			
NO_X	CO	PM_{10}	$PM_{2.5}$
437 lbs/day	3,028 lbs/day	42 lbs/day	21 lbs/day

Source: Localized Thresholds presented in this table are based on the SCAQMD Final LST Methodology, July 2008
(Urban Crossroads, 2023a, Table 3-12)

3. *Localized Thresholds for CO Emissions*

Based on the SCAQMD's CEQA Air Quality Handbook (1993), a project's localized CO emissions impacts would be significant if they exceed the following California standards for localized CO concentrations (Urban Crossroads, 2023a, p. 55):

- 1-hour CO standard of 20.0 ppm
- 8-hour CO standard of 9.0 ppm

D. *Toxic Air Contaminant Thresholds*

The SCAQMD regulates levels of air toxics through a permitting process that covers both construction and operation. The SCAQMD has adopted Rule 1401 for both new and modified sources that use materials classified as air toxics. The SCAQMD CEQA Guidelines for permit processing consider the following types of projects significant (Urban Crossroads, 2023b, p. 5):

- Any project involving the emission of a carcinogenic or toxic air contaminant identified in SCAQMD Rule 1401 that exceeds the maximum individual cancer risk of 10 in one million if the project is

constructed with best available control strategy for toxics (T-BACT) using the procedures in SCAQMD Rule 1401.

- Any project that could accidentally release an acutely hazardous material or routinely release a toxic air contaminant posing an acute health hazard above an acute or chronic hazard index of 1.0.

E. Methodology

1. California Emissions Estimator Model (CalEEMod)

Land uses such as the Project affect air quality through construction-source and operational-source emissions. In May 2022, the SCAQMD in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the CalEEMod Version 2022.1. The purpose of this model is to calculate construction-source and operational-source criteria pollutants (VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$) from direct and indirect sources, and to quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for the proposed Project to determine construction and operational air quality emissions. Output from the model runs for both construction and operational activity are provided in Appendices 3.1 through 3.3 of the Project's AQIA (*Technical Appendix B1*). (Urban Crossroads, 2023a, p. 41)

2. Emission Factors Model

Vehicular emissions were calculated using emission factors generated with the 2021 version of the EMission FACtor model (EMFAC) developed by the CARB. EMFAC2021 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 CARB to project changes in future emissions from on-road mobile sources. The most recent version of this model, EMFAC2021, incorporates regional motor vehicle data, information and estimates regarding the distribution of VMT by speed and number of starts per day. The Project's AQIA utilizes summer, winter, and annual EMFAC2021 emission factors in order to derive vehicle emissions associated with Project operational activities, which vary by season. (Urban Crossroads, 2023b, p. 13)

3. Construction Emissions

Refer to Subsection 3.4 of the Project's AQIA (*Technical Appendix B1*) for a discussion of construction activities, construction duration, and construction equipment assumed as inputs in the analysis of the Project's construction-related air quality impacts. (Urban Crossroads, 2023a, pp. 41-43)

4. Operational Emissions

Refer to Subsection 3.5 of the Project's AQIA (*Technical Appendix B1*) for a discussion of operational emissions sources, mobile-source emission sources, and on-site equipment-related sources that were assumed as inputs in the analysis of the Project's operational-related air quality impacts. (Urban Crossroads, 2023a, pp. 44-46)

5. Modeling Inputs for Mobile Source Health Risk Assessment

The Project's HRA (*Technical Appendix B2*) and Focused HRA (*Technical Appendix B3*) were prepared based on SCAQMD guidelines to produce conservative estimates of risk posed by Project-related DPM emissions. Refer to Subsections 2.2 through 2.6 of the Project's HRA for a discussion of methodology used to evaluate on- and off-site Project-related truck activity, exposure quantification, carcinogenic chemical risks, and non-carcinogenic exposures. (Urban Crossroads, 2023b, pp. 10-21)

4.3.4 IMPACT ANALYSIS

Threshold a.: ***Would the Project conflict with or obstruct implementation of the applicable air quality plan?***

The Project site is located within the SCAB, which is characterized by relatively poor air quality. The SCAQMD has jurisdiction over an approximately 10,743 square-mile area consisting of the four-county Basin and the Los Angeles County and Riverside County portions of what used to be referred to as the Southeast Desert Air Basin. In these areas, the SCAQMD is principally responsible for air pollution control and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, and State and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet State and federal ambient air quality standards. (Urban Crossroads, 2023a, pp. 57-58)

Currently, these State and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of AQMPs to meet the State and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. (Urban Crossroads, 2023a, p. 58)

In December 2022, the SCAQMD released the Final 2022 AQMP (2022 AQMP). The 2022 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, State, and local levels. Similar to the 2016 AQMP, the 2022 AQMP incorporates scientific and technological information and planning assumptions, including the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), a planning document that supports the integration of land use and transportation to help the region meet the federal CAA requirements. The Project's consistency with the AQMP will be determined using the 2022 AQMP as discussed below. (Urban Crossroads, 2023a, p. 58)

- ***Consistency Criterion No. 1****: The proposed 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 or the interim emissions reductions specified in the AQMP.*

The violations that Consistency Criterion No. 1 refers to are the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if Regional Thresholds or LSTs were exceeded.

Construction Impacts – Consistency Criterion No. 1

Consistency Criterion No. 1 refers to violations of the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if LSTs or regional significance thresholds were exceeded. As indicated under the discussion and analysis of Thresholds b. and c., the Project's regional and localized construction-source emissions would not exceed the applicable Regional Thresholds or LST thresholds. As such, the Project's construction activities would not conflict with the AQMP according to this criterion. (Urban Crossroads, 2023a, p. 58)

Operational Impacts – Consistency Criterion No. 1

As indicated under the discussion and analysis of Thresholds b. and c., the Project's operational emissions would not exceed the applicable Regional Thresholds or LST thresholds for operational activity. Therefore, the Project would not conflict with the AQMP according to this criterion. (Urban Crossroads, 2023a, pp. 58-59)

Conclusion – Consistency Criterion No. 1

On the basis of the preceding discussion, the Project is determined to be consistent with the first criterion (Urban Crossroads, 2023a, p. 59).

- ***Consistency Criterion No. 2****: The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.*

The 2022 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the Riverside County General Plan is considered to be consistent with the AQMP. (Urban Crossroads, 2023a, p. 59)

Construction Impacts – Consistency Criterion No. 2

Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities. As such, when considering that no emissions thresholds would be exceeded, the Project would not conflict with the AQMP according to this criterion. (Urban Crossroads, 2023a, p. 59)

Operational Impacts – Consistency Criterion No. 2

The portion of the Project site proposed for development with last mile delivery station uses is designated by the Riverside County General Plan for "Light Industrial (LI)" and "Community Center (CC)" uses, and are

zoned for "Manufacturing-Medium (M-M)" and "Mineral Resources and Related Manufacturing (M-R-A)." As part of General Plan Amendment GPA 2000007, areas designated for LI land uses would be expanded to encompass approximately 33.63 acres of the Project site, which includes areas designated for LI and CC uses under existing conditions. Additionally, as part of Change of Zone CZ 2000028, approximately 33.63 acres of the site currently zoned for M-M and M-R-A uses would be reclassified for "Manufacturing-Service Commercial (M-SC)" uses. The Project's proposed light industrial warehouse buildings are consistent with the range of uses anticipated by Riverside County's General Plan land use designations of LI and CC, and also are consistent with the range of uses anticipated under the site's M-M and M-R-A zoning classifications. Furthermore, and based on the analysis presented under Thresholds b. and c., below, Project operational-related emissions would not exceed any of the SCAQMD Regional Thresholds or LSTs. As such, the Project would not conflict with the AQMP according to this criterion. (Urban Crossroads, 2023a, p. 59)

Conclusion – Consistency Criterion No. 2

On the basis of the preceding discussion, the Project is determined to be consistent with the second criterion (Urban Crossroads, 2023a, p. 59).

AQMP Consistency Conclusion

The Project would not have the potential to result in or cause NAAQS or CAAQS violations. Additionally, Project construction and operational-source emissions would not exceed the Regional Thresholds or LSTs, and the Project would not exceed the assumptions in the AQMP based on the years of Project build-out phase. Therefore, the Project would be consistent with and would not obstruct implementation of the SCAQMD 2022 AQMP, and impacts would be less than significant. (Urban Crossroads, 2023a, p. 60)

Threshold b.: ***Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?***

❑ Construction Emissions

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: site preparation, grading, building construction, paving, and architectural coating. Refer to Subsection 3.4 of the Project's AQIA (*Technical Appendix B1*) for a description of the modeling inputs used to estimate the Project's construction-related emissions. (Urban Crossroads, 2023a, pp. 41-43)

The estimated maximum daily construction emissions without mitigation are summarized in Table 4.3-7, *Project Construction Emissions Summary (Without Mitigation)*. Detailed construction model outputs are presented in Appendix 3.1 to the Project's AQIA (*Technical Appendix B1*). Under the assumed scenarios, emissions resulting from Project construction activities would not exceed criteria pollutant thresholds established by the SCAQMD for emissions of any criteria pollutant. As such, Project regional construction-related emissions would not 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, and impacts would be less than significant. (Urban Crossroads, 2023a, p. 44)

Table 4.3-7 Project Construction Emissions Summary (Without Mitigation)

Year	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
2023	1.03	21.70	38.50	0.07	3.58	1.41
2024	34.40	25.80	61.20	0.07	5.20	1.58
Winter						
2023	1.02	21.80	38.10	0.07	3.58	1.41
2024	35.40	33.50	66.20	0.08	5.55	1.77
Maximum Daily Emissions	**35.40**	**33.50**	**66.20**	**0.08**	**5.55**	**1.77**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: CalEEMod unmitigated regional construction-source emissions are presented in Appendix 3.1 to the Project's AQIA (*Technical Appendix B1*).
(Urban Crossroads, 2023a, Table 3-5)

❑ 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 would be expected from the following primary sources: area source emissions, energy source emissions, mobile source emissions, and on-site cargo handling equipment emissions. Refer to Subsection 3.5 of the Project's AQIA (*Technical Appendix B1*) for a description of modeling inputs and assumptions used to calculate the Project's operational emissions. (Urban Crossroads, 2023a, pp. 44-46)

CalEEMod utilizes summer and winter EMFAC2021 emission factors in order to derive vehicle emissions associated with Project operational activities, which vary by season. The estimated operational-source emissions are summarized in Table 4.3-8, *Summary of Peak Operational Emissions (Without Mitigation)*.

Detailed operation model outputs for the Project are presented in Appendix 3.2 to the Project's AQIA (*Technical Appendix B1*). As shown in Table 4.3-8, the Project's daily regional emissions from on-going operations would not exceed any of the thresholds of significance. As such, Project operational-related regional emissions would not 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, and impacts would be less than significant. (Urban Crossroads, 2023a, p. 47)

Table 4.3-8 Summary of Peak Operational Emissions (Without Mitigation)

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
Mobile Source	10.30	41.80	170.00	0.64	17.80	3.87
Area Source	19.90	0.23	27.70	< 0.005	0.04	0.05
Energy Source	0.52	9.45	7.94	0.06	0.72	0.72
Total Maximum Daily Emissions	**30.72**	**51.48**	**205.64**	**0.70**	**18.56**	**4.64**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Winter						
Mobile Source	9.91	44.20	138.00	0.62	17.80	3.87
Area Source	15.40	0	0	0	0	0
Energy Source	0.52	9.42	7.94	0.06	0.72	0.72
Total Maximum Daily Emissions	**25.83**	**53.62**	**145.94**	**0.68**	**18.52**	**4.59**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: CalEEMod regional operational-source emissions are presented in Appendix 3.2 to the Project's AQIA (*Technical Appendix B1*).
(Urban Crossroads, 2023a, Table 3-8)

Threshold c.: ***Would the Project expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations?***

During both construction and operation, the Project has the potential to expose nearby sensitive receptors to substantial pollutant concentrations. The following provides an analysis based on the applicable LSTs established by the State of California and SCAQMD, an analysis of the Project's potential to result in or contribute to CO "hot spots," and an analysis of the Project's potential to result in cancer risks and non-cancer health hazards.

A. Construction-Source Emissions LST Analysis

The total acreage that could be disturbed on a daily basis during Project construction is estimated at 3.0 acres per day for site preparation/grading activities. This analysis relies on the SCAQMD's screening look-up tables to determine impacts. It should be noted that since the look-up tables identify thresholds at only 1 acre, 2 acres, and 5 acres. In order to determine localized significance thresholds for the estimated 3.0 acres that would be disturbed per day, linear regression was utilized. This screening method would therefore over-predict potential localized impacts, because by assuming that on-site construction activities are occurring over a smaller area,

the resulting concentrations of air pollutants are more highly concentrated once they reach the smaller site boundary than they would be for activities if they were spread out over a larger surface area. On a larger site, the same amount of air pollutants generated would disperse over a larger surface area and would result in a lower concentration once emissions reach the project-site boundary. Consistent with SCAQMD guidance, the thresholds previously presented in Table 4.3-5 were calculated by interpolating the threshold values for the Project's disturbed acreage. (Urban Crossroads, 2023a, p. 53)

Table 4.3-9, *Project Localized Construction Emissions (Without Mitigation)*, identifies the localized impacts at the nearest receptor location in the vicinity of the Project. Without mitigation, localized construction emissions would not exceed the applicable SCAQMD LSTs for emissions of any criteria pollutant. On this basis, Project-related construction emissions would not expose sensitive receptors to substantial pollutant concentrations, and impacts would therefore be less than significant. (Urban Crossroads, 2023a, p. 53)

Table 4.3-9 Project Localized Construction Emissions (Without Mitigation)

Construction Activity	Year	Emissions (lbs/day)			
		NO_X	CO	PM_{10}	$PM_{2.5}$
Site Preparation/ Grading	2023	20.00	36.20	2.93	1.23
	Maximum Daily Emissions	**20.00**	**36.20**	**2.93**	**1.23**
	SCAQMD Localized Threshold	341	2,218	160	75
	Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

Source: CalEEMod unmitigated localized construction-source emissions are presented in Appendix 3.1 (*Technical Appendix B1*).
(Urban Crossroads, 2023a, Table 3-11)

B. Operational-Source Localized Emissions

The Project is located on an approximately 46.14 acres, of which 33.66 acers would be developed with light industrial warehouse uses. The LST Methodology provides look-up tables for sites with an area with daily disturbance of 5 acres or less. For projects that exceed 5 acres, the 5-acre LST look-up tables can be used as a screening tool to determine whether pollutants require additional detailed analysis. This approach is conservative as it assumes that all on-site emissions associated with the Project would occur within a concentrated 5-acre area. This screening method would therefore overpredict potential localized impacts, because by assuming that on-site operational activities are occurring over a smaller area, the resulting concentrations of air pollutants are more highly concentrated once they reach the smaller site boundary than they would be for activities if they were spread out over a larger surface area. On a larger site, the same amount of air pollutants generated would disperse over a larger surface area and would result in a lower concentration once emissions reach the Project boundary. As such, LSTs for a 5-acre site during operations are used as a screening tool to determine if further detailed analysis is required. (Urban Crossroads, 2023a, p. 54)

The LST analysis generally includes on-site sources (area, energy, mobile, on-site cargo handling equipment, and stationary equipment). However, it should be noted that the CalEEMod outputs do not separate on-site and

off-site emissions from mobile sources. As such, in an effort to establish a maximum potential impact scenario for analytic purposes, the emissions shown on Table 4.3-10, *Localized Significance Summary of Operations (Without Mitigation)*, represent all on-site Project-related stationary (area) sources and Project-related mobile sources. It should be noted that the longest on-site distance is roughly 0.50-mile for both trucks and passenger cars. Modeling based on these assumptions demonstrates that even within broad encompassing parameters, Project operational-source emissions would not exceed applicable LSTs. (Urban Crossroads, 2023a, p. 54)

Table 4.3-10 Localized Significance Summary of Operations (Without Mitigation)

Scenario	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Summer	15.00	52.30	1.09	0.85
Winter	15.10	26.00	1.06	0.80
Maximum Daily Emissions	**15.10**	**52.30**	**1.09**	**0.85**
SCAQMD Localized Threshold	437	3,028	42	21
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

Source: CalEEMod localized operational-source emissions are presented in Appendix 3.3 of the Project's AQIA (*Technical Appendix B1*).
(Urban Crossroads, 2023a, Table 3-13)

As shown on Table 4.3-10, operational emissions would not exceed the LST thresholds for the nearest sensitive receptor. Therefore, the Project would have a less than significant localized impact during operational activity. Therefore, on this basis Project-related operational emissions would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant. (Urban Crossroads, 2023a, p. 55)

C. *CO "Hot Spot" Analysis*

An adverse CO concentration, known as a "hot spot," would occur if an exceedance of the State one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. At the time the 1993 Handbook was prepared, the SCAB was designated non-attainment under the California AAQS and National AAQS for CO. (Urban Crossroads, 2023a, p. 55)

It has long been recognized that CO hot spots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment, as previously noted in Table 4.3-2. (Urban Crossroads, 2023a, p. 55)

To establish a more accurate record of baseline CO concentrations affecting the SCAB, a CO "hot spot"

analysis was conducted in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon time periods. This "hot spot" analysis did not predict any violation of CO standards, as shown on Table 3-13 of the Project's AQIA (*Technical Appendix B1*). (Urban Crossroads, 2023a, pp. 55-56)

Based on the SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak CO concentrations in the SCAB were a result of unusual meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. As evidence of this, for example, for the 8.4 ppm 8-hour CO concentration measured at the Long Beach Boulevard and Imperial Highway intersection (highest CO generating intersection within the "hot spot" analysis), only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection; the remaining 7.7 ppm were due to the ambient air measurements at the time the 2003 AQMP was prepared. In contrast, an adverse CO concentration, known as a "hot spot", would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. (Urban Crossroads, 2023a, p. 56)

The ambient 1-hr and 8-hr CO concentration within the Project study area is estimated to be 0.9 ppm and 0.7 ppm, respectively (data from Elsinore Valley station for 2020). Therefore, even if the traffic volumes for the proposed Project were double or even triple of the traffic volumes generated at the Long Beach Blvd. and Imperial Hwy. intersection, coupled with the on-going improvements in ambient air quality, the Project would not be capable of resulting in a CO "hot spot" at any study area intersections. (Urban Crossroads, 2023a, p. 56)

Similar considerations are also employed by other air districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD) 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. (Urban Crossroads, 2023a, p. 56)

Traffic volumes generating the CO concentrations for the "hot spot" analysis is shown on Table 3-15 of the Project's AQIA (*Technical Appendix B1*). The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which had a daily traffic volume of approximately 100,000 vph and AM/PM traffic volumes of 8,062 vph and 7,719 vph respectively. The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm; this indicates that, should the daily traffic volume increase four times to 400,000 vehicles per day, CO concentrations (4.6 ppm x 4= 18.4 ppm) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm). (Urban Crossroads, 2023a, pp. 56-57)

As summarized on Table 3-16 of the Project's AQIA (*Technical Appendix B1*), the intersection of I-15 Northbound (NB) Ramps and Temescal Canyon Road would have the highest AM and PM traffic volumes of 3,901 vph and 4,002 vph, respectively. As such, total traffic volumes at the intersections considered are less than the traffic volumes identified in the 2003 AQMP. Thus, the Project 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 BAAQMD CO threshold considerations. Therefore, CO "hot spots" are not an environmental impact of concern for the Project. Localized air quality

impacts related to mobile-source emissions would therefore be less than significant. (Urban Crossroads, 2023a, p. 57)

D. Project-Related DPM Source Cancer and Non-Cancer Risks

A Project-specific HRA was prepared for the Project based on SCAQMD guidelines to produce conservative estimates of risk posed by exposure to DPM. The Project's HRA is included as *Technical Appendix B2* to this EIR. Refer to Section 2 of the Project's HRA for a discussion of the recommended methodology, emissions estimation, exposure quantification, carcinogenic chemical risk, and non-carcinogenic exposure used as inputs to the analysis. Nearby sensitive receptors evaluated as part of the HRA are described above in subsection 4.3.1.J and are depicted on Figure 4.3-10. In addition, and as discussed in EIR Section 3.0, although Temescal Canyon Road is planned to be realigned to form a 90-degree intersection with the north-south and east-west aligned portions of this roadway, the planned realignment is anticipated to occur in conjunction with buildout of the adjacent Serrano Specific Plan to the south and would not occur with buildout of the proposed Project. With buildout of the Project and prior to the planned realignment, the Project's driveway along Temescal Canyon Road (Driveway 1) would be restricted to a right-turn in/right-turn out only configuration. During this interim period, traffic associated with Buildings 3 and 5 would be required to travel north along Temescal Canyon Road to Dos Lagos Drive to access the I-15 freeway. Accordingly, and in order to address potential health risk impacts to sensitive receptors located between the Project site and the Dos Lagos interchange, a focused health risk assessment was prepared for the Project and is included as *Technical Appendix B3*.

Provided below is a summary of the results of the HRA for the Maximally Exposed Individual Receptor (MEIR) and Maximally Exposed Individual Worker (MEIW), and Maximally Exposed Individual School Child (MEISC) for long-term conditions (i.e., with the planned realignment of Temescal Canyon Road), along with a summary of the results of the focused HRA addressing interim conditions (i.e., prior to the realignment of Temescal Canyon Road) for the MEIR and MEIW[2].

1. Construction Impacts

The land use with the greatest potential exposure to Project construction-source DPM emissions is Location R3 which is located approximately 1,563 feet northwest the Project site at an existing residence located at 9575 Stone Canyon Road (refer to Figure 4.3-10, previously presented). Location R3 is placed in the private outdoor living area (backyard) facing the Project site. At the MEIR, the maximum incremental cancer risk attributable to Project construction-source DPM emissions is estimated at 0.24 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 threshold of 1.0. As such, the Project would 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 this location.

[2] The Focused HRA does not address health risk impacts to the MEISC, as there are no existing or planned schools between the Project site and the Dos Lagos interchange; thus, the analysis of long-term conditions provides a "worst case" analysis of potential impacts to the MEISC.

Accordingly, construction-related health risk impacts would be less than significant. (Urban Crossroads, 2023b, p. 22)

2. Impact Analysis for Long-Term Conditions

The following presents the results of the Project's HRA for long-term conditions following buildout of the Project and the realignment of Temescal Canyon Road.

Residential Exposure Scenario – Long-Term Conditions

The residential land use with the greatest potential exposure to Project operational-source DPM emissions is Location R6 which is located approximately 9,473 feet northwest of the Project site at an existing residence located at 21650 Temescal Canyon Road (refer to Figure 4.3-10, previously presented). Location R6 is placed in the private outdoor living area (backyard) facing the Project site. Although Location R6 is not the nearest receptor, it is the location of the MEIR due to its location adjacent to a Project truck route and meteorological (wind) conditions at the Project site. At the MEIR, the maximum incremental cancer risk attributable to Project operational-source DPM emissions is estimated at 0.16 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 residential receptors are exposed to lesser concentrations than the MEIR analyzed herein, and DPM generally dissipates with distance from the source, all other residential receptors in the vicinity of the Project site would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, the Project would not cause a significant human health or cancer risk to nearby residences, and impacts would be less than significant. (Urban Crossroads, 2023b, p. 22)

Worker Exposure Scenario – Long-Term Conditions

The worker receptor land use with the greatest potential exposure to Project operational-source DPM emissions is Location R5, which represents the potential worker receptor approximately 197 feet west of the Project site (refer to Figure 4.3-10, previously presented). At the MEIW, the maximum incremental cancer risk impact is 0.10 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 MEIW 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 MEIW identified herein. As such, the Project would not cause a significant human health or cancer risk to adjacent workers, and impacts would be less than significant. (Urban Crossroads, 2023b, pp. 22-23)

School Child Exposure Scenario – Long-Term Conditions

Proximity to sources of toxics is critical to determining the impact. In traffic-related studies, the additional non-cancer health risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70-percent drop-off in particulate pollution levels at 500 feet. Based on CARB and SCAQMD emissions and modeling analyses, an 80-percent drop-off in pollutant concentrations is expected at approximately 1,000 feet from a distribution center. The 1,000-foot evaluation distance is

supported by research-based findings concerning TAC emission dispersion rates from roadways and large sources showing that emissions diminish substantially between 500 and 1,000 feet from emission sources. (Urban Crossroads, 2023b, p. 23)

A 0.25-mile radius, or 1,320 feet, is commonly utilized for identifying sensitive receptors, such as schools, that may be impacted by a proposed project. This radius is more robust than, and therefore provides a more health protective scenario for evaluation, than the 1,000-foot impact radius identified above. There are no schools within 0.25-mile of the Project site. The nearest school is Temescal Valley Elementary School, which is located approximately 2,900 feet northwest of the Project site. Because there is no reasonable potential that TAC emissions would cause significant health impacts at distances of more than 0.25-mile from the air pollution source, there would be no significant impacts that would occur to any schools in the vicinity of the Project. As such, the Project would not cause a significant human health or cancer risk to nearby school children, and impacts would be less than significant. (Urban Crossroads, 2023b, p. 23)

3. Impact Analysis for Interim Conditions

The following is a summary of the results of the Project's Focused HRA, which addresses near-term impacts that could occur following buildout of the Project but prior to the realignment of Temescal Canyon Road. As previously indicated, during this interim period traffic associated with Buildings 3 and 5 would need to travel north to the Dos Lagos interchange in order to access the I-15 freeway and would be restricted from accessing the Temescal Canyon Road interchange; thus, the analysis below addresses potential health risk impacts that could occur during this interim period when there would be increased heavy-duty truck traffic along Temescal Canyon Road between the Project site and the Dos Lagos interchange.

Residential Exposure Scenario – Interim Conditions

The residential land use with the greatest potential exposure to Project operational-source DPM emissions during interim conditions is Location R6 which is located approximately 9,473 feet northwest of the Project site at an existing residence located at 21650 Temescal Canyon Road. Receptor R6 is placed in the private outdoor living area (backyard) facing the Project site. Although location R6 is not the nearest receptor, it is the location of the MEIR due to its location adjacent to a Project truck route and meteorological (wind) conditions at the Project site. At the MEIR, the maximum incremental cancer risk attributable to Project operational-source DPM emissions is estimated at 0.36 in one million, which is less than the SCAQMD 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 residential receptors are exposed to lesser concentrations than the MEIR analyzed herein, and DPM generally dissipates with distance from the source, all other residential receptors in the vicinity of the Project site would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, the Project would not cause a significant human health or cancer risk to nearby residences, and impacts would be less than significant. (Urban Crossroads, 2025a, pp. 1-2)

Worker Exposure Scenario – Interim Conditions

The worker receptor land use with the greatest potential exposure to Project operational-source DPM emissions during interim conditions is Location R5, which represents the potential worker receptor approximately 197 feet west of the Project site. At the maximally exposed individual worker (MEIW), the maximum incremental cancer risk impact is 0.11 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 MEIW 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 MEIW identified herein. As such, the Project would not cause a significant human health or cancer risk to adjacent workers, and impacts would be less than significant (Urban Crossroads, 2025a, p. 2)

E. Construction and Operational Health Risk Impacts

1. Impact Analysis with Temescal Canyon Road Realignment

During long-term conditions (following buildout of the Project and the realignment of Temescal Canyon Road), the land use with the greatest potential increased cancer risk due to exposure to Project construction-source and operational-source DPM emissions is Location R3. At this location, the maximum incremental cancer risk attributable to Project construction and operational DPM source emissions is estimated at 0.29 in one million, which is less than the 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 threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction and operational activity. All other receptors during construction and operational activity would experience less risk than what is identified for this location. The nearest modeled receptors were previously depicted on Figure 4.3-10. It should be noted that the receptors presented on Figure 4.3-10 do not represent all modeled receptors. (Urban Crossroads, 2023b, pp. 23-24)

2. Impact Analysis without Temescal Canyon Road Realignment

During interim conditions (following buildout of the Project and prior to the realignment of Temescal Canyon Road), the land use with the greatest potential increased cancer risk due to exposure to Project construction-source and operational-source DPM emissions is Location R3. At this location, the maximum incremental cancer risk attributable to Project construction and operational DPM source emissions is estimated at 0.30 in one million, which is less than the 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 threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction and operational activity, and impacts would be less than significant. (Urban Crossroads, 2025a, p. 2)

F. Community Health

Most local agencies, including the County of Riverside, lack the data to do their own assessment of potential health impacts from criteria air pollutant emissions, as would be required to establish customized, locally-specific thresholds of significance based on potential health impacts from an individual development project.

The use of national or "generic" data to fill the gap of missing local data would not yield accurate results because such data does not capture local air patterns, local background conditions, or local population characteristics, all of which play a role in how a population experiences air pollution. Because it is impracticable to accurately isolate the exact cause of a human disease (for example, the role a particular air pollutant plays compared to the role of other allergens and genetics in causing asthma), existing scientific tools cannot accurately estimate health impacts of the Project's air emissions without undue speculation. Instead, readers are directed to the above analysis of the Project's air quality impacts, which provides extensive information concerning the quantifiable and non-quantifiable health risks related to the Project's construction and long-term operation. (Urban Crossroads, 2023a, p. 61)

Notwithstanding, the Project's AQIA does evaluate the proposed Project's localized impact to air quality for emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$ by comparing the proposed project's on-site emissions to the SCAQMD's applicable LST thresholds. The LST analysis above determined that the Project would not result in emissions exceeding SCAQMD's LSTs during construction or long-term operation. Therefore, the proposed Project would not be expected to exceed the most stringent applicable federal or State ambient air quality standards for emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$. (Urban Crossroads, 2023a, p. 61)

As the Project's emissions would comply with federal, State, and local air quality standards, the proposed Project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level and would not provide a reliable indicator of health effects if modeled. (Urban Crossroads, 2023a, p. 61)

Threshold d.: ***Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

Land uses generally associated with odor complaints include agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. The proposed Project does not contain land uses typically associated with emitting objectionable odors. (Urban Crossroads, 2023a, pp. 61-62)

Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities, and the temporary storage of typical solid waste (refuse) associated with the proposed Project's long-term operational uses. (Urban Crossroads, 2023a, p. 62)

Standard construction requirements would minimize odor impacts from construction. The Project would be subject to standard construction requirements, including the use of low-VOC architectural coatings as required by SCAQMD Rule 113, *Table of Standards*; compliance with low sulfur fuel requirements pursuant to SCAQMD Rule 431.2, *Low Sulfur Fuel;* and compliance with SCAQMD Rule 402, *Nuisance*, which requires that a person shall not discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public. Compliance with these standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be

temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and are thus considered less than significant. (Urban Crossroads, 2023a, p. 62)

Potential sources of operational odors generated by the Project would include disposal of miscellaneous commercial refuse and the use of diesel equipment. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with Riverside County's solid waste regulations, thereby precluding substantial generation of odors due to temporary holding of refuse on site. The proposed Project also would be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project operations would not adversely affect a substantial number of people, and Project impacts during long-term operations would be less than significant. (Urban Crossroads, 2023a, p. 62)

4.3.5 Cumulative Impact Analysis

With exception of the issue of odors, the cumulative study area for air quality includes Riverside County and the SCAB. The SCAB is designated as a nonattainment area for State standards of O_3, PM_{10}, and $PM_{2.5}$. The region is also designated as a nonattainment area for federal standards of O_3 and $PM_{2.5}$. Cumulative growth in population, vehicle use, and industrial activity could inhibit efforts to improve regional air quality and attain ambient air quality standards. Thus, with exception of odors, the setting for this cumulative analysis consists of the SCAB and associated growth and development anticipated in the air basin. For the issue of odors, the cumulative study area includes the Project site and lands in close proximity to the Project site, as odors diminish rapidly with distance from the source.

As discussed under the analysis of Threshold a., based on the level of air quality emissions anticipated for the proposed Project, the proposed Project would not result in a conflict with the SCAQMD AQMP. Because the Project would be consistent with and would not interfere with implementation of the SCAQMD AQMP, the Project's cumulatively-considerable impacts due to a conflict with the SCAQMD AQMP would be less than significant.

As previously shown in Table 4.3-2, the CAAQS designate the Project region as nonattainment for O_3, PM_{10}, and $PM_{2.5}$, while the NAAQS designates the Project region as nonattainment for O_3 and $PM_{2.5}$. The AQMD has published a report on how to address cumulative impacts from air pollution: *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*. In this report the SCAQMD clearly states (Page D-3):

> *"…[SC]AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or Environmental Impact Report (EIR). The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for TAC emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and*

the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.

Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts also would not cause a cumulatively-considerable increase in emissions for those pollutants for which the SCAB is nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable.

The Project-specific evaluation of emissions presented under the analysis of Threshold b. demonstrates that the Project's construction and operational regional emissions of criteria pollutants would be below the SCAQMD Regional Thresholds (refer to Table 4.3-7 and Table 4.3-8). Therefore, the Project would not 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, and cumulatively-considerable impacts would be less than significant.

As indicated under the analysis of Threshold c., the Project's localized emissions during construction and long-term operation would be below the applicable SCAQMD LSTs for emissions of criteria pollutants and would not expose sensitive receptors to substantial pollutant concentrations (refer to Table 4.3-9 and Table 4.3-10). Additionally, the analysis under Threshold c. provides substantial evidence that the proposed Project would not cause or contribute to any CO "hot spots." Based on a Project-specific HRA (*Technical Appendix B2*) and Focused HRA (*Technical Appendix B3*), and as also discussed under the analysis of Threshold c., the Project would not expose the MEIR, MEIW, or MEISC to cancer risks exceeding the SCAQMD significance threshold of 10 in one million or non-cancer health risks exceeding the applicable significance threshold of 1.0 under either interim conditions or long-term conditions (i.e., without and with the Temescal Canyon Road realignment, respectively). Thus, Project-related air quality emissions would not expose nearby sensitive receptors to substantial pollutant concentrations and impacts would be less-than-cumulatively considerable.

With respect to odors, and as discussed under the analysis of Threshold d., the proposed Project would be required to comply with SCAQMD Rules 113, 402, and 431.2 to prevent occurrences of public nuisances (including odors) during both construction and long-term operation, and would be subject to Riverside County's solid waste regulations. Other developments within the cumulative study area similarly would be required to comply with SCAQMD rules and regulations and the solid waste regulations of the applicable local jurisdictions. Therefore, Project impacts due to other emissions (such as those leading to odors) would be less-than-cumulatively considerable.

4.3.6 Significance of Impacts Before Mitigation

Threshold a.: Less-than-Significant Impact. The Project's regional and localized construction- and operational-source emissions would not exceed applicable regional significance thresholds or LSTs. Additionally, the Project would not exceed the assumptions in the SCAQMD AQMP based on the years of Project build-out phase. As such, the Project would not conflict with or obstruct implementation of the applicable air quality plan, and impacts would be less than significant.

Threshold b.: Less-than-Significant Impact. As indicated in Table 4.3-7 and Table 4.3-8, Project construction- and operational-related regional emissions would not exceed any of the SCAQMD Regional Thresholds for criteria pollutants. As such, Project regional construction- and operational-related emissions would not 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, and impacts would be less than significant.

Threshold c.: Less-than-Significant Impact. As indicated in Table 4.3-9 and Table 4.3-10, Project-related construction and long-term operational emissions would not exceed the SCAQMD LSTs for any criteria pollutant. Additionally, the Project considered herein 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 BAAQMD CO threshold considerations. In addition, based on a Project-specific HRA (*Technical Appendix B2*) and Focused HRA (*Technical Appendix B3*), the Project would not expose the MEIR, MEIW, or MEISC to cancer risks exceeding the SCAQMD significance threshold of 10 in one million or non-cancer health risks exceeding the applicable significance threshold of 1.0, both with and without the Temescal Canyon Road realignment and even when considering the Project's combined construction- and operational-related health risks. Therefore, the Project would not expose sensitive receptors, which are located within one (1) mile of the Project site, to substantial pollutant concentrations, and impacts would be less than significant.

Threshold d.: Less-than-Significant Impact. The Project does not propose land uses typically associated with emitting objectionable odors. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. Additionally, it is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with Riverside County's solid waste regulations. The proposed Project also would be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required.

4.3.7 County Regulations, Design Requirements, and Mitigation

Applicable County Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable Riverside County regulations and design requirements.

- The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, "Fugitive Dust" by implementing the following dust control measures during construction activities, such as earth-moving activities, grading, and equipment travel on unpaved roads. Prior to grading permit issuance, Riverside County shall verify that the following notes are included on the grading plan. Project contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by Riverside County staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.
    - All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines in order to limit fugitive dust emissions.
    - The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the midmorning, afternoon, and after work is done for the day.
    - The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 mph or less.

- The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 113, *Table of Standards*, by requiring that all architectural coatings must consist of low VOCs (i.e., VOCs of less than 50 grams per liter [g/L]) unless otherwise specified in the SCAQMD Table of Standards.

- The Project is required to comply with applicable SCAQMD rules for construction activities on the Project site. In addition to the SCAQMD requirements listed above, additional SCAQMD rules that are currently applicable during construction activity for this Project include but are not limited to: Rule 431.2 (Low Sulfur Fuel) and Rule 1186 / 1186.1 (Street Sweepers).

- The Project is required to comply with the provisions of SCAQMD Rule 402, "Nuisance" which requires that a person shall not discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public.

Mitigation

Project impacts to air quality would be less than significant; therefore, mitigation measures are not required.

4.4 BIOLOGICAL RESOURCES

The analysis in this Subsection 4.4 is based, in part, on information from the report titled, "Biological Resources Technical Report, Temescal Valley Commerce Center Project Site" (herein, "BRTR"), prepared by Cadre Environmental (herein, "Cadre"), dated October 2024, and included as *Technical Appendix C1* to this EIR (Cadre, 2024a). This Subsection also is based in part on a report documenting the Project's Consistency with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), entitled, "Western Riverside County - MSHCP Consistency Analysis, Temescal Valley Commerce Center Project Site," prepared by Cadre, dated March 2024, and included as *Technical Appendix C2* to this EIR (Cadre, 2024b). Additionally, this Subsection makes reference to the Project's Determination of Biologically Equivalent or Superior Preservation (DBESP), which was prepared in accordance with applicable MSHCP requirements. The DBESP report is entitled, "Western Riverside County - MSHCP DBESP Temescal Valley Commerce Center Project Site," was prepared by Cadre, is dated March 2024, and is included as *Technical Appendix C3* to this EIR (Cadre, 2024c). The Project's BRTR also incorporates information from a site-specific jurisdictional delineation conducted by Glenn Lukos Associates (GLA), entitled, "Jurisdictional Delineation of the 46.18-Acre Temescal Valley Commerce Center Project Site and Associated Offsite Impact Areas, Located in the Corona Sphere of Influence, Riverside County, California," dated October 25, 2023, and included as *Technical Appendix C4* (GLA, 2023). In addition, the analysis of potential impacts to biology associated with the Project's proposed drainage/hydrology improvements is based on a technical memorandum prepared by GLA, entitled, "Evaluation of Impacts to Riparian Habitat Associated with Changes to Hydrology for Temescal Wash and Coldwater Canyon Creek Associated with the Proposed Temescal Business Park, Corona, Riverside County," dated July 17, 2021, and included as *Technical Appendix C5* to this EIR (GLA, 2021). Refer to Section 7.0*, References*, for a complete list of these and other reference sources.

4.4.1 EXISTING CONDITIONS

Under existing conditions, the majority of the Project site is flat and disturbed as a result of past use of the site for the operation of a concrete pipe manufacturing facility. The Project site is also bisected by Temescal Wash in the extreme northern corner and Coldwater Canyon Wash along the western boundary. Remnant and reestablished disturbed patches of Riversidean alluvial fan sage scrub, Riversidean sage scrub, and ornamental habitats were documented on site. Provided below is a summary of the biological resources that occur on the site and in the Project's off-site improvement areas under existing conditions. (Cadre, 2024a, p. 1)

A. Vegetation Communities

1. Summary of Vegetation Communities

Cadre conducted site visits to map the existing vegetation communities that occur on the site and within the Project's off-site improvement areas. Table 4.4-1, *Vegetation Communities*, summarizes the existing vegetation communities, which are described below and are depicted on Figure 4.4-1, *Vegetation Communities Map*.

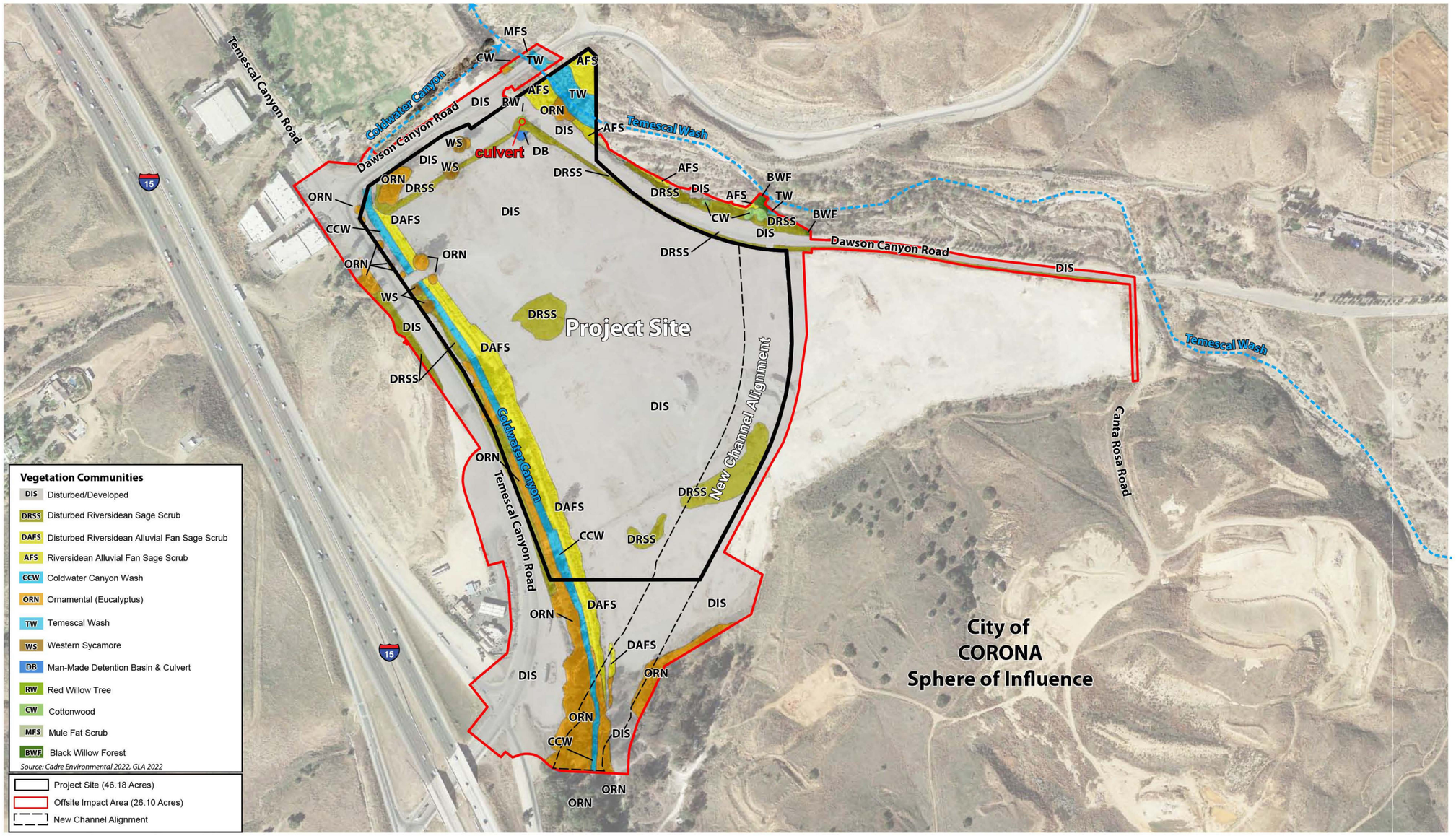
Table 4.4-1 Vegetation Communities

*Vegetation Type	Acres (onsite)	Acres (offsite)	Acres (total)
Disturbed/Developed	37.41	20.08	57.49
Disturbed Riversidean Sage Scrub	2.87	1.80	4.67
Riversidean Alluvial Fan Sage Scrub	0.64	0.08	0.72
Disturbed Riversidean Alluvial Fan Sage Scrub	2.23	0.48	2.71
Ornamental & Native Trees	1.31	2.88	4.19
Coldwater Canyon Wash	1.18	0.41	1.59
Temescal Wash	0.54	0.13	0.67
Black Willow Forest	0.00	0.07	0.07
Cottonwood	0.00	0.08	0.08
Mule Fat Scrub	0.00	0.09	0.09
TOTALS:	**46.18**	**26.10**	**72.28**

(Cadre, 2024a, Table 1)

- **Disturbed/Developed**: The majority of the Project site is dominated by heavily disturbed and altered soils generally devoid of vegetation. Areas mapped as Disturbed/Developed encompass approximately 37.41 acres on site and 20.08 acres off site, for a total of 57.49 acres. Species documented within this habitat type include stinknet (*Oncosiphon piluliferum*), black mustard (*Brassica nigra*), tocalote (*Centaurea melitensis*), red-stemmed filaree (*Erodium cicutarium*), white-stemmed filaree (*Erodium moschatum*), prickly lettuce (*Lactuca serriola*), Russian thistle (*Salsola tragus*), foxtail chess (*Bromus madritensis* ssp. *rubens*), mule fat (*Baccharis salicifolia*), Boccone's sandspurry (*Spergularia bocconi*), poverty weed (*Iva axillaris*), common knotweed (*Polygonum arenastrum*), and salt heliotrope (*Heliotropium curassavicum*). Developed areas include the paved portions of Temescal Canyon Road and both portions of Dawson Canyon Road. A man-made detention basin and culvert were documented within the disturbed habitat in the northwestern corner of the Project site and is generally devoid of vegetation. A single red willow (*Salix laevigata*) tree is located north of the basin. (Cadre, 2024a, p. 21)

- **Disturbed Riversidean Sage Scrub**: Disturbed Riversidean sage scrub occurs along the northern, northeastern, and eastern Project site boundaries, and adjacent to the western Project site boundary. Areas mapped as Disturbed Riversidean Sage Scrub encompass approximately 2.87 acres on site and approximately 1.80 acres off site, for a total of 4.67 acres. Common species documented within this habitat type include brittlebush (*Encelia farinosa*), California sagebrush (*Artemisia californica*), California buckwheat (*Eriogonum fasciculatum*), annual sunflower (*Helianthus annuus*), yellow sweetclover (*Melilotus officinalis*), caterpillar phacelia (*Phacelia cicutaria*), common sand aster (*Corethrogyne filaginifolia*), deerweed (*Acmispon glaber*), telegraph weed (*Heterotheca grandiflora*), clustered tarweed (*Deinandra fasciculata*), prickly sow thistle (*Sonchus asper*), horehound (*Marrubium vulgare*), Italian thistle (*Carduus pycnocephalus*), and pineapple weed (*Matricaria discoidea*). (Cadre, 2024a, p. 21)



Project Site APNs: 283160046 and 283-190-044 Offsite Total APN 283160009, 283170015, 283190013, 283200008. Offsite Partial APN 283160030, 283160035, 283160041, 283160045, 283170012, 283170013, 283170021, 283190014, 283190025, 283190024, 283190045, 283200009 and Right-of-Ways

Source(s): CADRE Environmental (October 2024)

Figure 4.4-1

Not to Scale

Vegetation Communities Map

- **Disturbed Riversidean Alluvial Fan Sage Scrub/Riversidean Alluvial Fan Sage Scrub**: Riversidean alluvial fan sage scrub including disturbed patches equally dominated by ruderal species is present within and adjacent to Temescal Wash and Coldwater Canyon Wash. Areas mapped as Disturbed Riversidean Alluvial Fan Sage Scrub encompass approximately 2.23 acres on site and 0.48-acre off site, for a total of approximately 2.71 acres, while areas mapped as Riversidean Alluvial Fan Sage Scrub encompass approximately 0.64-acre on site and 0.08-acre off site for a total of 0.72-acre. Species documented within these vegetation communities include scale broom (*Lepidospartum squamatum*), California buckwheat, mugwort (*Artemisia douglasiana*), tarragon (*Artemisia dracunculus*), western lavender (*Verbena lasiostachys*), coyote brush (*Baccharis pilularis*), sweetbush (*Bebbia juncea*), coast goldenbush (*Isocoma menziesii*), and California brickellbush (*Brickellia californica*). (Cadre, 2024a, p. 22)

- **Ornamental and Native Trees**: Eucalyptus (*Eucalyptus globulus*) woodland habitat and four (4) native western sycamore (*Platanus racemosa*) trees were documented within the Project site along the western boundary primarily adjacent to Coldwater Canyon Wash. Areas mapped as Ornamental and Native Trees encompass approximately 1.31 acres on site and 2.88 acres off site for a total of 4.19 acres. (Cadre, 2024a, p. 22)

- **Black Willow Forest, Cottonwood, and Mule Fat Scrub**: The off-site impact area located within Temescal Wash consists of black willow forest (0.07 acre), cottonwood trees (0.08 acre), and a patch of mule fat scrub (0.09 acre). Species documented within these regions include black willow (*Salix gooddingii*), mule fat, and Fremont's cottonwood trees (*Populus fremontii*). (Cadre, 2024a, p. 22)

2. Sensitive Habitat

Riversidean alluvial fan sage scrub (approximately 0.64-acre on site and 0.08-acre off site, for a total of approximately 0.72-acre) is the only sensitive plant community mapped on site and within the Project's off-site improvement areas. This plant community has a Global (G) ranking of "G3" and a State (S) ranking of "S3." Global (G) and State (S) ranks of "G3 and S3" characterize habitats that are of high inventory priority and vulnerable, while ranks of "G1 and S1" characterize habitats that are considered critically imperiled. (Cadre, 2024a, p. 34)

B. Sensitive Plants

The Project site includes a large mostly flat area that has been subject to past mining and associated support operations. The majority of the Project site is dominated by heavily disturbed and altered soils generally devoid of vegetation. Species documented within this habitat type include mostly non-native annuals typical of long-term disturbance on the site, including invasive species such as stinknet and stink wort (*Dittrichia graveolens*). Other non-native species common on the site include black mustard, tocalote, red-stemmed filaree, white-stemmed filaree, prickly lettuce, Russian thistle, and foxtail chess. Occasional native species include mule fat (*Baccharis salicifolia*), Boccone's sand spurry (*Spergularia bocconi*), poverty weed, common knotweed, and salt heliotrope. (Cadre, 2024a, p. 35)

The western edge of the Project site is traversed by Coldwater Canyon Wash, which historically extended across the central portion of the site and was re-aligned and channelized prior to 1980 along the western Project site boundary as a man-made channel. Vegetation associated with the creek bank and channel consists of native and non-native species, including: scale broom, brittlebush, mugwort, stink wort, oleander (*Nerium oleander*), castor bean (*Ricinus communis*), poison oak (*Toxicodendron diversilobum*), salt cedar (*Tamarix ramosissima*), tarragon (*Artemisia dracunculus*), sweetbush (*Bebbia juncea*), mule fat, a canopy of blue-gum eucalyptus, California sagebrush, and a few scattered black willow (*Salix gooddingii*) individuals. (Cadre, 2024a, p. 35)

Consistent with the disturbed conditions across most of the site, a review of historic aerial photographs beginning in 1994 extending through the present shows intense land uses during this period. An aerial image from 1980 depicts land use very similar to December 2003 and March 2011 that show the intensity of the land use on the site that persisted for over 30 years until the mining and concrete pipe manufacturing facility operations on site ceased in 2014. The site has been vacant since 2014. The intense land uses during this period of mining and concrete pipe manufacturing eliminated nearly all native habitat from the site, except for a narrow strip of disturbed Riversidean alluvial fan sage scrub on the eastern edge of Coldwater Canyon Wash. Since the mining operation and concrete pipe manufacturing facility was abandoned, small patches of native vegetation have colonized localized areas and support highly opportunistic species that include brittlebush, California sagebrush, California buckwheat, annual sunflower, yellow sweetclover, caterpillar phacelia, common sand aster, deerweed, telegraph weed, clustered tarweed, and non-natives such as prickly sow thistle, horehound, Italian thistle, and pineapple weed. (Cadre, 2024a, pp. 35-36)

1. Habitat/Suitability Assessment for MSHCP Criteria Area Plant Survey Area (CAPSA), Narrow Endemic Plant Species Survey Area (NEPSSA), and Other Special-Status Plants

As summarized in Table 4 of the Project's BRTR (*Technical Appendix C1*), the Project site was assessed to determine whether conditions were suitable for MSHCP Criteria Area Plant Survey Area (CAPSA) evaluation, MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA) evaluation, and/or other special-status plant species surveys. Each of these is addressed below. (Cadre, 2024a, p. 36)

Habitat/Suitability Assessment for CAPSA Plants

The Project site and the Project's off-site improvement areas were evaluated for suitable conditions for seven criteria area plant species: Coulter's goldfields, Davidson's saltscale, little mousetail, Parish's brittlescale, round leaved filaree, smooth tarplant, and thread-leaved brodiaea. No suitable soils were documented for MSHCP criteria area plants. No additional surveys are required due to a lack of suitable soils. (Cadre, 2024a, p. 36)

Habitat/Suitability Assessment for NEPSSA Plants

The Project site and the Project's off-site improvement areas occur partially within a predetermined Survey Area for nine MSHCP narrow endemic plant species including Munz's onion, San Diego ambrosia, many-stemmed dudleya, spreading navarretia, slender-horned spineflower, San Miguel savory, Hammitt's clay-

cress, California Orcutt grass, and Wright's trichocoronis. Suitable soils and/or habitat conditions are not present for five of these NEPSSA species including Munz's onion and Hammitt's clay-cress due to a lack of suitable clay soils; many-stemmed dudleya due to a lack of suitable soils and habitat; and spreading navarretia and California Orcutt grass due to a lack of vernal pools. Also, as discussed in detail below, suitable habitat and soils are lacking for Wright's trichocoronis. (Cadre, 2024a, p. 36)

Suitable soil conditions and limited areas of native vegetation were potentially documented for four MSHCP NEPSSA sensitive plant species: San Diego ambrosia, slender horned spineflower, San Miguel savory, and Wright's trichocoronis, as summarized Table 4 of the Project's BRTR (*Technical Appendix C1*). The potential need for these focused MSHCP sensitive plant surveys is addressed below pursuant to MSHCP Section 6.1.3. (Cadre, 2024a, p. 36)

As discussed below, three of the plants were determined to have potential for presence occur within streams and associated floodplains. Thus, it is important to note that the segment of Coldwater Canyon Wash which crossed the site until the Project site was developed (during the 1970s) was realigned and channelized with steep banks along the Project site's western boundary, eliminating any floodplain functions. The channel bottom exhibits scour and supports mostly non-native herbaceous species, while the top of the eastern bank supports disturbed scrub and the top of the western bank supports a windrow of blue gum eucalyptus with no native understory. (Cadre, 2024a, p. 36)

- **San Diego ambrosia**: This species is an herbaceous perennial that produces aerial stems from underground rhizomes in early spring after winter rains, and flowers between May and October. This species occurs primarily on upper terraces of rivers and drainages but can also occur in other settings, including disturbed grasslands, which are lacking from the site. The only suitable habitat would be the terraces of Temescal Wash or Coldwater Canyon Wash. Coldwater Canyon Wash and Temescal Wash were thoroughly surveyed during the jurisdictional delineation conducted by GLA with all plant species recorded. The survey occurred in August during the peak of the blooming period and San Diego ambrosia, an easily identified species, was not detected. No additional surveys are needed. (Cadre, 2024a, p. 37)

- **Slender-horned Spineflower**: This species usually is found in drought prone alluvial benches subject to only rare flood events. The habitat that supports most occurrences of this species has generally been categorized as alluvial scrub. This shrub habitat is found on sandy and gravelly soils in sandy wash systems where intermittent, scouring flood events occur. The United States Fish and Wildlife Service (USFWS) reports that plants are typically found in alluvial fan scrub on benches and terraces away from active channels in areas receiving little surface disturbance from flooding, but are subject to sheet or overland flows. The association of the species with older alluvial benches and terraces indicates the need or tolerance of infrequent flood events to maintain suitable habitat conditions. A few occurrences of slender-horned spineflower are found on low alluvial benches or braids within active channels. (Cadre, 2024a, p. 37)

As noted above, Coldwater Canyon Wash is a realigned channel lacking in benches or braids that are typical of the habitat for this species as this drainage consists of a channel with high steep constructed banks that do not contain terraces or benches typical for this species. Therefore, Coldwater Canyon Wash does not exhibit potential for supporting slender-horned spineflower. (Cadre, 2024a, p. 37)

According to information available from the USFWS, the occurrence of slender-horned spineflower in Temescal Wash was presumed extant as of 2010, although the site was impacted by freeway construction and by vandalism in 1989. This occurrence is approximately five miles upstream of the Project site and Corona Lake impounds Temescal Wash upstream of the site, substantially reducing potential for dispersal to the segment of Temescal Wash that crosses the northern corner of the site. Temescal Wash was thoroughly surveyed during the jurisdictional delineation with all plant species recorded. The survey occurred in August during the peak of the blooming period and slender-horned spineflower, an easily identified species, was not detected. No additional surveys are needed. (Cadre, 2024a, p. 37)

- **Wright's trichocoronis**: The California Native Plant Society (CNPS) reports that Wright's trichocoronis occurs in alkaline meadows and seeps; marshes and swamps; riparian forests; and vernal pools, while the Jepson Herbarium reports the species from "moist places, drying riverbeds." The only documented occurrences of this species in Western Riverside County occur within the San Jacinto River drainage and floodplain, which exhibits suitable conditions including floodplain areas that include areas of seasonal ponding and drying riverbeds. Coldwater Canyon Wash does not exhibit suitable conditions for this species and lacks all of the habitat requirements for this species which has no potential to occur. (Cadre, 2024a, pp. 37-38)

- **San Miguel Savory**: This species occurs in the Santa Ana Mountains to the southeast of the Project site, where it occurs primarily on shaded slopes and within canyons in chaparral or oak woodland. The Project site contains no potential for this species. (Cadre, 2024a, p. 38)

Habitat/Suitability Assessment for Other Special-Status Plants

Table 4 of the Project's BRTR (*Technical Appendix C1*) also addresses 13 additional special-status plant species, none of which have potential to occur on the Project site or off-site improvement areas. (Cadre, 2024a, pp. 38-43)

C. Wildlife Species

General Wildlife Species

General wildlife species documented on site and in the Project's off-site improvement areas include but are not limited to red-tailed hawk (*Buteo jamaicensis*), turkey vulture (*Cathartes aura*), rock dove (*Columba livia*), American kestrel (*Falco sparverius*), northern mockingbird (*Mimus polyglottos*), Anna's hummingbird (*Calypte anna*), mourning dove (*Zenaida macroura*), western kingbird (*Tyrannus verticalis*), black phoebe (*Sayornis nigricans*), Say's phoebe (*Sayornis saya*), cliff swallow (*Petrochelidon pyrrhonota*), American crow

(*Corvus brachyrhynchos*), wrentit (*Chamaea fasciata*), greater roadrunner (*Geococcyx californianus*), California towhee (*Pipilo crissalis*), European starling (*Sturnus vulgaris*), house finch (*Haemorhous mexicanus*), house sparrow (*Passer domesticus*), desert cottontail rabbit (*Sylvilagus audubonii*), and coachwhip (*Masticophis flagellum*). (Cadre, 2024a, p. 22)

Sensitive Wildlife

A pair of Least Bell's vireo (*Vireo bellii pusillus*), a federally-endangered and State-endangered species, was detected within the Temescal Canyon Wash offsite areas during USFWS protocol surveys conducted during the spring of 2021 as shown in Figure 4.4-2, *Sensitive Species Observation Map*. Incidental MSHCP-covered species documented during the habitat assessment and/or focused survey efforts include yellow warbler (*Setophaga petechia*), a CDFW Species of Special Concern (SSC), and yellow-breasted chat (*Icteria virens*), also a CDFW SSC, as also shown on Figure 4.4-2. These sensitive species documented within the Project site are considered adequately covered under the MSHCP. Other sensitive wildlife species that can be excluded from the potential of occurring on the site or in the Project's off-site improvement areas or that are known to occur within the region with potential to occur on the site and/or in the Project's off-site improvement areas are presented in Table 5 of the Project's BRTR (*Technical Appendix C1*). (Cadre, 2024a, p. 43)

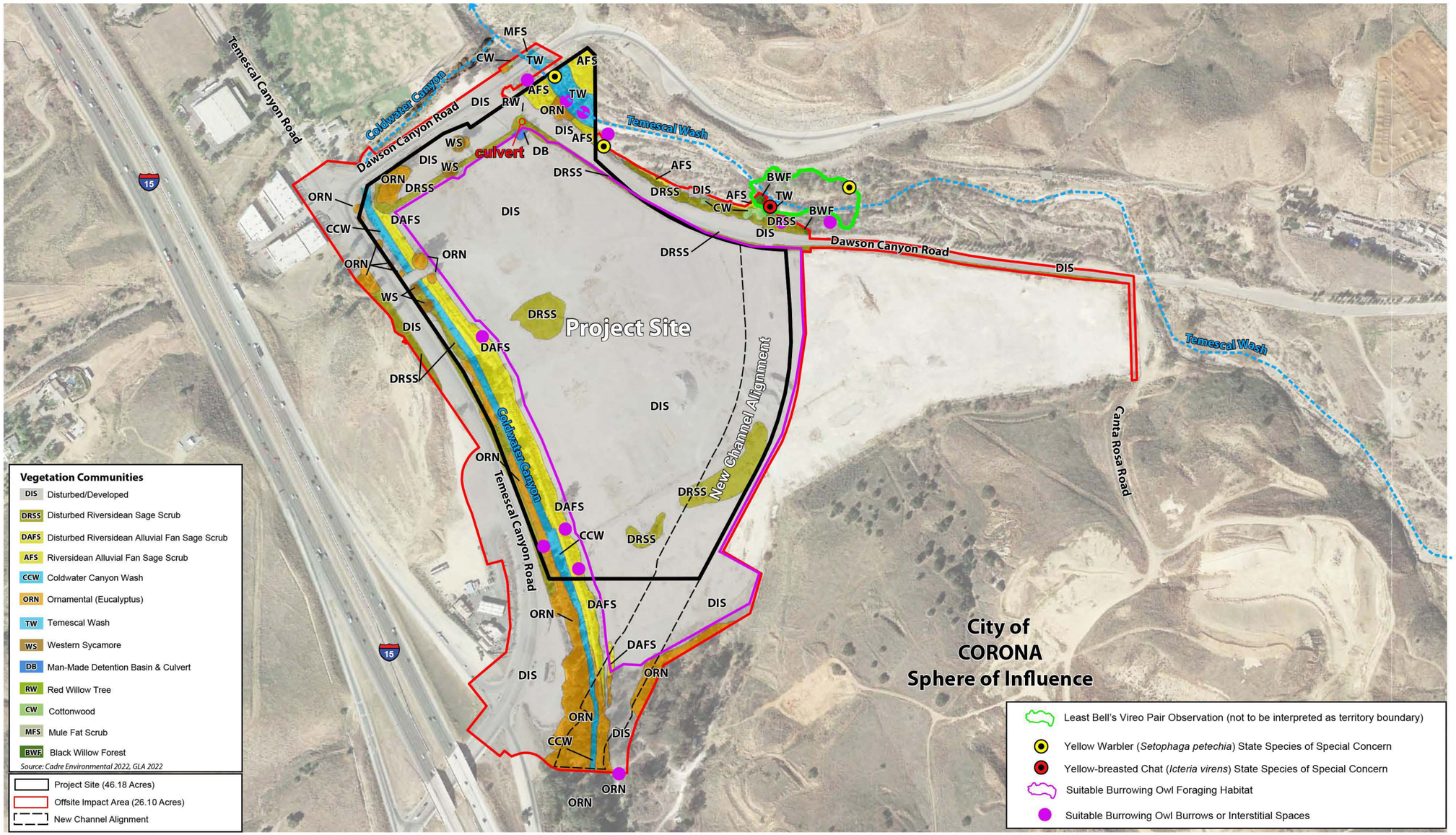
Critical habitat designations by the USFWS were researched to determine if the Project site is located within USFWS critical habitat. The Project site does not occur within a designated critical habitat for federally endangered or threatened species. (Cadre, 2024a, p. 54)

D. Jurisdictional Resources

A jurisdictional delineation was conducted by Glenn Lukos Associates (GLA), and is included as *Technical Appendix C4*. Provided below is a summary of the results of the jurisdictional delineation. Figure 4.4-3, *Jurisdictional Resources Map*, depicts the location and extent of mapped jurisdictional areas on site and within the Project's off-site improvement areas.

1. United States Army Corps of Engineers (USACE) and Regional Water Quality Control Board (RWQCB) Jurisdiction

Areas subject to United States Army Corps of Engineers (USACE) jurisdiction is the same as areas subject to Regional Water Quality Control Board (RWQCB) jurisdiction. Thus, while the discussion below refers to USACE jurisdiction, these areas also would be subject to RWQCB jurisdiction. USACE/RWQCB jurisdiction within the Project site is associated with two intermittent drainages, Temescal Wash and Coldwater Canyon Wash, and one ephemeral drainage (Drainage A). Table 4.4-2, *USACE/RWQCB Jurisdictional Resources*, provides a summary of USACE/RWQCB jurisdictional areas. A portion of Temescal Wash traverses the northern corner of the Project site and an additional segment of Temescal Wash parallels the northern Project boundary and is discussed below. Coldwater Canyon Wash traverses the western boundary of the Project site, and is tributary to Temescal Wash. Historically, Coldwater Canyon Wash extended across the middle portion of the Project site and was subsequently diverted into an earthen channel that now extends along the western



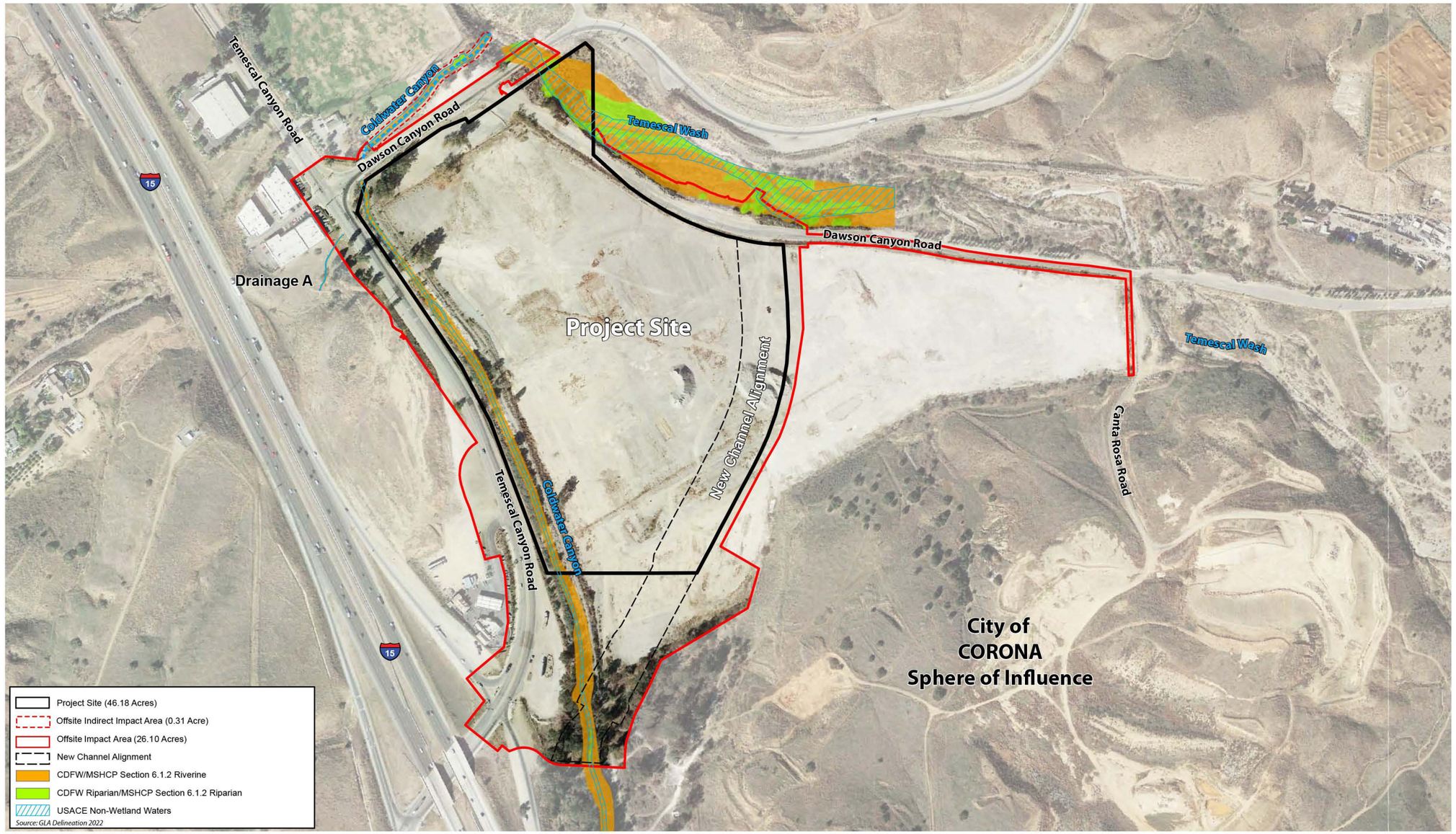
Project Site APNs: 283160046 and 283-190-044 Offsite Total APN 283160009, 283170015, 283190013, 283200008. Offsite Partial APN 283160030, 283160035, 283160041, 283160045, 283170012, 283170013, 283170021, 283190014, 283190025, 283190024, 283190045, 283200009 and Right-of-Ways

Source(s): CADRE Environmental (October 2024)

Figure 4.4-2

Not to Scale

Sensitive Species Observation Map



Project Site APNs: 283160046 and 283-190-044 Offsite Total APN 283160009, 283170015, 283190013, 283200008. Offsite Partial APN 283160030, 283160035, 283160041, 283160045, 283170012, 283170013, 283170021, 283190014, 283190025, 283190024, 283190045, 283200009 and Right-of-Ways

Source(s): CADRE Environmental (October 2024)

Figure 4.4-3

Not to Scale

Jurisdictional Resources Map

Table 4.4-2 USACE/RWQCB Jurisdictional Resources

Drainage	Type	Location	Total (acres/linear feet)
Coldwater Canyon Wash			
Coldwater Canyon Wash	Non-Wetland Intermittent	On site	0.50/1,872
Coldwater Canyon Wash	Non-Wetland Intermittent	Off site	0.23/809
		Subtotal:	**0.73**
Temescal Wash			
Temescal Wash	Non-Wetland Intermittent	On site	0.13/279
Temescal Wash	Non-Wetland Intermittent	Off site	3.26/1,371
		Subtotal:	**3.39**
Drainage A			
Drainage A	Ephemeral Drainage	Off site	0.002/58
		Subtotal:	0.002
		TOTAL:	**4.12**

(Cadre, 2024a, Table 2)

site boundary. The discussion of Coldwater Canyon Wash includes off-site areas to the south of the Project site that would be subject to impacts associated with widening of Temescal Canyon Road. (Cadre, 2024a, p. 24)

Coldwater Canyon Wash – USACE/RWQCB Jurisdiction

Coldwater Canyon Wash within the Project site totals approximately 0.50-acre of non-wetland, intermittent waters of the United States (U.S.). The offsite, upstream segment totals 0.23-acre and extends for 809 linear feet. Coldwater Canyon Creek extends along the western boundary of the site for approximately 1,872 linear feet before discharging offsite beneath Dawson Canyon Road through two 7 by 14-foot concrete box culverts. Coldwater Canyon Creek ultimately discharges to the northwest of the Project Site into Temescal Wash. The offsite downstream segment accounts for 0.31-acre of non-wetland intermittent waters and is also referred to as the "hydrology reduction area" due to decreased flows in the post-Project condition (although these areas would not be directly impacted by the Project). (Cadre, 2024a, p. 24)

Coldwater Canyon Wash exhibits an Ordinary High-Water Mark (OHWM) ranging from 10 to 16 feet in width and is indicated by the presence of a defined channel with algal mats, debris wrack, and shelving and terracing. Vegetation associated with the creek bank and channel consists of native and non-native species, including: scale broom (*Lepidospartum squamatum*, Facultative upland (FACU)); brittlebush (*Encelia farinosa*, Upland (UPL)); mugwort (*Artemisia douglasiana*, Facultative (FAC)); stinkweed (*Dittrichia graveolens*, UPL); oleander (*Nerium oleander*, UPL); castor bean (*Ricinus communis*, FACU); poison oak (*Toxicodendron diversilobum*, FACU); salt cedar (*Tamarix*, FAC); tarragon (*Artemisia dracunculus*, UPL); sweetbush (*Bebbia juncea*, UPL); mule fat (*Baccharis salicifolia*, FAC); a canopy of blue-gum eucalyptus (*Eucalyptus globulus*, UPL); California sagebrush (*Artemisia californica*, UPL); and a few scattered black willow (*Salix gooddingii*, FACW) individuals. (Cadre, 2024a, p. 25)

Temescal Wash – USACE/RWQCB Jurisdiction

The northern corner of the Project site is traversed by a segment of Temescal Wash which totals approximately 0.13-acre of non-wetland, intermittent waters of the U.S. The channel consists of finer substrates mixed with gravel and cobble. Vegetation along the channel includes giant reed (*Arundo donax*, FACW), scale broom (*Lepidospartum squamatum*, FACU), brittlebush (*Encelia farinosa*, UPL), mugwort (*Artemisia douglasiana*, FAC), stinkweed (*Dittrichia graveolens*, UPL), oleander (*Nerium oleander*, UPL), castor bean (*Ricinus communis*, FACU), poison oak (*Toxicodendron diversilobum*, FACU), salt cedar (*Tamarix*, FAC), tarragon (*Artemisia dracunculus*, UPL), sweetbush (*Bebbia juncea*, UPL), and mule fat (*Baccharis salicifolia*, FAC). The OHWM associated with this segment of Temescal Wash averages approximately 33 feet in width. (Cadre, 2024a, p. 25 and Table 2)

Before reaching the northern corner of the site where the site is traversed by Temescal Wash, Temescal Wash parallels the northern project boundary of the site, remaining off site. As a component of the Project, Coldwater Canyon Wash would be realigned and would discharge to Temescal Wash off site near the northeastern corner of the site. The area where Coldwater Canyon Wash would discharge from the site includes a well-defined low-flow channel and a terrace which is well above the low-flow channel, with a steep slope to the top of the Temescal Wash bank. The low-flow channel in unvegetated with an algal mat and areas with adjacent mulefat scrub dominated by mulefat (*Baccharis salicifolia*, FAC) and Goodding's black willow forest dominated by Goodding's black willow (*Salix gooddingii*, FACW) and red willow (*Salix laevigata*, FACW) in the canopy with mule fat in the understory. Terraces above the low flow channel support areas of sparse alluvial scrub dominated by sweetbush (*Bebbia juncea*, UPL), mule fat (*Baccharis salicifolia*, FAC), and scale broom (*Lepidospartum squamatum*, FACU). (Cadre, 2024a, p. 24)

Drainage A – USACE/RWQCB Jurisdiction

Drainage A is an ephemeral drainage that originates west of Temescal Canyon Road and extends to the east where it enters side-by-side culverts and flows under Temescal Canyon Road to Coldwater Canyon Creek. Drainage A supports no wetlands or riparian habitat and the banks support upland non-native grasses and forbs with summer mustard as dominant. USACE jurisdiction within the area affected by the project is 0.002-acre. (Cadre, 2024a, p. 25)

Non-Jurisdictional Drainage Ditch – ACOE/RWQCB Jurisdiction

The Project site contains a man-made drainage swale that was used to capture drainage as part of the former mining operation that extends along the eastern and southeastern boundaries of the Project site. Vegetation associated with the drainage swale include tocalote (*Centaurea melitensis*, UPL), summer mustard (*Hirschfeldia incana*, UPL), annual fescue (*Festuca myuros*, FACU), scale broom (*Lepidospartum squamatum*, FACU), salt cedar (*Tamarix ramosissima*, FAC), one black willow, slender wild oat (*Avena barbata*), and soft brome (*Bromus hordeaceus*, FACU). The drainage swale was excavated on dry land and drains primarily uplands; as such, it is excluded from the definition of Waters of the United States (WOTUS). (Cadre, 2024a, p. 26)

2. California Department of Fish and Wildlife (CDFW) Jurisdiction

California Department of Fish and Wildlife (CDFW) jurisdiction is associated with Coldwater Canyon Wash and Temescal Wash described above and is summarized by site-specific descriptions outlined below. CDFW jurisdiction includes all areas of USACE jurisdiction and extend beyond the OHWM to the top of bank or canopy of associated riparian habitat. Table 4.4-3, *CDFW/MSHCP Jurisdictional Resources*, provides a summary of CDFW jurisdictional areas mapped on site and within the Project's off-site improvement areas. (Cadre, 2024a, p. 26)

Table 4.4-3 CDFW/MSHCP Jurisdictional Resources

Drainage	Type	Location	Total (acres)
Coldwater Canyon Wash			
Coldwater Canyon Wash	Non-Riparian Intermittent	On site	1.22
Coldwater Canyon Wash	Non-Riparian Intermittent	Off site	1.02
Coldwater Canyon Wash	Riparian Intermittent	Off site	0.02
		Coldwater Canyon Wash Total:	**2.26**
Temescal Wash			
Temescal Wash	Non-Riparian Intermittent	On site	0.71
Temescal Wash	Intermittent – Mulefat Scrub	On site	0.22
Temescal Wash	Non-Riparian Intermittent	Off site	2.70
Temescal Wash	Intermittent – Alluvial Scrub	Off site	1.01
Temescal Wash	Intermittent – Black Willow	Off site	0.60
Temescal Wash	Intermittent – Cottonwood	Off site	0.24
Temescal Wash	Intermittent – Mulefat Scrub	Off site	1.20
Temescal Wash	Intermittent – Elderberry	Off site	0.02
		Temescal Wash Total:	**6.70**
Drainage A			
Drainage A	Non-Wetland Ephemeral	Off site	0.01
		Drainage A Total:	**0.01**

(Cadre, 2024a, Table 3)

Coldwater Canyon Wash – CDFW Jurisdiction

Coldwater Canyon Wash within the Project Site totals approximately 1.22 acres of CDFW jurisdiction, none of which consists of riparian habitat with the exception of a few scattered black willows and a few individuals of mule fat (*Baccharis salicifolia*). Coldwater Canyon Wash traverses along the western boundary of the site for approximately 1,847 linear feet before it extends offsite beneath Dawson Canyon Road through two 7 by 14-foot concrete box culverts. Coldwater Canyon Wash discharges northwest of the Project site into Temescal Wash. The offsite segment accounts for 1.02 acre of non-riparian and 0.02-acre of riparian CDFW jurisdiction. (Cadre, 2024a, p. 27)

Coldwater Canyon Wash, both on and off site, exhibits a well-defined channel and signs of intermittent flow with top the of bank ranging from 17 to 50 feet in width. Vegetation associated with the creek bottom and lower portions of the bank include native and non-native species, including: scale broom (*Lepidospartum squamatum*), brittlebush (*Encelia farinosa*), mugwort (*Artemisia vulgaris*), stinkweed (*Dittrichia graveolens*),

oleander (*Nerium oleander*), castor bean (*Ricinus communis*), poison oak (*Toxicodendron diversilobum*), salt cedar (*Tamarix*), tarragon (*Artemisia dracunculus*), sweetbush (*Bebbia juncea*), mulefat (*Baccharis salicifolia*), a canopy of blue-gum eucalyptus (*Eucalyptus globulus*), California sagebrush (*Artemisia californica*), and a few scattered black willow (*Salix gooddingii*) individuals. The top bank supports upland scrub species including sweet bush, scale broom, California sage brush, and California buckwheat. (Cadre, 2024a, p. 27)

Coldwater Canyon Creek was realigned in the late 1960's or early 1970's with the construction of the concrete pipe manufacturing facility that previously occupied the Project site. The path of the creek was shifted from the approximate center of the site to the western edge of the site parallel to Temescal Canyon Road and much of the drainage adjacent to the site has been channelized through the installation of rip rap to maintain the drainage in its current channel. With the realignment, the current channel would be filled during site grading and the drainage would be realigned. With the realignment of the channel and filling of the existing drainage, flows that currently continue downstream from the bridge at Dawson Canyon Road, continuing for approximately 650 feet to Temescal Wash. This 650-foot segment, which averages approximately 20 feet in width, would experience reduced discharge. This segment consists largely of unvegetated channel that supports limited riparian habitat consisting of an approximately 0.03-acre patch of arroyo willow which occurs just above the confluence with Temescal Wash. (Cadre, 2024a, pp. 27-28)

Temescal Wash – CDFW Jurisdiction

The northern corner of the Project Site and offsite impact area totaling 6.70 acres traverses Temescal Wash including CDFW jurisdictional streambed that includes a low-flow channel, and adjacent areas that exhibit occasional flows. Thus, the area of CDFW jurisdiction associated with Temescal Wash averages approximately 228 feet in width. Vegetation along the channel includes giant reed, scale broom, brittlebush, stinkweed (*Dittrichia graveolens*, UPL), castor bean (*Ricinus communis*, FACU), salt cedar (*Tamarix*, FAC), tarragon (*Artemisia dracunculus*, UPL), sweetbush (*Bebbia juncea*, UPL), and mule fat (*Baccharis salicifolia*, FAC). (Cadre, 2024a, p. 28)

Before reaching the northern corner of the site where the site is traversed by Temescal Wash, Temescal Wash parallels the northeastern Project boundary, remaining off site. As a component of the Project, Coldwater Canyon Wash would be realigned and would discharge to Temescal Wash off site near the northeastern corner of the site. The area where Coldwater Canyon Wash would discharge to the site includes a well-defined low-flow channel and a terrace which is well above the low-flow channel, with a steep slope to the top of the Temescal Wash bank. The low-flow channel in unvegetated with an algal mat and areas with adjacent mule fat scrub dominated by mulefat (*Baccharis salicifolia*, FAC) and Goodding's black willow forest dominated by Goodding's black willow (*Salix gooddingii*, FACW) and red willow (*Salix laevigata*, FACW) in the canopy with mule fat in the understory. Two large Fremont cottonwood trees (*Populus fremontii*, FAC) are growing from the toe of the steep slope. (Cadre, 2024a, p. 28)

Drainage A – CDFW Jurisdiction

Drainage A is an ephemeral drainage that originates west of Temescal Canyon Road and extends to the east where it enters side-by-side culverts and flows under Temescal Canyon Road to Coldwater Canyon Creek. Drainage A supports no wetlands or riparian habitat and the banks support upland non-native grasses and forbs with summer mustard as dominant. CDFW jurisdiction within the area affected by the project totals 0.01-acre. (Cadre, 2024a, p. 28)

3. MSHCP Riparian/Riverine/Vernal Pool Resources

Regulated activities within inland streams, wetlands, and riparian areas in western Riverside County fall under the jurisdiction of the MSHCP. The MSHCP requires, among other things, assessments for riparian/riverine and vernal pool resources. As projects are proposed within the MSHCP Plan Area, an assessment of the potentially significant effects of those projects on riparian/riverine areas and vernal pools are required, using available information augmented by project-specific mapping provided to and reviewed by the permittee's biologist(s). (Cadre, 2024a, pp. 28-29)

No vernal pools were documented on site based on a lack of suitable soils and characteristic vernal pool plant species. Although the one 0.03-acre heavily disturbed basin located along the northwestern boundary may be occupied by the common versatile fairy shrimp, the basin is not expected to be occupied by the Riverside fairy shrimp or vernal pool fairy shrimp. The man-made detention basin and culvert were created in 2012 to capture seasonal overflow from Coldwater Canyon Wash resulting from the unnatural flow pattern at the intersection of Temescal Canyon Road and Dawson Canyon Road. Coldwater Canyon Wash would be redirected to the eastern region of the Project site and the feature would no longer be hydrated by sheet flow. The Project site is dominated by sandy loam substrates, and the feature does not provide long-term conservation value for any target MSHCP species. (Cadre, 2024a, p. 29)

As noted in Table 4.4-3 and as shown on Figure 4.4-3, a total of 8.95 acres of MSHCP Section 6.1.2 riparian and riverine resources were documented on site and within the off-site improvement areas. An MSHCP DBESP is required for impacts to MSHCP riparian and riverine resources. (Cadre, 2024a, p. 29)

E. Regional Connectivity/Wildlife Movement Corridors

Wildlife corridors link areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The fragmentation of open space areas by urbanization creates isolated "islands" of wildlife habitat. In the absence of habitat linkages that allow movement to adjoining open space areas, various studies have concluded that some wildlife species, especially the larger and more mobile mammals, will not likely persist over time in fragmented or isolated habitat areas because these areas prohibit the infusion of new individuals and genetic information. Corridors effectively act as links between different populations of a species. A group of smaller populations (termed "demes") linked together via a system of corridors is termed a "metapopulation." The long-term health of each deme within the metapopulation is dependent upon its size and the frequency of interchange of individuals (immigration vs. emigration). The smaller the deme, the more important immigration becomes, because prolonged inbreeding with the same individuals can reduce genetic variability. Immigrant individuals that move into the deme from adjoining

demes mate with individuals and supply that deme with new genes and gene combinations that increases overall genetic diversity. An increase in a population's genetic variability is generally associated with an increase in a population's health. (Cadre, 2024a, p. 54)

Wildlife movement activities usually fall into one of three movement categories: (1) dispersal (e.g., juvenile animals from natal areas, individuals extending range distributions); (2) seasonal migration; and (3) movements related to home range activities (foraging for food or water, defending territories, searching for mates, breeding areas, or cover). A number of terms have been used in various wildlife movement studies, such as "wildlife corridor," "travel route," "habitat linkage," and "wildlife crossing," to refer to areas in which wildlife moves from one area to another. (Cadre, 2024a, p. 54)

The reaches of Temescal Wash and Coldwater Canyon Wash located within and adjacent to the Project site represent regional travel routes and movement corridors. The Project site is also located within the MSHCP Proposed Extension of Existing Core 2 (Lake Mathews/Estelle Mountain Extension). However, the majority of the Project site is heavily disturbed due to a historic operation of a concrete pipe manufacturing facility and remains bordered by existing fencing; thus, these areas do not serve as a wildlife movement corridor under existing conditions. (Cadre, 2024a, p. 55)

4.4.2 Applicable Regulatory Requirements

The following is a brief description of the federal, State, and local environmental laws and related regulations governing the protection of biological resources.

A. Federal Regulations

1. Endangered Species Act (ESA)

The purpose of the federal Endangered Species Act (ESA) is to protect and recover imperiled species and the ecosystems upon which they depend. It is administered by the USFWS and the Commerce Department's National Marine Fisheries Service (NMFS). The USFWS has primary responsibility for terrestrial and freshwater organisms, while the responsibilities of NMFS are mainly marine wildlife such as whales and anadromous fish such as salmon. Under the ESA, species may be listed as either endangered or threatened. "Endangered" means a species is in danger of extinction throughout all or a significant portion of its range. "Threatened" means a species is likely to become endangered within the foreseeable future. All species of plants and animals, except pest insects, are eligible for listing as endangered or threatened. (USFWS, 2017)

The ESA makes it unlawful for a person to take a listed animal without a permit. Take is defined as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to engage in any such conduct." Through regulations, the term "harm" is defined as "an act which actually kills or injures wildlife. Such an act may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering." Listed plants are not protected from take, although it is illegal to collect or maliciously harm them on federal land. Protection from commercial trade and the effects of federal actions do apply for plants. (USFWS, 2017)

Section 7 of the ESA requires federal agencies to use their legal authorities to promote the conservation purposes of the ESA and to consult with the USFWS and NMFS, as appropriate, to ensure that effects of actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of listed species. During consultation, the "action" agency receives a "biological opinion" or concurrence letter addressing the proposed action. In the relatively few cases in which the USFWS or NMFS makes a jeopardy determination, the agency offers "reasonable and prudent alternatives" about how the proposed action could be modified to avoid jeopardy. It is extremely rare that a project ends up being withdrawn or terminated because of jeopardy to a listed species. (USFWS, 2017)

§ 10 of the ESA may be used by landowners including private citizens, corporations, tribes, states, and counties who want to develop property inhabited by listed species. Landowners may receive a permit to take such species incidental to otherwise legal activities, provided they have developed an approved habitat conservation plan (HCP). HCPs include an assessment of the likely impacts on the species from the proposed action, the steps that the permit holder will take to avoid, minimize, and mitigate the impacts, and the funding available to carry out the steps. HCPs may benefit not only landowners, but also species by securing and managing important habitat and by addressing economic development with a focus on species conservation. (USFWS, 2017)

2. Clean Water Act Section 401

Clean Water Act (CWA) Section 401 water quality certification provides states and authorized tribes with an effective tool to help protect water quality, by providing them an opportunity to address the aquatic resource impacts of federally issued permits and licenses. Under Section 401, a federal agency cannot issue a permit or license for an activity that may result in a discharge to waters of the U.S. until the state or tribe where the discharge would originate has granted or waived Section 401 certification. The central feature of CWA Section 401 is the state or tribe's ability to grant, grant with conditions, deny, or waive certification. Granting certification, with or without conditions, allows the federal permit or license to be issued consistent with any conditions of the certification. Denying certification prohibits the federal permit or license from being issued. Waiver allows the permit or license to be issued without state or tribal comment. States and tribes make their decisions to deny, certify, or condition permits or licenses based in part on the proposed project's compliance with U.S. Environmental Protection Agency (EPA)-approved water quality standards. In addition, states and tribes consider whether the activity leading to the discharge will comply with any applicable effluent limitations guidelines, new source performance standards, toxic pollutant restrictions, and other appropriate requirements of state or tribal law. (EPA, 2024c)

Many states and tribes rely on Section 401 certification to ensure that discharges of dredge or fill material into a water of the U.S. do not cause unacceptable environmental impacts and, more generally, as their primary regulatory tool for protecting wetlands and other aquatic resources. However, Section 401 is limited in scope and application to situations involving federally-permitted or licensed activities that may result in a discharge to a water of the U.S. If a federal permit or license is not required, or would authorize impacts only to waters that are not waters of the U.S., the activity is not subject to CWA Section 401. (EPA, 2024c)

3. *Clean Water Act Section 404*

CWA § 404 establishes a program to regulate the discharge of dredged or fill material into waters of the U.S., including wetlands. Wetlands subject to CWA Section 404 are defined 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." Activities in waters of the U.S. regulated under this program include fill for development, water resource projects (such as dams and levees), infrastructure development (such as highways and airports), and mining projects. Section 404 requires a permit before dredged or fill material may be discharged into waters of the U.S., unless the activity is exempt from Section 404 regulation (e.g. certain farming and forestry activities). (EPA, 2015)

The basic premise of the program is that no discharge of dredged or fill material may be permitted if: (1) a practicable alternative exists that is less damaging to the aquatic environment; or (2) the nation's waters would be significantly degraded. Applications for permits must, to the extent practicable: (l) demonstrate steps have been taken to avoid wetland impacts; (2) demonstrate that potential impacts on wetlands have been minimized; and (3) provide compensation for any remaining unavoidable impacts. Proposed activities are regulated through a permit review process. (EPA, 2015)

An individual permit is required for potentially significant impacts. Individual permits are reviewed by the USACE, which evaluates applications under a public interest review, as well as the environmental criteria set forth in the CWA Section 404(b)(1) Guidelines. However, for most discharges that will have only minimal adverse effects, a general permit may be suitable. General permits are issued on a nationwide, regional, or State basis for particular categories of activities. The general permit process eliminates individual review and allows certain activities to proceed with little or no delay, provided that the general or specific conditions for the general permit are met. States also have a role in Section 404 decisions, through state program general permits, water quality certification, or program assumption. (EPA, 2015)

4. *Executive Order 11990 – Protection of Wetlands*

The purpose of Executive Order 11990 is to "minimize the destruction, loss or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands." To meet these objectives, the Order requires federal agencies, in planning their actions, to consider alternatives to wetland sites and limit potential damage if an activity affecting a wetland cannot be avoided. (FEMA, 2024a)

The Order applies to:

- Acquisition, management, and disposition of federal lands and facilities construction and improvement projects which are undertaken, financed, or assisted by federal agencies;

- Federal activities and programs affecting land use, including but not limited to water and related land resources planning, regulation, and licensing activities. (FEMA, 2024a)

The procedures require the determination of whether or not the proposed project will be in or will affect wetlands. If so, a wetlands assessment must be prepared that describes the alternatives considered. The procedures include a requirement for public review of assessments. (FEMA, 2024a)

5. Migratory Bird Treaty Act (16 USC Section 703-712)

The Migratory Bird Treaty Act (MBTA) makes it illegal for anyone to take, possess, import, export, transport, sell, purchase, barter, or offer for sale, purchase, or barter, any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to federal regulations. The migratory bird species protected by the MBTA are listed in 50 CFR 10.13. The USFWS has statutory authority and responsibility for enforcing the MBTA (16 U.S.C. 703-712). The MBTA implements Conventions between the U.S. and four countries (Canada, Mexico, Japan, and Russia) for the protection of migratory birds. (USFWS, n.d.)

B. State Regulations

1. California Endangered Species Act (CESA)

The California Endangered Species Act (CESA) states that all native species of fishes, amphibians, reptiles, birds, mammals, invertebrates, and plants, and their habitats, threatened with extinction and those experiencing a significant decline which, if not halted, would lead to a threatened or endangered designation, will be protected or preserved. The CDFW works with interested persons, agencies, and organizations to protect and preserve such sensitive resources and their habitats. The CESA prohibits the take of any species of wildlife designated by the California Fish and Game Commission as endangered, threatened, or candidate species. CDFW may authorize the take of any such species if certain conditions are met. (CDFW, 2025d)

Section 2081 subdivision (b) of the California Fish and Game Code (CFGC) allows CDFW to authorize take of species listed as endangered, threatened, candidate, or a rare plant, if that take is incidental to otherwise lawful activities and if certain conditions are met. These authorizations are commonly referred to as incidental take permits (ITPs). (CDFW, 2025d)

If a species is listed by both the federal ESA and CESA, CFGC Section 2080.1 allows an applicant who has obtained a federal incidental take statement (federal Section 7 consultation) or a federal ITP (federal § 10(a)(1)(B)) to request that the director of CDFW find the federal documents consistent with CESA. If the federal documents are found to be consistent with CESA, a consistency determination is issued and no further authorization or approval is necessary under the CESA. (CDFW, 2025d)

A Safe Harbor Agreement (SHA) authorizes incidental take of a species listed as endangered, threatened, candidate, or a rare plant, if implementation of the agreement is reasonably expected to provide a net conservation benefit to the species, among other provisions. SHAs are intended to encourage landowners to voluntarily manage their lands to benefit CESA-listed species. California SHAs are analogous to the federal safe harbor agreement program and CDFW has the authority to issue a consistency determination based on a federal safe harbor agreement. (CDFW, 2025d)

2. Natural Community Conservation Planning (NCCP) Act

CDFW's Natural Community Conservation Planning (NCCP) Act takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity. The NCCP program began in 1991 as a cooperative effort to protect habitats and species. It is broader in its orientation and objectives than the ESA and CESA, as these laws are designed to identify and protect individual species that have already declined in number significantly. (CDFW, n.d.)

An NCCP plan identifies and provides for the regional protection of plants, animals, and their habitats, while allowing compatible and appropriate economic activity. Working with landowners, environmental organizations, and other interested parties, a local agency oversees the numerous activities that compose the development of an NCCP plan. CDFW and the USFWS provide the necessary support, direction, and guidance to NCCP participants. (CDFW, n.d.)

There are currently 13 approved NCCP plans (including six subarea plans) and 22 NCCP plans in the active planning phase (including 10 subarea plans), which together cover more than 7 million acres and will provide conservation for nearly 400 special status species and a wide diversity of natural community types throughout California. (CDFW, n.d.)

3. California Fish and Game Code, Section 1600, et seq.

CFGC section 1602 requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following: (1) substantially divert or obstruct the natural flow of any river, stream, or lake; (2) substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or (3) deposit debris, waste or other materials that could pass into any river, stream, or lake. The CFGC indicates that "any river, stream or lake" includes those that are episodic (they are dry for periods of time) as well as those that are perennial (they flow year round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water. (CDFW, n.d.)

CDFW requires a Lake and Streambed Alteration (LSA) Agreement when it determines that the activity, as described in a complete LSA Notification, may substantially adversely affect existing fish or wildlife resources. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify a project that would eliminate or reduce harmful impacts to fish and wildlife resources. Before issuing an LSA Agreement, CDFW must comply with the California Environmental Quality Act (CEQA). (CDFW, n.d.)

4. Native Plant Protection Act (NPPA) of 1977

The Native Plant Protection Act (NPPA) was enacted in 1977 and allows the Fish and Game Commission to designate plants as rare or endangered. There are 64 species, subspecies, and varieties of plants that are protected as rare under the NPPA. The NPPA prohibits take of endangered or rare native plants, but includes some exceptions for agricultural and nursery operations; emergencies; and after properly notifying CDFW for

vegetation removal from canals, roads, and other sites, changes in land use, and in certain other situations. (CDFW, 2025a)

5. Unlawful Take or Destruction of Nests or Eggs (CFGC Sections 3503.5-3513)

Section 3503.5 of the CFGC specifically protects birds of prey, stating: "It is unlawful to take, possess, or destroy any . . . [birds-of-prey] or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Section 3513 of the CFGC duplicates the federal protection of migratory birds, stating: "It is unlawful to take or possess any migratory nongame bird as designated in the Migratory Bird Treaty Act or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Bird Treaty Act." (Justia, 2025a)

6. Porter-Cologne Water Quality Act

The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and ground water and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act (California Water Code section 13000 et seq.), the policy of the State is as follows:

- That the quality of all the waters of the State shall be protected;
- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason; and
- That the State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation. (SWRCB, 2024a)

The Porter-Cologne Act established nine Regional Water Boards (based on hydrogeologic barriers) and the State Water Board, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The State Water Board provides program guidance and oversight, allocates funds, and reviews decisions of the Regional Water Boards. In addition, the State Water Board allocates rights to the use of surface water. The Regional Water Boards have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrologic regions. The State Water Board and Regional Water Boards have numerous Non-Point Source (NPS)-related responsibilities, including monitoring and assessment, planning, financial assistance, and management. (SWRCB, 2024a)

The Regional Water Boards regulate discharges under the Porter-Cologne Act primarily through issuance of National Pollutant Discharge Elimination System (NPDES) permits for point source discharges and waste discharge requirements (WDRs) for NPS discharges. Anyone discharging or proposing to discharge materials that could affect water quality (other than to a community sanitary sewer system regulated by an NPDES permit) must file a report of waste discharge. The SWRCB and the RWQCBs can make their own investigations or may require dischargers to carry out water quality investigations and report on water quality issues. The Porter-Cologne Act provides several options for enforcing WDRs and other orders, including cease

and desist orders, cleanup and abatement orders, administrative civil liability orders, civil court actions, and criminal prosecutions. (SWRCB, 2024a)

The Porter-Cologne Act also requires adoption of water quality control plans that contain the guiding policies of water pollution management in California. A number of Statewide water quality control plans have been adopted by the State Water Board. In addition, regional water quality control plans (basin plans) have been adopted by each of the Regional Water Boards and get updated as necessary and practical. These plans identify the existing and potential beneficial uses of waters of the State and establish water quality objectives to protect these uses. The basin plans also contain implementation, surveillance, and monitoring plans. Statewide and regional water quality control plans include enforceable prohibitions against certain types of discharges, including those that may pertain to nonpoint sources. Portions of water quality control plans, the water quality objectives and beneficial use designations, are subject to review by the EPA, when approved they become water quality standards under the CWA. (SWRCB, 2024a)

C. Regional and Local Regulations

1. Western Riverside County Multiple Species Habitat Conservation Plan

The continued loss of habitat to new development and the cumbersome process of environmental review and habitat mitigation on a project-by-project basis led to preparation of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP is a multi-jurisdictional accomplishment that provides a regional conservation solution to species and habitat issues. The primary intent of the WRC-MSHCP is to provide for the conservation of a range of plants and animals within natural communities characteristic of western Riverside County and in return, provide take coverage and mitigation for projects throughout the plan area to avoid the cost and delays of mitigating biological impacts on a project-by-project basis. (Riverside County, 2015a, p. 4.8-49)

The MSHCP was adopted by Riverside County on June 17, 2003, and is a comprehensive, multijurisdictional Habitat Conservation Plan (HCP) pursuant to Section 10(a)(1)(B) of FESA, as well as a Natural Community Conservation Plan (NCCP) pursuant to the California Fish and Game Code. The USFWS issued a Biological Opinion and FESA Section 10 permit for the MSHCP on June 22, 2004, and CDFW issued an NCCP Approval and Take Authorization on the same date. As long as adherence to the policies and requirements of the MSHCP is maintained, participants in the MSHCP, which include Riverside County and 18 cities, are allowed to authorize 'incidental take' of covered plant and wildlife species. (Riverside County, 2015a, p. 4.8-49)

The MSHCP provides for the long-term survival of protected and sensitive species by designating a contiguous system of habitat to be added to existing public/quasi-public lands. The MSHCP includes an impact fee collected by the permittees and used in part to acquire these lands. Depending on the location of the private or public development project, certain biological studies are required for MSHCP compliance. These studies may identify the need for specific measures to avoid, minimize, and reduce impacts to covered species and their habitat. (Riverside County, 2015a, pp. 4.8-49 to 4.8-50)

The Western Riverside County MSHCP defines two distinct consistency processes for development projects based on their location within the MSHCP's coverage area, with separate processes for projects located outside of Criteria Areas and those within a Criteria Area. Criteria Areas consist of 160-acre 'cells' with identified conservation objectives. (Riverside County, 2015a, p. 4.8-50)

2. Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP)

The Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP) was prepared under the direction of the Riverside County Habitat Conservation Agency (RCHCA) Board of Directors, in consultation with USFWS and CDFW. Riverside County is a member agency of the RCHCA. The 30-year SKR HCP was designed to acquire and permanently conserve, maintain, and fund the conservation, preservation, restoration, and enhancement of Stephens' kangaroo rat-occupied habitat. The SKR HCP covers approximately 534,000 acres within the member jurisdictions and includes an estimated 30,000 acres of occupied Stephens' kangaroo rat habitat. The SKR HCP requires members to preserve and manage 15,000 acres of occupied habitat in seven Core Reserves encompassing over 41,000 acres. (Riverside County, 2015a, p. 4.8-52)

On May 3, 1996, the USFWS issued a permit to the RCHCA to incidentally take the federally endangered Stephens' kangaroo rat (*Dipodomys stephensi*). Similarly, the CDFW issued a CESA Authorization for Implementation of the Stephens' kangaroo rat on May 6, 1996. To date, more than $50 million has been dedicated to the establishment and management of a system of regional preserves designed to ensure the survival of SKR in the plan area. This effort resulted in the permanent conservation of approximately 50% of the SKR-occupied habitat remaining in the HCP area. Through direct funding and in-kind contributions, SKR habitat in the regional reserve system is managed to ensure its continuing ability to support the species. Core reserves were deemed complete in December of 2003. (Riverside County, 2015a, p. 4.8-52)

3. Riverside County Oak Tree Management Guidelines

In March 1993, Riverside County issued Oak Tree Management Guidelines to address the treatment of oak woodlands in areas where zoning and/or General Plan density restrictions allow the effective use of clustering. The guidelines are generally considered to be the most effective where minimum lot sizes are 2.5 acres or larger, or where oak woodlands are concentrated in a relatively small portion of a project site. The guidelines include recommendations for oak inventories, land use designs to cluster home sites in order to reduce impacts to oaks, and mitigation measures for oak conservation. (Riverside County, 2015a, p. 4.8-53)

4. Ordinance No. 559 – Regulating the Removal of Trees

Ordinance No. 559 regulates the removal of living native trees on parcels of property greater than one-half acre, with an elevation above 5,000 feet above mean sea level (amsl) within the unincorporated area of Riverside County without first obtaining a permit to do so. The purpose of the ordinance is to ensure that the timberlands of Riverside County are protected and the ecological balance of such timberlands is preserved. (Riverside County, 2015a, p. 4.8-53)

5. Ordinance No. 449 – Regulating Encroachments in County Highways

Section 4 of Riverside County Ordinance No. 499 establishes regulations for the removal of trees within the right-of-way (ROW) of any County highway without first obtaining a permit from the County Transportation Director. The County Transportation Director may issue a permit if they are satisfied that such removal or trimming is in the public interest or is necessary for the improvement of the right of way or the construction of improvements on adjacent land. The County Transportation Director may impose such conditions as they deem reasonable or necessary, including requirements for the work to be done only by a qualified tree surgeon or tree trimmer actually engaged in that business, and for bond, insurance or other security to protect person and property from injury or damage. A permit for removal of a tree may be conditioned upon its relocation or replacement by one or more other trees of a kind or type to be specified in the permit. (Riverside County, 2003b)

4.4.3 Basis for Determining Significance

Section IV of Appendix G to the CEQA Guidelines addresses typical adverse effects to biological resources, and includes the following threshold questions to evaluate a project's impacts to biological resources (OPR, 2018a):

- 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?

- 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?

- 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?

- 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?

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

- 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?

Significance thresholds are set forth in Riverside County's Environmental Assessment Checklist, are derived from Section IV of Appendix G to the CEQA Guidelines (listed above), and state that the proposed Project would have a significant impact to biological resources if construction and/or operation of the Project would:

a. *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State conservation plan;*

b. *Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12);*

c. *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. Wildlife Service;*

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. *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service;*

f. *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; or*

g. *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.*

The significance thresholds set forth in Riverside County's Environmental Assessment Checklist were used to evaluate the significance of the proposed Project's impacts to biological resources.

4.4.4 Impact Analysis

Threshold a.:	***Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?***

The Project area is subject to two separate habitat conservation plans: the Stephens' Kangaroo Rat HCP and the Western Riverside County MSHCP. Each is discussed below.

A. Project Consistency with the SKR HCP

As previously noted, the SKR HCP was prepared under the direction of the RCHCA Board of Directors, in consultation with USFWS and CDFW. Riverside County is a member agency of the RCHCA. According to Figure S-1 of the SKR HCP, the Project site is not located within or adjacent to any SKR core reserve areas. Additionally, the Project Applicant would be required to contribute fees towards the establishment and long-term maintenance of the SKR HCP core reserve pursuant to Riverside County Ordinance No. 663. The Project would not conflict with any provisions of the SKR HCP; thus, a less-than-significant impact would occur.

B. Project Consistency with the MSHCP

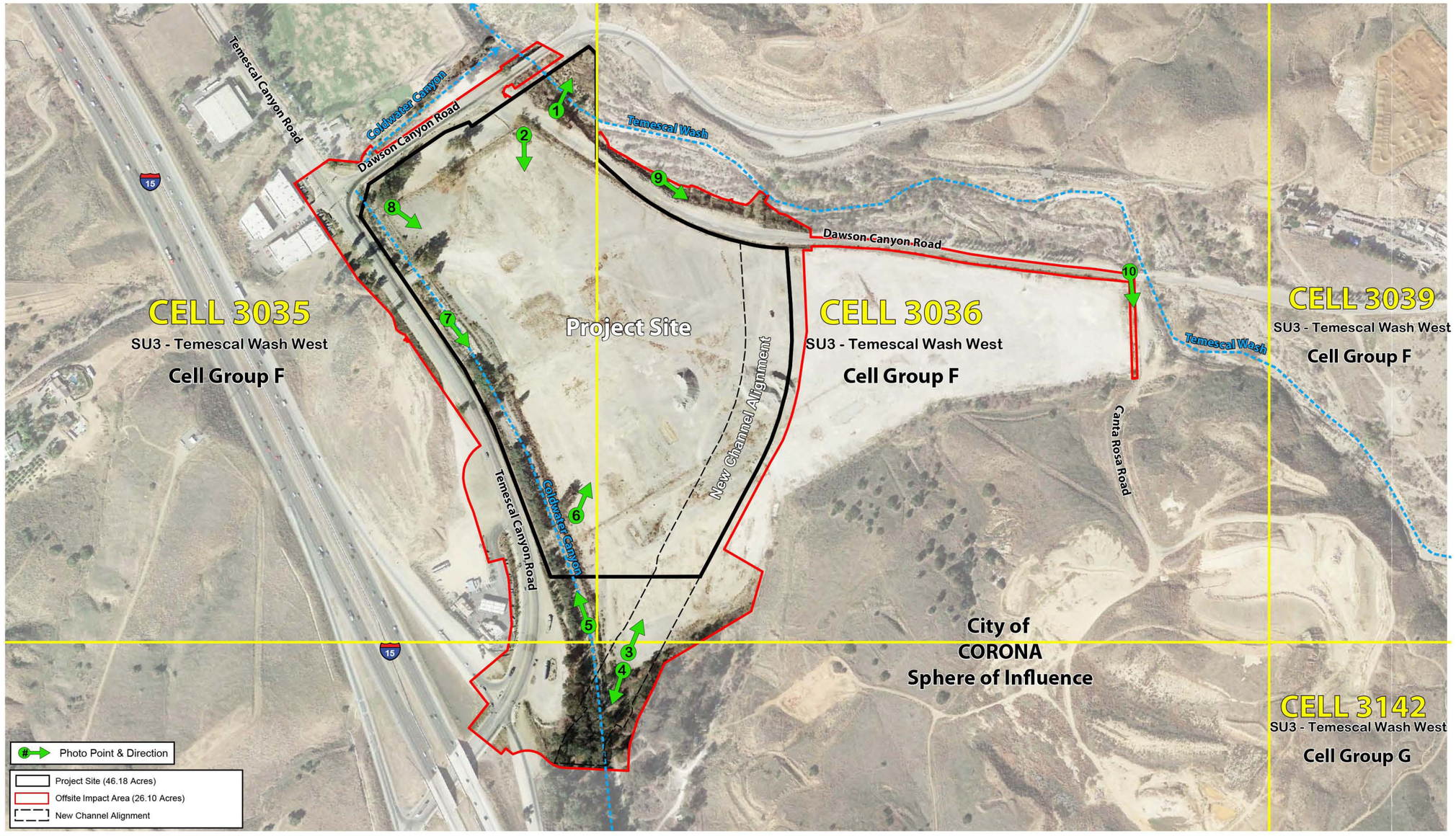
Provided below is an evaluation of the Project's consistency with MSHCP Reserve assembly requirements, Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), and Section 6.3.2 (Additional Survey Needs and Procedures).

1. Project Relationship to MSHCP Reserve Assembly

The Project site is located within the Western Riverside County MSHCP Temescal Canyon Area Plan, Subunit 3 – Temescal Wash West and Proposed Extension of Existing Core 2. The Project site also is located partially within MSHCP Criteria Areas 3035 and 3036, Cell Group F, as shown on Figure 4.4-4, *MSHCP Criteria Area Cell Groups*. All 1.52 acres of the Project site located within Temescal Wash would be dedicated as conservation land as detailed in Habitat Acquisition and Negotiation Strategy (HANS) Application No. 190024. A total of 70.76 acres of vegetation communities would be directly impacted as a result of Project implementation. Specifically, a total of 55.30-acres of permanent and 8.25-acre of temporary impacts (63.55 acres total) within Cell Group F primarily to disturbed habitats would occur as a result of Project implementation as outlined in Table 4.4-4, *Vegetation Community and Cell Group F Impacts*. (Cadre, 2024b, pp. 6, 9)

The Temescal Canyon Area Plan (TCAP) has a target conservation acreage of 29,555 to 31,870 acres; it is composed of approximately 26,070 acres of existing Public/Quasi-Public Lands and 3,485 to 5,800 acres of Additional Reserve Lands. As noted above, the Project site is located within MSHCP Criteria Areas 3035 and 3036, Cell Group F. As stated in the MSHCP: (Cadre, 2024b, p. 23)

> "*Conservation within this Cell Group F will contribute to assembly of Proposed Extension of Existing Core 2. Conservation within this Cell Group will focus on coastal sage scrub and Riversidean alluvial fan sage scrub in a mosaic of upland habitat, and water and riparian scrub, woodland, forest habitat. Areas conserved within this Cell Group will be connected to a variety of uplands and wetlands proposed for conservation in Cell Group E to the north, Cell Group G to the south, and to coastal sage scrub habitat proposed for conservation in Cells #2937 and #2935 in the Lake Matthews Area Plan to the north. Conservation within this Cell Group will range from 65%-75% of the Cell Group focusing on the central and eastern portions of the Cell Group.*" (Cadre, 2024b, p. 21)



Project Site APNs: 283160046 and 283-190-044 Offsite Total APN 283160009, 283170015, 283190013, 283200008. Offsite Partial APN 283160030, 283160035, 283160041, 283160045, 283170012, 283170013, 283170021, 283190014, 283190025, 283190024, 283190045, 283200009 and Right-of-Ways

Source(s): CADRE Environmental (October 2024)

Figure 4.4-4

Not to Scale

MSHCP Criteria Area Cell Groups

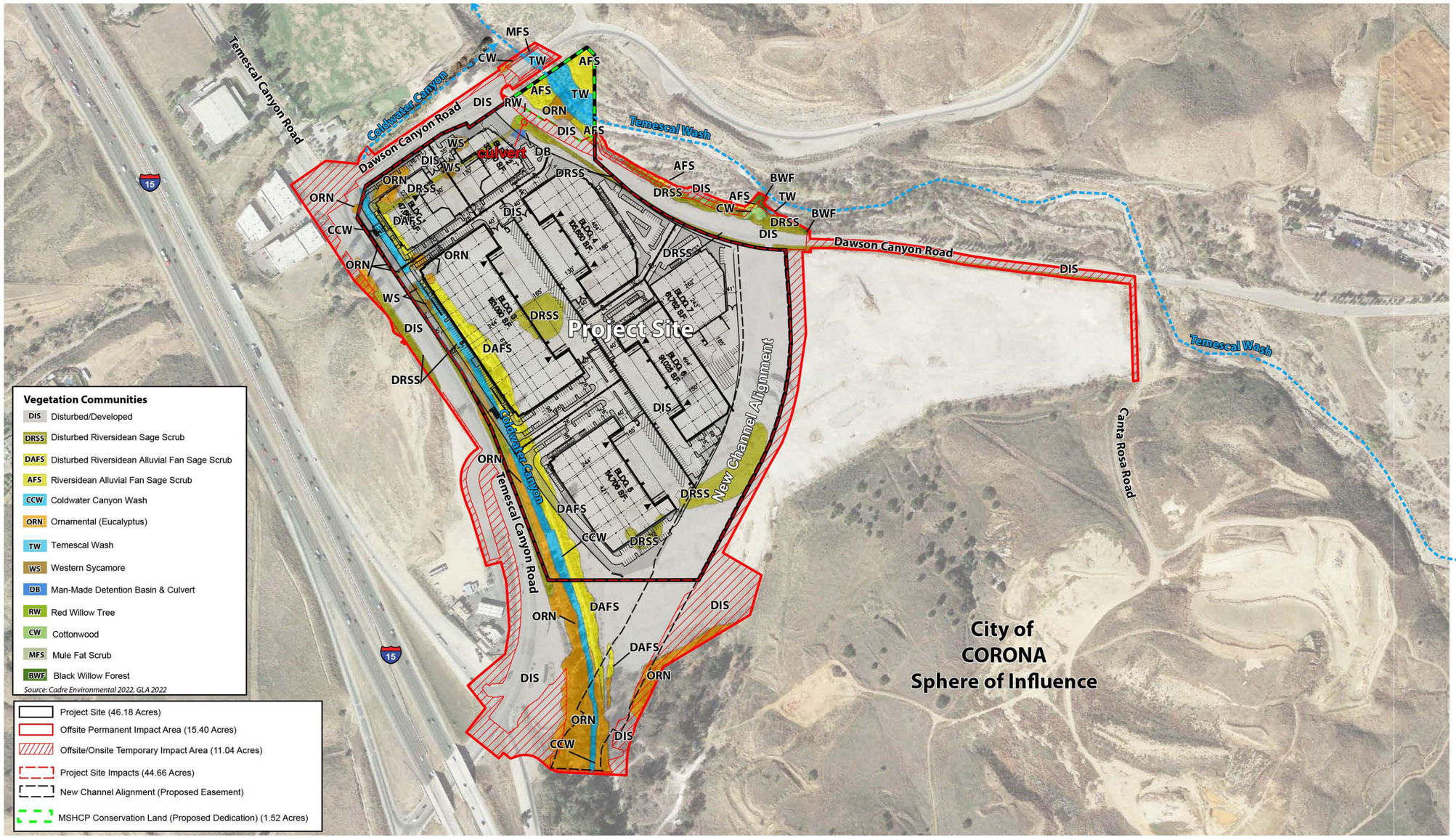
Table 4.4-4 Vegetation Community and Cell Group F Impacts

Vegetation Type	Acres CG F (onsite)	Acres CG F (offsite)	Acres Impacts Outside CG F (onsite/ offsite Perm)	Acres Impacts Outside CG F (onsite/ offsite Temp)	TOTAL Project Site Acres	Acres Impacts CG F (onsite/ offsite) Perm	Acres Impacts CG F (onsite/ offsite) Temp	Dedicated Conserved Land
Disturbed Developed	37.41	15.51	2.41	2.15	57.48	45.51	7.15	0.24
Disturbed Riversidean Sage Scrub	2.87	1.80	0.00	0.00	4.67	4.09	0.59	0.00
Disturbed Riversidean Alluvial Fan Sage Scrub	2.23	0.29	0.18	0.00	2.70	2.52	0.00	0.00
Riversidean Alluvial Fan Sage Scrub	0.64	0.08	0.00	0.00	0.72	0.01	0.09	0.62
Ornamental & Native Trees	1.31	0.67	1.53	0.69	4.20	1.68	0.19	0.12
Coldwater Canyon Wash	1.18	0.17	0.25	0.00	1.60	1.34	0.00	0.00
Temescal Wash	0.54	0.13	0.00	0.00	0.67	0.08	0.06	0.54
Black Willow Forest	0.00	0.07	0.00	0.00	0.07	0.01	0.06	0.00
Cottonwood	0.00	0.10	0.00	0.00	0.10	0.06	0.04	0.00
Mule Fat Scrub	0.00	0.07	0.00	0.00	0.07	0.00	0.07	0.00
TOTALS	**46.18**	**18.89**	**4.37**	**2.84**	**72.28**	**55.30**	**8.25**	**1.52**

(Cadre, 2024b, Table 2)

The proposed Project would result in a total of 55.30-acres of permanent and 8.25-acre of temporary impacts (63.55 acres total) within Cell Group F primarily to disturbed habitats, as shown on Figure 4.4-5, *Vegetation Communities Impact Map*. As shown in Figure 4.4-6, *MSHCP Reserve Assembly Analysis Map*, the proposed Project would not conflict with the reserve design for Cell Group F. Specifically, a total of 518 acres of existing (Regional Conservation Authority [RCA] conserved land) and potential conservation lands meeting the MSHCP reserve assembly guidelines are located within Cell Group F totaling 66% (lower conservation threshold). As noted in the MSHCP, the proposed reserve design focuses on the central and eastern regions of Cell Group F including Temescal Wash respective of contributing to the assembly of Proposed Extension of Existing Core 2, whereas the Project site is located in the western region of the Cell Group (where conservation is not identified) and permanent impacts would occur south of Temescal Canyon Wash. As stated in the MSHCP: (Cadre, 2024b, p. 23)

> "*Proposed Extension of Existing Core 2 (Lake Mathews/Estelle Mountain Extension) consists of private lands located in the western region of the Plan Area. This extension is contiguous with Existing Core C (Lake Mathews/Estelle Mountain) along the length of its eastern border and serves to extend the Habitat in the Lake Mathews/Estelle Mountain area and smooth out edges along the border of this Core. Proposed Extension of Existing Core 2 is also connected to Proposed Constrained Linkage 4 (North Temescal Wash) in the north; and Proposed Linkage 1 and Proposed Constrained Linkages 3, 5 (Horsethief Canyon), and 6 (Temescal Wash south) in the south. The extension provides Habitat for*



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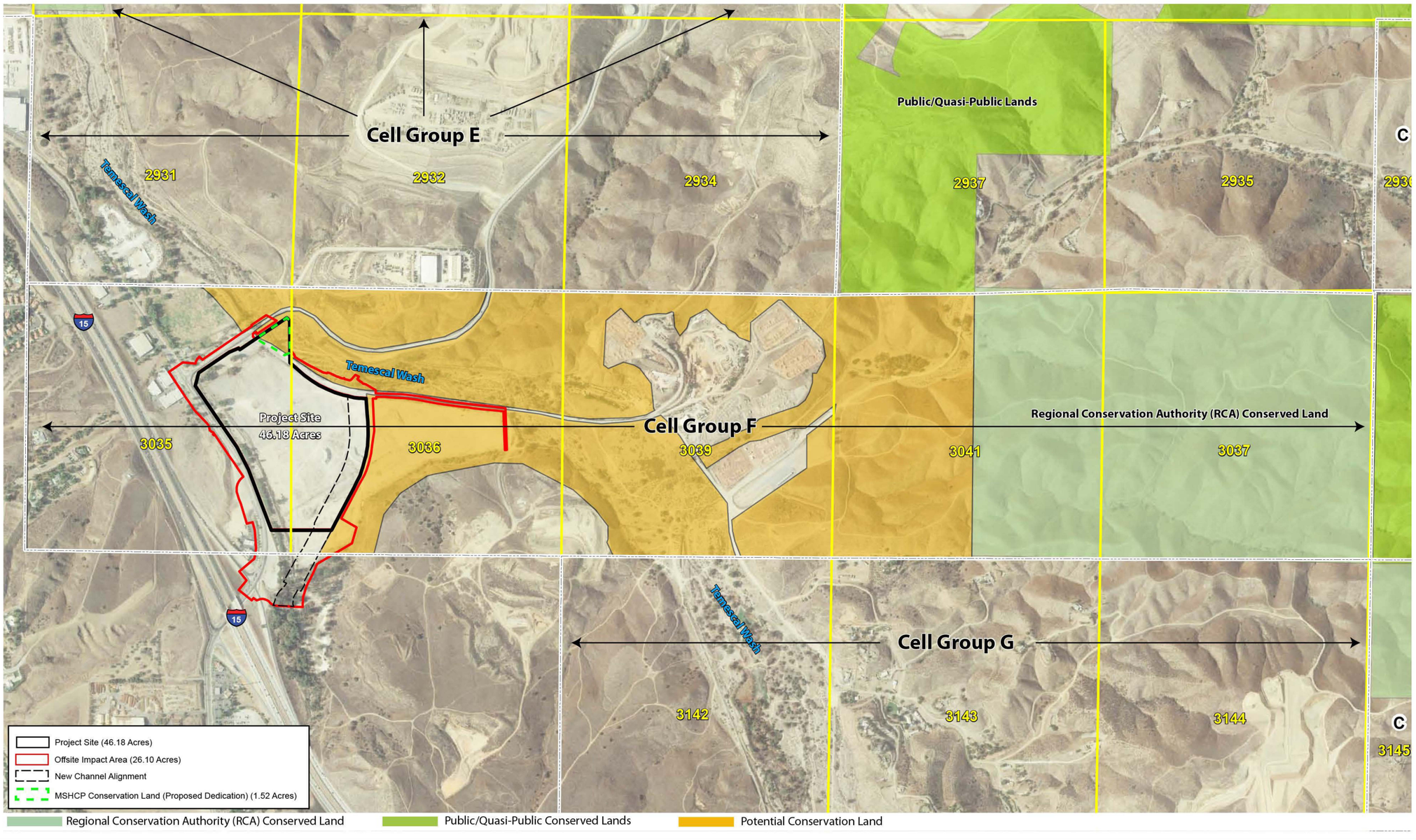
Source(s): CADRE Environmental (October 2024)

Figure 4.4-5

Not to Scale

Vegetation Communities Impact Map



Source(s): CADRE Environmental (October 2024)

Figure 4.4-6

Not to Scale

MSHCP Reserve Assembly Analysis Map

species…and also provides for movement of species. The Lake Mathews/Estelle Mountain Extension supports populations of coastal California gnatcatcher; thus high quality, connected Habitat must be maintained in this area which is surrounded by city (Corona) and community Development planned land uses. In addition, the proposed Hemet to Corona/Lake Elsinore CETAP Corridor Alternative 1B intersects the extension and may contribute to Edge Effects, if chosen. Guidelines Pertaining to Urban/Wildlands Interface for the management of edge factors such as lighting, urban runoff, toxics, and domestic predators are presented in Section 6.1 of this document." (Cadre, 2024b, pp. 23-24)

As previously noted, and as noted in the MSHCP, the proposed reserve design focuses on the central and eastern regions of Cell Group F including Temescal Wash respective of contributing to the assembly of Proposed Extension of Existing Core 2. The Project site is located in the western edge of Proposed Extension of Existing Core 2 and western region of Cell Group F (where conservation is not identified) and permanent impacts would occur south of Temescal Canyon Wash. (Cadre, 2024b, p. 24)

A Habitat Evaluation and Acquisition Negotiation Strategy (HANS) determination issued by the Riverside County Environmental Programs Division identified 1.52 acres of the Project Site as Proposed MSHCP Conservation Area, pursuant to HANS Application No. 190024 (Temescal Wash flood prone area). All 1.52 acres of the Project site located within the Temescal Wash flood prone area and required as MSHCP Conservation Area would be dedicated as conserved land, as shown on Figure 4.4-6. The 5.87-acre Temescal Wash Conservation and Mitigation Area that extends immediately east of the 1.52-acre MSHCP Proposed Conservation Area also would be donated to the RCA in fee title following completion of the restoration program as determined by the RCA, Wildlife Agencies (CDFW and USFWS), and any other water-regulating entities (e.g., Regional Water Quality Control Board). The County of Riverside would condition the Project to convey the proposed conservation areas to the RCA prior to any project ground disturbance. (Cadre, 2024b, p. 24)

Following implementation of the Urban/Wildlands Interface Guidelines (UWIG) and Best Management Practices (BMPs) the proposed Project would be consistent with MSHCP goals and objectives for Proposed Extension of Existing Core 2 (refer to the discussion of Project consistency with MSHCP Section 6.1.4, below). (Cadre, 2024b, p. 24)

2. Project Consistency with MSHCP Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools)

Impacts to Riparian/Riverine Areas

A formal jurisdictional delineation and MSHCP Section 6.1.2 assessment was conducted by Glenn Lukos Associates in October and November 2020 and January 2022. The delineation determined the boundaries or absence of potential wetland and non-wetland waters of the U.S. subject to the regulatory jurisdiction of the USACE pursuant to CWA Section 404; wetland and non-wetland waters of the State subject to the regulatory jurisdiction of the RWQCB pursuant to CWA Section 401 and State Porter-Cologne Water Quality Control Act (Porter-Cologne); streambed and riparian habitat subject to the regulatory jurisdiction of the CDFW

pursuant to Sections 1600 *et seq*. of the CDFG Code; and Riparian/Riverine Areas and Vernal Pools defined in Section 6.1.2 of the Western Riverside County MSHCP. (Cadre, 2024b, p. 34)

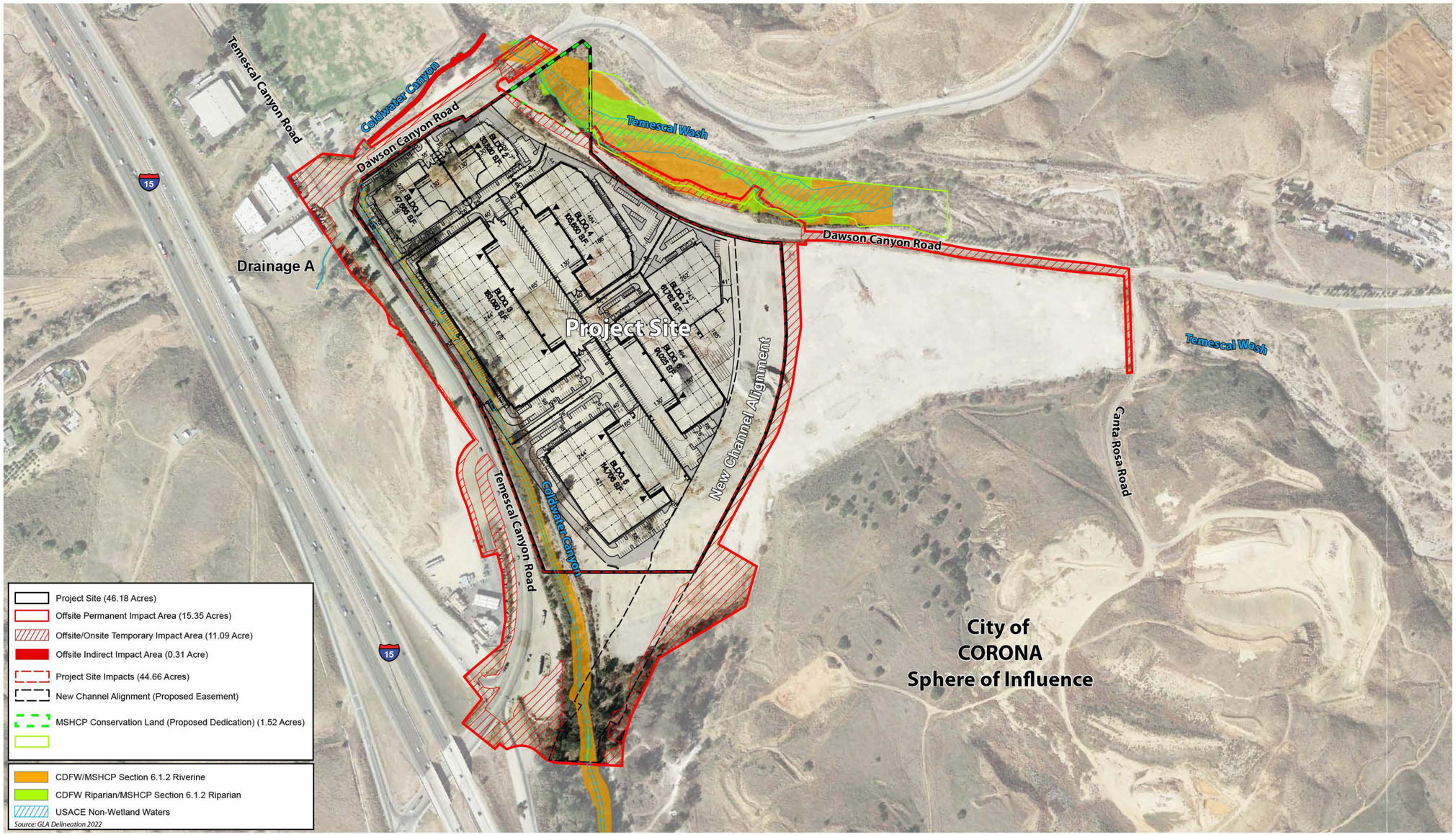
Regulated activities within inland streams, wetlands, and riparian areas in Western Riverside County fall under the jurisdiction of the MSHCP. The MSHCP requires, among other things, assessments for riparian/riverine and vernal pool resources. As projects are proposed within the MSHCP Plan Area, an assessment of the potentially significant effects of those projects on riparian/riverine areas and vernal pools are required, using available information augmented by project-specific mapping provided to and reviewed by the permittee's biologist(s). (Cadre, 2024b, p. 34)

The Project would require that the reach of Coldwater Canyon Wash located adjacent to Temescal Canyon Road and Dawson Canyon Road North be redirected to the eastern region of the Project site. A 180-foot wide, 5.70-acre drainage easement would be granted to Riverside County. A total of 2.26 acres of CDFW/MSHCP Section 6.1.2 Riparian and Riverine resources within Coldwater Canyon Wash (2.24 acres of non-riparian intermittent streambed and 0.02-acre riparian) would be permanently impacted as a result of Project implementation, as shown on Figure 4.4-7, *MSHCP Section 6.1.2 Riparian/Riverine Impact Map*, and as summarized in Table 4.4-5, *MSHCP Section 6.1.2 Riparian/Riverine Resources Impacts*. Additionally, as a result of the realignment, 0.31-acre of indirect offsite impacts would occur to the downstream reach of Coldwater Canyon Creek due to reduction in stream discharge. (Cadre, 2024b, pp. 37-38)

A total of 0.304-acre of permanent and 0.67-acre of temporary CDFW/MSHCP Section 6.1.2 Riparian and Riverine resources within Temescal Wash would be impacted as a result of Project implementation. The Project also would result in offsite temporary (0.05-acre) and permanent (0.004-acre) impacts (0.054-acre total) to Riversidean alluvial fan sage scrub within Temescal Wash as a result of the proposed realignment of Coldwater Canyon Wash. (Cadre, 2024b, pp. 38-39)

A total of 0.01-acre of permanent CDFW/MSHCP Section 6.1.2 Riparian and Riverine resources within Drainage A also would be permanently impacted as a result of the Project (Cadre, 2024b, p. 38).

In total, the Project would result in permanent onsite/offsite impacts to 2.574 acres, temporary onsite/offsite impacts to 0.67-acre (3.24 acres total), and indirect permanent impacts to 0.31-acre of MSHCP Section 6.1.2 Riparian/Riverine resources. Of the total 3.24 acres of temporary/permanent impacts to MSHCP Section 6.1.2 Riparian/Riverine resources, 0.05-acre would consist of temporary impacts to Riversidean Alluvial Fan Sage Scrub (RAFSS) and 0.004-acre would consist of permanent impacts to RAFSS (0.054-acre total). Thus, prior to mitigation, the Project's anticipated impacts to MSHCP Section 6.1.2 Riparian/Riverine areas would represent a potentially significant impact due to a conflict with the provisions of MSHCP Section 6.1.2. (Cadre, 2024b, pp. 38-39)



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Source(s): CADRE Environmental (March 2024)

Figure 4.4-7

Not to Scale

MSHCP Section 6.1.2 Riparian/Riverine Impact Map

Table 4.4-5 MSHCP Section 6.1.2 Riparian/Riverine Resources Impacts

Drainage	Type	Location	Total (Acres)	Temporary Impact (Acres)	Permanent Impact (Acres)
Coldwater Canyon Wash					
Coldwater Canyon Wash	Non-Riparian Intermittent	On Site	1.22	0.00	1.22
Coldwater Canyon Wash	Non-Riparian Intermittent	Off Site	1.02	0.00	1.02
Coldwater Canyon Wash	Riparian Intermittent	Off Site	0.02	0.00	0.02
		Coldwater Canyon Wash Total:	**2.26**	**0.00**	**2.26**
Temescal Wash					
Temescal Wash	Non-Riparian Intermittent	On Site	0.71	0.00	0.00
Temescal Wash	Intermittent – Mule Fat Scrub	On Site	0.22	0.005	0.00
Temescal Wash	Non-Riparian Intermittent	Off Site	2.70	0.43	0.23
Temescal Wash	Intermittent – Alluvial Scrub	Off Site	1.01	0.05	0.004
Temescal Wash	Intermittent – Black Willow	Off Site	0.60	0.06	0.01
Temescal Wash	Intermittent – Cottonwood	Off Site	0.24	0.03	0.06
Temescal Wash	Intermittent – Mulefat Scrub	Off Site	1.20	0.07	0.00
Temescal Wash	Intermittent – Elderberry	Off Site	0.02	0.02	0.00
		Temescal Wash Total:	**6.70**	**0.67**	**0.304**
Drainage A					
Drainage A	Non-Wetland Ephemeral	Off Site	0.01	0.00	0.01
		Drainage A Total:	**0.01**	**0.00**	**0.01**
		Total Project Impacts:	**8.97**	**0.67**	**2.574**

(Cadre, 2024a, Table 8)

Impacts to Vernal Pools

The Project site was assessed on May 21, 2019 and September 14, 2020 to determine the presence/absence and extent of MSHCP vernal pool resources in accordance with MSHCP Section 6.1.2. No vernal pools were documented based on a lack of suitable soils and characteristic vernal pool plant species. Although the one 0.03-acre heavily disturbed basin located along the northwestern boundary may be occupied by the common versatile fairy shrimp (*Branchinecta lindahli*), the basin is not expected to be occupied by the vernal pool fairy shrimp. The man-made detention basin and culvert were created in 2012 to capture seasonal overflow from Coldwater Canyon Wash resulting from the unnatural flow pattern at the intersection of Temescal Canyon Road and Dawson Canyon Road North. Coldwater Canyon Wash would be redirected to the eastern region of the Project site and the feature will no longer be hydrated by sheet flow. The Project site is dominated by sandy loam substrates, and the feature does not provide long-term conservation value for any target MSHCP species. Accordingly, the Project would not result in impacts to vernal pools, and thus would not result in a conflict with Section 6.1.2 of the MSHCP with respect to vernal pools. Impacts would be less than significant. (Cadre, 2024b, pp. 43-44)

MSHCP Rough Step

It should be noted that the Project site is located within MSHCP Rough Step Unit 7. "Rough Step" is a Reserve Assembly accounting process used to monitor conservation and loss of specified habitats within the MSHCP Criteria Area. This accounting process and the adopted MSHCP rely on vegetation mapping conducted in 1994

primarily using aerial photography that was available when the MSHCP was conceived and approved. The 1994 mapping relied upon by the MSHCP identified Riversidean alluvial fan sage scrub (RAFSS) habitat within the Temescal Wash, and also incorrectly identified 7.70 acre of RAFSS on the Project site. However, the 1994 mapping was in error because a grading/clearance permit was issued for the Project site in 1989 (LU/APP/Pmt. No. 10900) prior to the mapping that occurred in 1994, and the grading subsequently commenced. As such, there is no reasonable possibility that 7.70 acres of RAFSS could have existed on the Project site in 1994. At the time the MSHCP was adopted, and consistent with existing conditions that occur on the Project site today, the 7.70 acres mapped as RAFSS actually consisted of disturbed (unvegetated dirt lot) or developed (Temescal Canyon Road and Dawson Canyon Road North) areas, and did not contain any RAFSS habitat. As more fully discussed herein, the Project is required to dedicate at least 1.52 acres of Temescal Canyon Wash to the MSHCP Reserve System, of which 1.16 acre consists of RAFSS[1]. Additionally, the Project would mitigate Project-related permanent (0.004-acre) and temporary (0.05-acre) impacts to RAFSS within the Temescal Wash at a minimum 3:1 ratio (0.162-acre total) through the reestablishment of RAFSS in the temporary offsite impact area as well as disturbed habitats within or adjacent to the 1.52-acre land dedication within Temescal Wash. As such, with mitigation, Project impacts to RAFSS would be reduced to less-than-significant levels, thereby ensuring that the proposed Project is consistent with MSHCP Section 6.1.2. (Cadre, 2024b, p. 39) Because the Rough Step Unit 7 accounting process is based on incorrect mapping that occurred in 1994, and 7.70 acres of RAFSS was not present on the Project site in 1994, and is not present on the Project site today, any imbalance in Rough Step accounting is due to the 1994 mapping error and not as a result of the proposed Project.

3. Project Consistency with MSHCP Section 6.1.3 (Protection of Narrow Endemic Plant Species)

The Project site occurs partially within a predetermined Survey Area for nine MSHCP narrow endemic plant species, including Munz's onion, San Diego ambrosia, many-stemmed dudleya, spreading navarretia, slender-horned spineflower, San Miguel savory, Hammitt's clay-cress, California Orcutt grass, and Wright's trichocoronis (Cadre, 2024b, p. 49).

Suitable soils and/or habitat conditions are not present for five of the NEPSA species including Munz's onion and Hammitt's clay-cress due to lack of suitable clay soils; many-stemmed dudleya due to a lack of suitable soils and habitat; and spreading navarretia and California Orcutt grass due to a lack of vernal pools. Also, as discussed in detail below, suitable habitat and soils are lacking for Wright's trichocoronis. (Cadre, 2024b, p. 51)

Potentially suitable soil conditions and limited areas of native vegetation were documented on site for four NEPSA species: San Diego ambrosia, slender horned spineflower, San Miguel savory, and Wright's trichocoronis. As discussed below, three of the plants determined to have potential for presence on the site

[1] The proposed 1.52 acres of MSHCP dedication within Temescal Canyon Wash is located within proposed Lot A of TPM 38551, which measures approximately 1.84 acres in size. A minimum of 1.52 acres of Lot A would be dedicated to the MSHCP Reserve System as part of the Project.

occur within streams and associated floodplains. Thus, it is important to note that the segment of Coldwater Canyon Wash which crossed the site until it was developed during the 1970s was realigned and channelized with steep banks, eliminating any floodplain functions. The channel bottom exhibits scour and supports mostly non-native herbaceous species, while the top of the eastern bank supports disturbed scrub and the top of the western bank supports a windrow of blue gum eucalyptus with no native understory. (Cadre, 2024b, pp. 51-52)

- **San Diego Ambrosia**: This species is an herbaceous perennial that produces aerial stems from underground rhizomes in early spring after winter rains, and flower between May and October. This species occurs primarily on upper terraces of rivers and drainages but can also occur in other settings, including disturbed grasslands, which are lacking from the Project site and off-site improvement areas. The only suitable habitat would be the terraces of Temescal Wash or Coldwater Canyon Wash. Coldwater Canyon Wash and Temescal Wash were thoroughly surveyed during the jurisdictional delineation with all plant species recorded. The survey occurred in August during the peak of the blooming period and this easily identified species was not detected. No additional surveys are needed. (Cadre, 2024b, p. 52)

- **Slender-Horned Spineflower**: This species is usually found in drought prone alluvial benches subject to only rare flood events. The habitat that supports most occurrences of this species has generally been categorized as alluvial scrub. This shrub habitat is found on sandy and gravelly soils in sandy wash systems where intermittent, scouring flood events occur. Importantly for this evaluation, this species typically is found in alluvial fan scrub on benches and terraces away from active channels in areas receiving little surface disturbance from flooding, but subject to sheet or overland flows. The association of the species with older alluvial benches and terraces indicates the need or tolerance of infrequent flood events to maintain suitable habitat conditions. A few occurrences of this species are found on low alluvial benches or braids within active channels. (Cadre, 2024b, p. 52)

  As noted above, Coldwater Canyon Wash is a realigned channel lacking in benches or braids that are typical of the habitat for slender-horned spineflower, as this drainage consists of a channel with high steep constructed banks that do not contain terraces or benches typical for this species. Therefore, Coldwater Canyon Wash does not exhibit potential for supporting this species. (Cadre, 2024b, p. 52)

  The occurrence of this species in Temescal Wash was presumed extant as of 2010 although the site was impacted by freeway construction and by vandalism in 1989. This occurrence is approximately five miles upstream of the Project site, and Corona Lake impounds Temescal Wash upstream of the site, substantially reducing potential for dispersal to the segment of Temescal Wash that crosses the corner of the Project site. Temescal Wash was thoroughly surveyed during the jurisdictional delineation with all plant species recorded. The survey occurred in August during the peak of the blooming period and this easily identified species was not detected. No additional surveys are needed. (Cadre, 2024b, p. 52)

- **Wright's Trichocoronis**: This species occurs in alkaline meadows and seeps; marshes and swamps; riparian forests and vernal pools; as well as "moist places, drying riverbeds." The only documented occurrences of this species in Western Riverside County occur within the San Jacinto River drainage and floodplain, which exhibits suitable conditions including floodplain areas that exhibit seasonal ponding and drying riverbeds. Coldwater Canyon Wash does not exhibit suitable conditions for Wright's Trichocoronis and lacks all of the habitat requirements for this species which has no potential to occur. (Cadre, 2024b, p. 53)

- **San Miguel Savory**: This species occurs in the Santa Ana Mountains to the southeast of the Project site, where it occurs primarily on shaded slopes and within canyons in chaparral or oak woodland. The Project site contains no potential for this species. (Cadre, 2024b, p. 53)

Following the habitat assessment and review of species distribution and habitat requirements, no MSHCP Narrow Endemic Plant Species are expected to occur within the Project's on- or off-site impact areas. As such, the Project would not conflict with the provisions of MSHCP Section 6.1.3. (Cadre, 2024b, p. 53)

4. Project Consistency with MSHCP Section 6.1.4 (Guidelines Pertaining to the Urban/ Wildlands Interface)

The MSHCP Urban/Wildlands Interface Guidelines (UWIG) presented in MSHCP Section 6.1.4 are intended to address indirect effects associated with locating commercial, mixed uses, and residential developments in proximity to an MSHCP Conservation Area. The Project site is not currently located adjacent to an existing MSHCP Conservation Area. However, final reserve design may result in conserved lands being established both north and east of the Project site. Therefore, the Project is subject to MSHCP Section 6.1.4, which addresses potential indirect impacts associated with water quality/hydrology, toxics, lighting, noise, invasive species, and barriers. Each is discussed below. (Cadre, 2024b, p. 68)

Water Quality/Hydrology

As discussed in further detail in EIR Subsection 4.10, *Hydrology and Water Quality*, the Project would be required to comply with all applicable water quality regulations, including obtaining and complying with those conditions established in Waste Discharge Requirements and the National Pollutant Discharge Elimination System (NPDES) permit. Both of these permits include the treatment of all surface runoff from paved and developed areas, the implementation of applicable BMPs during construction activities and the installation and proper maintenance of structural BMPs to ensure adequate long-term treatment of water before entering into any stream course. The Project also would require that the reach of Coldwater Canyon Wash located adjacent to Temescal Canyon Road and Dawson Canyon Road be redirected to the eastern region of the Project site. A 180-foot wide, 5.70-acre drainage easement would be granted to Riverside County. No significant impacts are anticipated, and the Project would be consistent with MSHCP Section 6.1.4 provisions related to water quality and hydrology. (Cadre, 2024b, p. 68)

Coldwater Canyon Wash was realigned in the late 1960s or early 1970s with the construction of the concrete pipe manufacturing facility that previously occupied the Project site. The path of the creek was shifted from

the approximate center of the site to the western edge of the site parallel to Temescal Canyon Road and much of the drainage adjacent to the site has been channelized through the installation of rip rap to maintain the drainage in its current channel. With the realignment, the current channel would be filled during site grading and the drainage would be realigned. With the realignment of the channel and filling of the existing drainage, flows that currently continue downstream from the bridge at Dawson Canyon Road, continuing for approximately 650 feet to Temescal Wash. This 650-foot (0.31-acre) segment, that averages approximately 20 feet in width, would experience reduced discharge. (Cadre, 2024b, pp. 68-69)

This segment consists largely of unvegetated channel that supports limited riparian habitat consisting of an approximately 0.04-acre patch of arroyo willow which occurs just above the confluence with Temescal Wash. Thus, the reduced discharge would not result in significant losses to riparian habitat, as it is likely that the willows are supported by subsurface water and do not specifically depend on surface discharge. Nevertheless, the reduction in hydrology (as opposed to the increases experienced by Temescal Wash) would represent a significant impact to the 650-foot segment of Coldwater Canyon Wash, which would remain untouched by the Project. Indirect impacts to the offsite, downstream Coldwater Canyon Wash due to reduction in stream discharge associated with realignment of Coldwater Canyon Creek accounting for 0.31-acre represent a significant impact for which mitigation would be required. Thus, in the absence of mitigation, the Project has the potential to conflict with the MSHCP UWIG, resulting in a significant impact. (Cadre, 2024b, p. 69)

Drainage A is an ephemeral drainage that originates west of Temescal Canyon Road and extends to the east where it enters side-by-side culverts and flows under Temescal Canyon Road to Coldwater Canyon Creek. Drainage A supports no wetlands or riparian habitat and the banks support upland non-native grasses and forbs with summer mustard as dominant. The proposed Project would include the extension of existing culverts directing future flows from Drainage A northeast of the Dawson Canyon Road North and Temescal Canyon Road intersection into the 650-foot remaining segment of Coldwater Canyon Creek as described above. No water quality/hydrology conflicts with the UWIG would occur in association with Drainage A. (Cadre, 2024b, p. 69)

Toxics

As discussed in further detail in EIR Subsection 4.10, *Hydrology and Water Quality*, stormwater treatment systems would be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant material, or other elements that could degrade or harm downstream biological or aquatic resources. Toxic sources associated with the Project would be limited to those commonly associated with warehouse development, such as pesticides, insecticides, herbicides, fertilizers, and vehicle emissions. In order to mitigate the potential effects of these toxics, the Project would incorporate structural BMPs as required in association with compliance with Waste Discharge Requirements and the NPDES permit system, in order to reduce or prevent the level of toxins introduced into downstream areas. (Cadre, 2024b, p. 69)

Specifically, in terms of safeguarding against release of toxins, the Project would possess an underground water quality system. All onsite water would flow through storm drain lines into underground rock lined chambers. There, the water would desilt and settle, then run through bio-filtration units. For the most part,

most storms would not make it into the channel. For big events, as the chambers fill, they would release water that has been run through the system. No significant impacts are anticipated. (Cadre, 2024b, p. 69)

Lighting

Night lighting is required to be directed away from the MSHCP Conservation Area to protect species within the MSHCP Conservation Area from direct night lighting. There is a potential that construction activities associated with the Project may require nighttime lighting during construction activities, particularly during nighttime concrete pouring activities. Thus, during Project construction activities the Project has the potential to conflict with the lighting provisions of the MSHCP, resulting in a near-term significant impact.

Under long-term operating conditions, future development on site would be subject to compliance with Riverside County Ordinance No. 915 (Regulating Outdoor Lighting). In particular, Section 5 of Riverside County Ordinance No. 915 requires that "[a]ll outdoor luminaires in shall [*sic*] be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way." All future building permit applications would be required to comply with Riverside County Ordinance No. 915, which would ensure that long-term operational lighting does not adversely affect the MSHCP Conservation Area. As such, under long-term conditions the Project would not conflict with the lighting provisions of the MSHCP Section 6.1.4.

Noise

The MSHCP requires that proposed noise-generating land uses affecting the MSHCP Conservation Area 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. For planning purposes, wildlife within the MSHCP Conservation Area should not be subject to noise that would exceed residential noise standards.

During construction activities, there is a potential that short-term construction related noise would expose nearby MSHCP Conservation Areas to noise levels exceeding residential noise standards. This is evaluated as a potentially significant impact for which mitigation would be required. (Cadre, 2024b, p. 70)

As described in detail in EIR Subsection 4.13, *Noise*, long-term operations of the proposed Project would not result in noise levels that exceed residential, commercial, or mixed-use noise standards established for Riverside County. As such, wildlife within open space habitats in the Project vicinity would not be subject to noise that exceeds residential noise standards. Therefore, impacts would be less than significant. (Cadre, 2024b, p. 70)

Invasive Species

MSHCP Section 6.1.4 requires that landscape plans for the residential, commercial, and mixed development avoid the use of invasive species for the portions of the development areas adjacent to open space areas west of the Project Site. Invasive plants that should be avoided are included in Table 6-2 of the MSHCP, *Plants That Should Be Avoided Adjacent to the MSHCP Conservation Area*. Based on the Project's conceptual

landscape plans included as part of the Project's Plot Plan application materials, none of the plant species identified in MSHCP Table 6-2 are proposed as part of Project landscaping. Accordingly, the Project would not conflict with the invasive species provisions of MSHCP Section 6.1.4. (Cadre, 2024b, p. 70)

Barriers

Barriers are intended to reduce or minimize unauthorized public access and associated impacts to protected resources. With implementation of the proposed Project, the northern 1.84 acres of the Project site would be dedicated to the MSHCP for long-term conservation as open space. The developed portions of the Project site would be separated from the Temescal Wash by Dawson Canyon Road South. Additionally, fencing is proposed along the realigned Coldwater Canyon Wash channel to preclude unauthorized access into the channel. No barriers within Temescal Wash or Coldwater Canyon Wash are proposed. Accordingly, the Project would not conflict with the MSHCP Section 6.1.4 provisions related to barriers. (Cadre, 2024b, pp. 70-71)

5. Project Consistency with MSHCP Section 6.3.2 (Additional Survey Needs and Procedures) Criteria Area Plant Species

The Project site occurs completely within an MSHCP CAPSA for seven species: Parish's brittlebush (*Atriplex parishii*); Davidson's saltscale (*Atriplex serenana* var. *davidsonii*); thread-leaved brodiaea (*Brodiaea filifolia*); smooth tarplant (*Centromadia pungens* ssp. *laevis*); round-leaved filaree (*Erodium macrophyllum*); Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*); and little mousetail (*Myosurus minimus* ssp. *apus*). Following the habitat assessment and review of species distribution and habitat requirements, smooth tarplant is the only MSHCP criteria area plant species that has potential to occur within the Project site impact area, as summarized in Table 6 of the Project's MSHCP Consistency Analysis (*Technical Appendix C2*). However, the smooth tarplant has only limited potential to occur on site, and this species was not observed during the general biological surveys. No suitable soils were documented on site for this species. Therefore, the Project would not result in impacts to Criteria Area Plant Species, and on this basis the Project would not result in a conflict with MSHCP Section 6.3.2. (Cadre, 2024b, pp. 55-56 and Table 7)

Amphibians and Mammals

The Project site is not located within an MSHCP Survey Area for amphibians or mammals. As such, the Project has no potential to result in a conflict with MSHCP Section 6.3.2 as it relates to amphibians and mammals. (Cadre, 2024b, pp. 57, 61)

Burrowing Owl

The Project site occurs partially within a predetermined Survey Area for the burrowing owl. Suitable burrowing owl burrows potentially utilized for refugia and/or nesting were documented adjacent to the property including foraging habitat documented throughout the Project site. Therefore, focused surveys were conducted by Cadre during the spring and summer of 2019 and 2021. Refer to Subsection 7.3.1 of the Project's MSHCP Consistency Analysis (*Technical Appendix C2*) for a discussion of the methodology used as part of the focused burrowing owl surveys. No burrowing owl or characteristic sign such as white-wash, feathers, tracks, or pellets were detected within or immediately adjacent to the Project site during the 2019 and 2021

survey efforts. However, there is potential for the Project site to become occupied by the burrowing owl prior to the commencement of construction activities on site. If present, the Project could result in impacts to the burrowing owl in conflict with MSHCP Section 6.3.2. This is evaluated as a significant impact for which mitigation would be required. (Cadre, 2024b, pp. 58-60)

Other Species

None of the 28 MSHCP species not adequately covered has the potential to occur within the Project's on- or off-site impact areas, as presented in Table 8 of the Project's MSHCP Consistency Analysis (*Technical Appendix C2*). (Cadre, 2024b, p. 61)

6. MSHCP Consistency Conclusion Summary

As indicated in the preceding analysis, the Project would result in permanent impacts to 2.574 acres, temporary impacts to 0.67 acre (3.24 acres total), indirect permanent impacts to 0.31-acre of MSHCP Section 6.1.2 Riparian/Riverine resources, and permanent and temporary impacts to 0.054-acre of RAFSS. Thus, prior to mitigation, the Project's anticipated impacts to MSHCP Section 6.1.2 Riparian/Riverine areas would represent a potentially significant impact due to a conflict with the provisions of MSHCP Section 6.1.2. In addition, in the absence of mitigation, the Project has the potential to conflict with the MSHCP Section 6.1.4 provisions related to water quality/hydrology (due to the reduction in flows to the 650-foot segment of Coldwater Canyon Wash, totaling 0.31-acre), lighting (near-term construction activities only), and noise (near-term construction activities only). Additionally, the Project has the potential to result in impacts to the burrowing owl, if the site were to become occupied prior to commencement of construction activities; thus, prior to mitigation, potential impacts to the burrowing owl represent a conflict with MSHCP Section 6.3.2. Accordingly, the Project has the potential to result in a conflict with MSHCP Sections 6.1.2, 6.1.4, and 6.3.2; this is evaluated as a significant impact for which mitigation would be required.

Threshold b.:	***Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?***
Threshold c.:	***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. Wildlife Service?***

The following discussion examines the potential impacts to plant and wildlife resources that would occur as a result of the proposed Project.

A. Impacts to Special Status Plants

The MSHCP has determined that all of the sensitive species potentially occurring on site have been adequately covered (as documented in MSHCP Table 2-2, *Species Considered for Conservation Under the MSHCP Since*

1999). However, additional surveys may be required for wildlife species if suitable habitat is documented on site and/or if the property is located within a predetermined "Survey Area." (Cadre, 2024a, p. 83)

The Project site occurs partially within a predetermined Survey Area for nine MSHCP narrow endemic plant species: Munz's onion, San Diego ambrosia, multi-stemmed dudleya, spreading navarretia, slender-horned spineflower, San Miguel savory, Hammitt's clay-cress, California Orcutt grass, and Wright's trichocoronis. No suitable habitat was documented or would be impacted by the Project for MSHCP narrow endemic plants species as outlined in Table 3 of the Project's BRTR (*Technical Appendix C1*). Accordingly, the Project would result in no impacts to narrow endemic plant species. (Cadre, 2024a, p. 83)

The Project site occurs completely within an MSHCP predetermined Survey Area for seven criteria area plant species: Coulter's goldfields, Davidson's saltscale, little mousetail, Parish's brittlescale, round-leaved filaree, smooth tarplant, and thread-leaved brodiaea. No suitable soils were documented on site for MSHCP criteria area plants as outlined in Table 3 of the Project's BRTR (*Technical Appendix C1*). Accordingly, the Project would result in no impacts to criteria area plant species. (Cadre, 2024a, p. 81)

No State- or federally-listed threatened or endangered plant species were detected or expected to occur on site. No other CNPS special-status plants or species of local concern were observed on site or are expected to be present on site as outlined in Table 3 of the Project's BRTR (*Technical Appendix C1*). Accordingly, the Project would result in no impacts to State- or federally-listed threatened or endangered plant species or to any other special-status plants or species of local concern. (Cadre, 2024a, p. 83)

B. Impacts to Sensitive Wildlife

The MSHCP has determined that all of the sensitive species potentially occurring on site have been adequately covered (as documented in MSHCP Table 2-2, *Species Considered for Conservation Under the MSHCP Since 1999*). However, additional surveys may be required for wildlife species if suitable habitat is documented on site and/or if the property is located within a predetermined Survey Area. (Cadre, 2024a, p. 83)

As discussed under the analysis of Threshold a., the Project site occurs partially within a predetermined Survey Area for the burrowing owl. Suitable burrowing owl burrows potentially utilized for refugia and/or nesting were documented adjacent to the property including foraging habitat documented throughout the Project site Therefore, focused surveys were conducted by Cadre during the spring and summer of 2019 and 2021. No burrowing owl or characteristic sign such as white-wash, feathers, tracks, or pellets were detected within or immediately adjacent to the Project site during the 2019 and 2021 survey efforts. However, there is potential for the Project site or off-site improvement areas to become occupied by the burrowing owl prior to commencement of construction activities. This is evaluated as a potentially significant impact of the Project for which mitigation would be required. (Cadre, 2024a, p. 83)

Incidental MSHCP-covered species documented during the focused survey includes the yellow warbler (California Species of Special Concern [SSC]). Sensitive wildlife species expected to frequently or infrequently utilize the Project site for movement, refugia, breeding, and foraging include western spadefoot (SSC), orange-throated whiptail (California Watch List [CWL]), coastal western whiptail (SSC), red diamond

rattlesnake (SSC), coast horned lizard (SSC), Cooper's hawk (SSC), southern California rufous-crowned sparrow (CWL), Bell's sage sparrow (CWL), white-tailed kite (State fully protected [SFP]), California horned lark (CWL), loggerhead shrike (SSC), coastal California gnatcatcher (Federally Threatened [FT], SSC), northwestern San Diego pocket mouse (SSC), Dulzura kangaroo rat (SSC), San Diego black-tailed jackrabbit (SSC), bobcat, and mountain lion. As previously stated, the MSHCP has determined that all of these sensitive species documented or potentially occurring within the Project's impact limits have been adequately covered, pursuant to MSHCP Table 2-2, *Species Considered for Conservation Under the MSHCP Since 1999*. With mandatory payment of MSHCP fees pursuant to Riverside County Ordinance No. 810, impacts to these incidental MSHCP-covered species would be less than significant. (Cadre, 2024a, p. 84)

The Project site contains vegetation including trees and shrubs expected to potentially provide nesting habitat for raptors and migratory birds protected under the CDFG Code. Measures for potential direct/indirect impacts to common and sensitive bird and raptor species would require compliance with the CDFG Code Section 3503. Construction outside the nesting season (between September 1st and February 15th) does not require pre-construction nesting bird surveys. However, if construction is proposed between February 16th and August 31st, pre-construction surveys and avoidance measures are required if any nesting birds are identified on site. The potential loss of an active nest is considered a potentially significant impact for which mitigation would be required. (Cadre, 2024a, p. 84)

No vernal pools were documented on site based on a lack of suitable soils and characteristic vernal pool plant species. Although the 0.03-acre heavily disturbed basin located along the northwestern boundary may be occupied by the common versatile fairy shrimp, the basin is not expected to be occupied by the Riverside fairy shrimp or vernal pool fairy shrimp. The man-made detention basin and culvert were created in 2012 to capture seasonal overflow from Coldwater Canyon Wash resulting from the unnatural flow pattern at the intersection of Temescal Canyon Road and Dawson Canyon Road. As part of the Project, Coldwater Canyon Wash would be redirected to the eastern portion of the Project site and the feature would no longer be hydrated by sheet flow. The Project site is dominated by sandy loam substrates, and the features do not provide long-term conservation value for any target MSHCP species. No impact would occur. (Cadre, 2024a, p. 84)

No suitable habitat (riparian forest/woodlands) for the southwestern willow flycatcher or western yellow-billed cuckoo was detected within or adjacent to the Project site. Suitable habitat for the least Bell's vireo (*Vireo bellii pusillus*) was documented within and adjacent to the northern Project site boundary within Temescal Wash. Focused USFWS protocol surveys were conducted during the spring of 2019 and 2021. A pair of Least Bell's vireo was detected within the Temescal Canyon Wash offsite impact areas during USFWS protocol surveys conducted during the spring of 2021. A total of 0.15-acre of permanent and temporary impacts to suitable and occupied least Bell's vireo habitat (black willow, cottonwood, and mule fat scrub) would occur within the Temescal Wash offsite area, all of which occur within Cell Group F. No impacts to occupied least Bell's vireo habitat is proposed outside of Cell Group F. Impacts to least Bell's vireo represents a significant impact for which mitigation would be required. (Cadre, 2024a, pp. 84-85)

As indicated under the analysis of Threshold a., the Project site falls within the SKR Fee Area outlined in the Riverside County SKR HCP. With mandatory payment of fees pursuant to Riverside County Ordinance No. 663, impacts to the SKR would be reduced to less-than-significant levels.

Threshold d.: ***Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

As discussed previously in Subsection 4.4.1.E, the reaches of Temescal Wash and Coldwater Canyon Wash located within and adjacent to the Project site represent regional travel routes and movement corridors. The Project site is also located within the MSHCP Proposed Extension of Existing Core 2 (Lake Mathews/Estelle Mountain Extension). However, the majority of the Project site is heavily disturbed due to a historic operation of a concrete pipe manufacturing facility and remains bordered by existing fencing; thus, these areas do not serve as a wildlife movement corridor under existing conditions. Both Temescal Wash and the realigned Coldwater Canyon Wash drainage channel would be permanently conserved as natural open space, thereby preserving local wildlife movement corridors. Additionally, as discussed under the analysis of Threshold a., the Project would be required to comply with the MSHCP UWIG, which would preclude potential indirect impacts to habitat within Temescal Wash and other areas planned for long-term conservation pursuant to the MSHCP. Accordingly, the Project would not 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, and impacts would therefore be less than significant. (Cadre, 2024a, p. 55)

Threshold e.: ***Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?***

A total of 70.76 acres of vegetation communities would be directly impacted as a result of Project implementation as summarized in Table 4.4-6, *Vegetation Community Impacts*, and as previously illustrated on Figure 4.4-5. As part of the Project, a total of 1.84 acres in the northern portion of the Project site would be dedicated as long-term open space and conveyed to the RCA for ownership and maintenance. With exception of riparian habitats, which are discussed below, none of the vegetation communities identified on site or within the Project's off-site improvement areas are considered sensitive. With mandatory payment of MSHCP fees pursuant to Riverside County Ordinance No. 810, and with exception of riparian habitats (as discussed below), Project impacts to vegetation communities as identified in Table 4.4-6 would be less than significant. (Cadre, 2024a, p. 82)

As previously indicated in Table 4.4-5 and as previously depicted on Figure 4.4-7, a total of 2.26 acres of CDFW/MSHCP Section 6.1.2 Riparian and Riverine resources within Coldwater Canyon Wash (1.24 acres of non-riparian intermittent streambed and 0.02 acre of riparian) would be permanently impacted as a result of Project implementation. Additionally, a total of 0.974 acre of MSHCP Section 6.1.2 Riparian/Riverine

Table 4.4-6 Vegetation Community Impacts

Vegetation Type	Acres (onsite)	Acres (offsite)	Acres Impact Perm/Temp (onsite)	Acres Impact Perm (offsite)	Acres Impact Temp (offsite)	TOTAL Impacts	Dedicated Conserved Land
Disturbed Developed	37.41	20.08	37.17	11.10	8.98	57.25	0.24
Disturbed Riversidean Sage Scrub	2.87	1.80	2.87	1.21	0.59	4.67	0.00
Disturbed/Riversidean Alluvial Fan Sage Scrub	2.23	0.48	2.23	0.48	0.00	2.71	0.00
Riversidean Alluvial Fan Sage Scrub	0.64	0.08	0.02	0.00	0.07	0.09	0.62
Ornamental & Native Trees	1.31	2.88	1.19	2.05	0.83	4.07	0.12
Coldwater Canyon	1.18	0.41	1.18	0.41	0.00	1.59	0.00
Temescal Wash	0.54	0.13	0.00	0.08	0.06	0.14	0.54
Black Willow Forest	0.00	0.07	0.00	0.01	0.06	0.07	0.00
Cottonwood	0.00	0.08	0.00	0.06	0.02	0.08	0.00
Mule Fat Scrub	0.00	0.09	0.00	0.00	0.09	0.09	0.00
TOTALS	**46.18**	**26.10**	**44.66**	**15.40**	**10.70**	**70.76**	**1.52**

(Cadre, 2024a, Table 6)

resources would be impacted within Temescal Wash, consisting of 0.67-acre of temporary impacts and 0.304 acre of permanent impacts. A total of 0.01-acre of permanent CDFW/MSHCP Section 6.1.2 Riparian and Riverine resources within Drainage A would be impacted as a result of the Project. In total, the Project would result in permanent impacts to 2.574 acres and temporary impacts to 0.67-acre of MSHCP Section 6.1.2 Riparian/Riverine resources, of which 0.004-acre of permanent impacts and 0.05-acre of temporary impacts would consist of impacts to RAFSS. Project impacts to MSHCP Section 6.1.2 Riparian/Riverine resources represent a significant impact for which mitigation would be required. (Cadre, 2024b, pp. 34-42)

In addition, as part of the Project the Coldwater Canyon Wash would be realigned from the western Project boundary to the southeastern Project boundary. The realignment would result in shifting the confluence approximately 1,000 feet upstream from the current discharge location. The realignment would result in potential impacts to riparian habitat within the 1,000-foot segment of Temescal Wash due to increased flows, and potential impacts to Coldwater Canyon Wash downstream of the site due to reduction of flows where an approximately 650-foot segment of Coldwater Canyon Wash, accounting for approximately 0.31-acre, would exhibit reduced flows. Each is discussed below.

Temescal Wash

With the proposed realignment of Coldwater Canyon Wash, the total flow rate within Temescal Wash would be increased for the 1,000-foot reach between the proposed confluence and the existing confluence. This increase in flow also would result in an increase to water surface elevations and velocities. Considering a 100-

year storm event in Temescal Wash, the increase in water surface elevations would range from 0.4 feet to 0.9 feet between the existing confluence location and the existing Dawson Canyon Road Bridge, 0.9 feet to 1.2 feet upstream of the bridge to the proposed confluence location, and transitioning from 0.5-foot increase to 0.0-foot increase upstream of the proposed confluence (with no measurable increase approximately 0.4 mile upstream of the proposed confluence). The increase in velocity for a 100-year storm event would be approximately 0.5 feet per second (fps) in the reach from the existing confluence location to the proposed confluence location. (GLA, 2021, p. 1)

The area associated with the outfall that would discharge to Temescal Wash from the realigned Coldwater Canyon Wash supports riparian habitat, which extends immediately downstream consisting of black willow forest, mulefat scrub, and alluvial scrub. Below this area, there are no areas consisting of riparian alliances with a mix of coastal sage scrub species, limited amounts of scalebroom, and mulefat. Furthermore, the low-flow channel does not support vegetation. The species adjacent to the low-flow channel are commonly found in alluvial scrub that is highly adapted to high energy flows and the increase in velocities by 0.5 feet per second and depths ranging from 0.4 to 0.9 feet, as previously summarized, would not result in significant impacts to the vegetation. Accordingly, impacts to habitat within the Temescal Wash associated with the realignment of the Coldwater Canyon Wash would be less than significant. (GLA, 2021, pp. 1-2)

The Project engineer determined that due to the increased flow rates, armoring of the existing supports for the Dawson Canyon Road North bridge where it crosses Temescal Wash would be required as detailed in EIR Subsection 4.10, *Hydrology and Water Quality*. The Project engineer also determined that due to unstable existing slopes, bank stabilization for a segment of the western bank of Temescal Wash would also be required. Specifically, as part of the Project a portion of the southern Temescal Wash slope would be reestablished with a soil cement slope of varying steepness, projecting to a calculated scour depth below ground to prevent additional failure of the slope. The soil cement slope protection along Temescal Wash upstream of the Dawson Canyon Road North bridge would be maintained by the Riverside County Flood Control and Water Conservation District (RCFCWCD). Due to existing environmental constraints (i.e., biological constraints), soil slope protection did not extend north to the Dawson Canyon Bridge, and this portion would be left in its existing condition and would be addressed in the event erosion occurs. A structural/scour assessment was performed of the existing bridge to evaluate the need to provide improvements to protect the bridge due to the increase in stormwater runoff entering Temescal Wash. Based on the structural/scour assessment, rip rap is recommended to be placed in Temescal Wash to protect the bridge piers due to a projected increase in scour. There is existing rip rap present within Temescal Wash under the bridge and within the jurisdictional limits that would be added to improve the protection being provided and to fill in where rock may have moved. Additional rip rap would be added between the bridge piers where no rock is currently present, but this is located outside of jurisdictional limits and where there is little vegetation currently present. Thus, the proposed bank stabilization efforts would not result in a substantial adverse effect on any riparian habitat or other sensitive natural community. Additionally, with the required bank stabilization and armoring, the increased flow rates within the 1,000-foot reach of Temescal Creek between the proposed confluence and the existing confluence would not adversely affect the existing Dawson Canyon Road North bridge over Temescal Creek. Impacts associated with the above-described improvements would therefore be less than significant. (Cadre, 2024a, p. 3)

Coldwater Canyon Wash – Downstream of Project Site

Coldwater Canyon Wash was realigned in the late 1960s or early 1970s with the construction of the concrete pipe manufacturing facility that previously occupied the Project site. The path of the wash was shifted from the approximate center of the site to the western edge of the site parallel to Temescal Canyon Road, and much of the drainage adjacent to the site has been channelized through the installation of rip rap to maintain the drainage in its current channel. With the realignment, the current channel would be filled during site grading and the drainage would be realigned. With the realignment of the channel and filling of the existing drainage, flows that currently continue downstream from the bridge at Dawson Canyon Road (an approximately 650-foot segment that averages approximately 20 feet in width) would experience reduced discharge. (Cadre, 2024a, pp. 91-92)

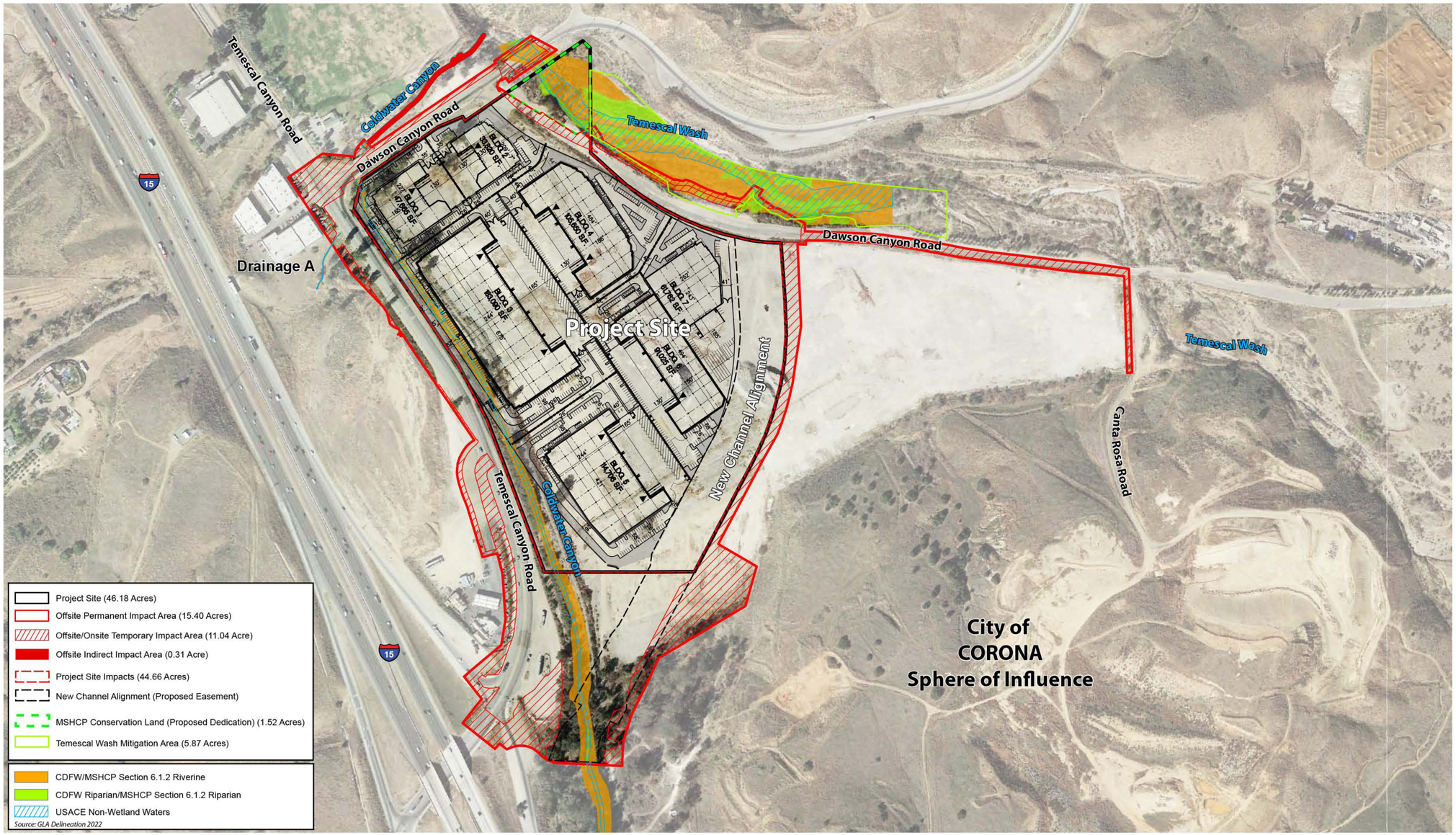
This 650-foot segment consists largely of unvegetated channel that supports limited riparian habitat consisting of approximately 0.31-acre, inclusive of a 0.04-acre patch of arroyo willow which occurs just above the confluence with Temescal Wash. Thus, the reduced discharge would not result in significant losses to riparian habitat, as it is likely that the willows are supported by subsurface water and do not specifically depend of surface discharge. Nevertheless, although the Project would not result in any direct physical disturbances to this 650-foot segment, the CDFW and RWQCB likely would consider the reduction in hydrology (as opposed to the increases experienced by Temescal Wash) to be a significant indirect impact. Therefore, Riverside County also is deeming this to be a significant impact. Accordingly, Project indirect impacts to 0.31-acre of riparian habitat (including 0.04 acre of arroyo willow) would represent a significant impact prior to mitigation. (Cadre, 2024a, p. 92)

Threshold f.:	***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?***

The Project would result in direct impacts to areas considered jurisdictional by the USACE, RWQCB, and/or CDFW, primarily associated with the Coldwater Canyon Wash and Temescal Wash. Project impacts to jurisdictional resources are depicted on Figure 4.4-8, *Jurisdictional Resources Impact Map*, and are discussed below. Table 4.4-7, *Impacts and Avoidance to USACE/RWQCB Jurisdictional Resources*, summarizes Project impacts to areas under the jurisdiction of the USACE and RWQCB. Table 4.4-8, *Impacts and Avoidance to CDFW/MSHCP Jurisdictional Resources*, summarizes Project impacts to areas under the jurisdiction of CDFW and/or the MSHCP.

Coldwater Canyon Wash

Construction of the Project would result in the permanent fill of the 0.73-acre on-site segment of USACE/RWQCB jurisdiction, and the Project also would include indirect impacts to 0.31-acre to of off-site



Project Site APNs: 283160046 and 283-190-044 Offsite Total APN 283160009, 283170015, 283190013, 283200008. Offsite Partial APN 283160030, 283160035, 283160041, 283160045, 283170012, 283170013, 283170021, 283190014, 283190025, 283190024, 283190045, 283200009 and Right-of-Ways

Source(s): CADRE Environmental (October 2024)

Figure 4.4-8

Not to Scale

Jurisdictional Resources Impact Map

Table 4.4-7 Impacts and Avoidance to USACE/RWQCB Jurisdictional Resources

Drainage	Type	Location	Total (acres/linear feet)	Temporary Impact (acres/ linear feet)	Permanent Impacts (acres/linear feet)
Coldwater Canyon Wash					
Coldwater Canyon Wash	Non-Wetland Intermittent	On site	0.50/1,722	0.00	0.50/1,722
Coldwater Canyon Wash	Non-Wetland Intermittent	Offsite	0.23/809	0.00	0.23/809
		Coldwater Canyon Wash Total:	**0.73/2,531**	**0.00**	**0.73/2,531**
Temescal Wash					
Temescal Wash	Non-Wetland Intermittent	On site	0.13/279	0.00/0.00	0.005/0.00
Temescal Wash	Non-Wetland Intermittent	Off site	3.26/1,371	0.16/45	0.11/62
		Temescal Wash Total:	**3.39/1,650**	**0.16/45**	**0.11/62**
Drainage A					
Drainage A	Ephemeral	Off site	0.002/58	0.00/0	0.002/58
		Subtotal:	0.002	0.00	0.002
			Total:	**0.16**	**0.84**

(Cadre, 2024a, Table 7)

Table 4.4-8 Impacts and Avoidance to CDFW/MSHCP Jurisdictional Resources

Drainage	Type	Location	Total (acres)	Temporary Impacts (Acres)	Permanent Impacts (Acres)
Coldwater Canyon Wash					
Coldwater Canyon Wash	Non-Riparian Intermittent	On site	1.22	0.00	1.22
Coldwater Canyon Wash	Non-Riparian Intermittent	Off site	1.02	0.00	1.02
Coldwater Canyon Wash	Riparian Intermittent	Off site	0.02	0.00	0.02
		Coldwater Canyon Wash Total:	**2.26**	**0.00**	**2.26**
Temescal Wash					
Temescal Wash	Non-Riparian Intermittent	On site	0.71	0.00	0.00
Temescal Wash	Intermittent – Mule Fat Scrub	On site	0.22	0.005	0.00
Temescal Wash	Non-Riparian Intermittent	Off site	2.70	0.43	0.23
Temescal Wash	Intermittent – Alluvial Scrub	Off site	1.01	0.05	0.004
Temescal Wash	Intermittent – Black Willow	Off site	0.60	0.06	0.01
Temescal Wash	Intermittent – Cottonwood	Off site	0.24	0.03	0.06
Temescal Wash	Intermittent – Mulefat Scrub	Off site	1.20	0.07	0.00
Temescal Wash	Intermittent – Elderberry	Off site	0.02	0.02	0.00
		Temescal Wash Total:	**6.70**	**0.67**	**0.304**
Drainage A					
Drainage A	Non-Wetland Ephemeral	Off site	0.01	0.00	0.01
		Drainage A Total:	**0.01**	**0.00**	**0.01**
		Project Total Impacts:	**8.97**	**0.67**	**2.574**

(Cadre, 2024a, Table 8)

areas under RWQCB jurisdiction, accounting for 639 linear feet, none of which consists of wetlands. (Cadre, 2024a, p. 86)

Within the Coldwater Canyon Wash, construction of the Project would result in fill of the 2.26-acres of CDFW jurisdiction on site. Impacts would include 2.24 acres of non-riparian and 0.02-acre of riparian CDFW jurisdiction off site (2.26 acres total on site and off site). (Cadre, 2024a, p. 86)

Temescal Wash

A limited area of Temescal Wash occurs off site that would be subject to impacts for construction of an outfall for Coldwater Canyon Wash that would be realigned and include the new Temescal Wash discharge location. Construction of the outfall would result in permanent impacts to 0.11 acre of USACE jurisdiction, none of which consists of wetlands, and 0.16 acre of temporary impacts to USACE jurisdiction, none of which consists of wetlands. Construction of the outfall would result in permanent impacts to 0.304-acre of CDFW jurisdiction and 0.67-acre of temporary impacts. (Cadre, 2024a, p. 89)

Summary of Impacts to Jurisdictional Areas

As indicated in Table 4.4-7 and Table 4.4-8, implementation of the proposed Project would result in a total of 0.16-acre of temporary impacts and 0.84-acre of permanent impact to USACE/RWQCB jurisdictional areas (1.00 acres total), as well as 0.31-acre of indirect impacts to RWQCB jurisdictional areas. The Project also would result in 2.574 acres of permanent impacts, temporary onsite/offsite impacts to 0.67-acre, and 0.31-acre of indirect impacts to CDFW/MSHCP jurisdictional areas (3.554 acres total). Project impacts to areas subject to jurisdiction by the USACE, RWQCB, CDFW, and/or MSHCP represent significant impacts of the proposed Project for which mitigation would be required.

Threshold g.: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Aside from the SKR HCP and the MSHCP, which are addressed under the analysis of Threshold a., the only other local policies or ordinances protecting biological resources are the Riverside County Oak Tree Management Guidelines, Riverside County Ordinance No. 499, and Riverside County Ordinance No. 559 (Regulating the Removal of Trees). As previously indicated in Table 4.4-1, the Project site and off-site improvement areas do not contain any oak trees or vegetation communities containing oak trees. As such, the Project has no potential to result in a conflict with the County's Oak Tree Management Guidelines. In addition, the Project would be conditioned to require the Project Applicant to obtain a tree removal permit pursuant to Ordinance No. 499 prior to the removal of any of the existing trees located along the Project site's frontages with Temescal Canyon Road, Dawson Canyon Road North, and Dawson Canyon Road South. Additionally, Riverside County Ordinance No. 559 applies to properties located above 5,000 feet amsl in elevation, while the maximum elevation at the Project site is approximately 1,865 feet amsl; thus, Riverside County Ordinance No. 559 is not applicable to the proposed Project. Accordingly, and aside from potential impacts due to a conflict with the MSHCP (as addressed under the analysis of Threshold a.), the Project would not conflict with

any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and no impact would occur.

4.4.5 Cumulative Impact Analysis

The cumulative impact analysis considers development of the Project in conjunction with other development projects located within the purview of the Western Riverside County MSHCP. This study area for cumulatively-considerable impacts to biological resources is appropriate because the MSHCP encompasses a large area surrounding the Project site, and provides for the long-term protection of sensitive plant, animal, and plant communities throughout the MSHCP area. Additionally, most cumulative development projects within the Project vicinity would be subject to the provisions of the MSHCP, and the general range of habitats, species, climate, etc. are fairly consistent throughout the MSHCP plan area.

The primary effects of the proposed Project, when considered with the build out of long-range plans in the geographic area covered by the Western Riverside County MSHCP, would be the cumulative loss habitat for sensitive species. With respect to special-status species, although the habitat offered on the Project site consists primarily of disturbed and developed land and thus is generally of lesser quality than habitat that is found in designated MSHCP Criteria Cells within the geographic area covered by the Western Riverside County MSHCP, it still provides open spaces for foraging, refuge, nesting, and areas that can be used for species reproduction.

Anticipated cumulative impacts to biological resources are addressed within the Western Riverside County MSHCP cumulative study area. The Western Riverside County MSHCP, as currently adopted, addresses 146 "Covered Species" that represent a broad range of habitats and geographical areas within Western Riverside County, including threatened and endangered species and regionally- or locally-sensitive species that have specific habitat requirements and conservation and management needs. The Western Riverside County MSHCP addresses biological impacts for take of Covered Species within the MSHCP area. Impacts to Covered Species and establishment and implementation of a regional conservation strategy and other measures included in the Western Riverside County MSHCP address the federal, state, and local mitigation requirements for these species and their habitats. Specifically, Section 4.4 of the Western Riverside County MSHCP states that:

> *"The MSHCP was specifically designed to cover a large geographical area so that it would protect numerous endangered species and habitats throughout the region. It is the projected cumulative effect of future development that has required the preparation and implementation of the MSHCP to protect multiple habitats and multiple endangered species."*

It goes on to state that:

> *"The LDMF [Local Development Mitigation Fee] is to be charged throughout the Plan Area to all future development within the western part of the County and the Cities in order to provide a coordinated conservation area and implementation program that will facilitate the preservation of biological diversity, as well as maintain the region's quality of life."*

The reason for the imposition of the Mitigation Fee over the entire region is that the loss of habitat for endangered species is a regional issue resulting from the cumulative effect of continuing development throughout all jurisdictions in Western Riverside County. Finally, Section 5.1 of the Western Riverside County MSHCP states that:

> *"It is anticipated that new development in the Plan Area will fund not only the mitigation of the impacts associated with its proportionate share of regional development, but also the impacts associated with the future development of more than 332,000 residential units and commercial and industrial development projected to be built in the Plan Area over the next 25 years."*

As the construction of buildings, infrastructure, and all alterations of the land within areas that are outside of the Criteria Area are permitted under the Western Riverside County MSHCP (see MSHCP Section 2.3.7.1), cumulative impacts to biological resources with the exception of MSHCP non-covered species would be less than significant on a cumulative basis provided that the terms of the MSHCP are fully implemented (MSHCP Final EIR/EIS, Section 4.4.1.6). The Western Riverside County MSHCP database was consulted for the proposed Project and the required focused surveys have been conducted. The Project Applicant is required to pay the required MSHCP mitigation fees pursuant to standard conditions of approval to be imposed by Riverside County (as summarized in Subsection 4.4.7 below). Because the proposed Project is required to comply with the Western Riverside County MSHCP and pay the required MSHCP mitigation fee, the Project would have less-than-significant cumulatively considerable impacts to MSHCP covered species. Regarding impacts to Riparian/Riverine areas and non-covered species, the Project would result in permanent impacts to 2.574 acres, temporary impacts to 0.67-acre (3.244 acres total), indirect impacts to 0.31 acre of MSHCP Section 6.1.2 Riparian/Riverine resources, and permanent and temporary impacts to 0.054-acre of RAFSS, all of which comprise MSHCP Section 6.1.2 Riparian/Riverine resources. Of the total 3.244 acres of temporary/permanent impacts to MSHCP Section 6.1.2 Riparian/Riverine resources, 0.05-acre would consist of temporary impacts to RAFSS and 0.004-acre would consist of permanent impacts to RAFSS (0.09-acre total). Thus, prior to mitigation, the Project's anticipated impacts to MSHCP Section 6.1.2 Riparian/Riverine areas would represent a conflict with the provisions of MSHCP Section 6.1.2. Project construction activities also have the potential to conflict with the water quality/hydrology, lighting, and noise provisions of MSHCP Section 6.1.4 prior to mitigation. Additionally, the Project has the potential to impact the burrowing owl, resulting in conflict with MSHCP Section 6.3.2 prior to mitigation. As other cumulative developments in the region also have the potential to result in indirect impacts to MSHCP conservation areas, the Project's direct and indirect impacts due to a conflict with the MSHCP represents a cumulatively-considerable impact.

It should also be noted that the Project site is located within MSHCP Rough Step Unit 7. "Rough Step" is a Reserve Assembly accounting process used to monitor conservation and loss of specified habitats within the MSHCP Criteria Area. Unit 7 is currently out of rough step for RAFSS, meaning that RAFSS has not been conserved in Unit 7 to the extent expected across the geographic area of Unit 7. The Rough Step accounting process and the adopted MSHCP rely on vegetation mapping conducted in 1994, which incorrectly mapped 7.70 acre of RAFSS as occurring on the Project site. The 1994 mapping was in error because a grading/clearance permit was issued for the Project site in 1989 (LU/APP/Pmt. No. 10900) prior to the mapping that occurred in 1994, and the grading subsequently commenced. As such, there is no reasonable possibility

that 7.70 acres of RAFSS could have existed on the Project site in 1994. Because the Rough Step Unit 7 accounting process is based on incorrect mapping that occurred in 1994, and 7.70 acres of RAFSS was not present on the Project site in 1994, and is not present on the Project site today, any imbalance in Rough Step accounting attributable to the Project site is due to the 1994 mapping error and not as a result of the proposed Project. As part of the proposed Project, the Project Applicant is required to dedicate a minimum of 1.52 acres of Temescal Canyon Wash to the MSHCP Reserve System, of which 1.16 acre consists of RAFSS. Additionally, the Project would mitigate Project-related permanent (0.004-acre) and temporary (0.05-acre) impacts to RAFSS within the Temescal Wash at a minimum 3:1 ratio through the reestablishment of RAFSS in the temporary offsite impact area as well as disturbed habitats within or adjacent to the 1.52-acre minimum-required land dedication within Temescal Wash. As such, with mitigation, Project impacts to RAFSS would be reduced to less-than-significant levels, thereby ensuring that the proposed Project is consistent with MSHCP Section 6.1.2. Impacts would be less-than-cumulatively considerable.

As also discussed under the analysis of Threshold a., with mandatory payment of fees pursuant to Riverside County Ordinance No. 663, the Project would not conflict with any provisions of the SKR HCP; thus, the Project would result in less-than-cumulatively considerable impacts due to a conflict with the SKR HCP.

As discussed under the analysis of Thresholds b. and c., although the Project would not result in any impacts to sensitive plants, the Project does have the potential to result in impacts to the burrowing owl and nesting birds and raptors. Additionally, the Project would result in a total of 0.15-acre of permanent and temporary impacts to suitable and occupied least Bell's vireo habitat (black willow and cottonwood) that occurs within the Temescal Wash offsite area. As other cumulative developments within the region also have the potential to impact nesting birds, raptors, the burrowing owl, and least Bell's vireo, Project impacts would be cumulatively considerable.

As discussed under the analysis of Threshold d., the Project would not 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. As such, Project impacts to wildlife movement corridors and native wildlife nursery sites would be less than significant on a cumulatively-considerable basis.

The analysis under Threshold e. demonstrates that with the payment of mandatory MSHCP fees pursuant to Riverside County Ordinance No. 810, the Project's impacts to vegetation communities (except riparian habitats) would be less than significant. However, the Project would result in permanent impacts to 2.574 acres, temporary impacts to 0.67-acre, and indirect impacts to 0.31-acre of MSHCP Section 6.1.2 Riparian/Riverine resources (of which 0.004-acre of permanent impacts and 0.05-acre of temporary impacts would consist of impacts to RAFSS). As other cumulative developments within the region also have the potential to result in impacts to Riparian/Riverine resources, Project impacts would be cumulatively considerable.

As discussed under the analysis of Threshold f., implementation of the proposed Project would result in a total of 0.16-acre of temporary impacts and 0.84-acre of permanent impacts to USACE/RWQCB jurisdictional areas, 0.31-acre of indirect impacts to RWQCB jurisdictional areas, and a total of 0.67-acre of temporary

impacts, 2.574 acres of permanent impacts, and 0.31-acre of indirect impacts to CDFW/MSHCP jurisdictional areas. As other cumulative developments within the region also would have the potential to result in impacts to areas subject to jurisdiction by the USACE, RWQCB, CDFW, and/or MSHCP, Project impacts would be cumulatively considerable.

As indicated under the analysis of Threshold g., aside from the SKR HCP and MSHCP (which are addressed under the analysis of Threshold a.), the only other local policies or ordinances protecting biological resources are the Riverside County Oak Tree Management Guidelines, Riverside County Ordinance No. 499, and Riverside County Ordinance No. 559 (Regulating the Removal of Trees). However, the Project site does not contain any oak trees that would be subject to the County's Oak Tree Management Guidelines, and Riverside County Ordinance No. 559 applies only to properties located above 5,000 feet amsl. Additionally, the Project would be conditioned to require the Project Applicant to obtain a tree removal permit pursuant to Ordinance No. 499 prior to the removal of any of the existing trees located along the Project site's frontages with Temescal Canyon Road, Dawson Canyon Road North, and Dawson Canyon Road South. Accordingly, Project impacts due to a conflict with local policies or ordinances protecting biological resources would be less-than-cumulatively considerable.

4.4.6 Significance of Impacts Before Mitigation

Threshold a.: Significant Direct and Cumulatively-Considerable Impact. The proposed Project would not conflict with the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP), with the mandatory payment of fees pursuant to Riverside County Ordinance No. 663. The Project would not result in a conflict with the MSHCP Reserve Assembly requirements. However, the Project would result in permanent impacts to 2.574 acres, temporary impacts to 0.67 acre (3.244 acres total), indirect impacts to 0.31 acre of MSHCP Section 6.1.2 Riparian/Riverine resources, and permanent and temporary impacts to 0.054-acre of RAFSS. Thus, prior to mitigation, the Project's anticipated impacts to MSHCP Section 6.1.2 Riparian/Riverine areas would represent a potentially significant impact due to a conflict with the provisions of MSHCP Section 6.1.2. In addition, in the absence of mitigation, the Project has the potential to conflict with the MSHCP Section 6.1.4 provisions related to water quality/hydrology (due to the reduction in flows to the 650-foot segment of Coldwater Canyon Wash, totaling 0.31-acre), lighting (near-term construction activities only), and noise (near-term construction activities only). Additionally, the Project has the potential to result in impacts to the burrowing owl, if the site were to become occupied prior to commencement of construction activities; thus, prior to mitigation, potential impacts to the burrowing owl represent a conflict with MSHCP Section 6.3.2. Accordingly, the Project has the potential to result in a conflict with MSHCP Sections 6.1.2, 6.1.4, and 6.3.2; this is evaluated as a significant direct and cumulatively-considerable impact for which mitigation would be required.

Thresholds b. and c.: Significant Direct and Cumulatively-Considerable Impact. The Project would not result in any impacts to special status plants. However, there is a potential for the Project site or off-site improvement areas to become occupied by the burrowing owl prior to commencement of construction activities. This is evaluated as a potentially significant impact of the Project for which mitigation would be required. With mandatory payment of MSHCP fees pursuant to Riverside County Ordinance No. 810, impacts to other incidental MSHCP-covered species would be less than significant. Additionally, if construction is proposed between February 16th and August 31st, pre-construction surveys and avoidance measures are required if any

nesting birds are identified on site. The potential loss of an active nest is considered a potentially significant impact for which mitigation would be required. No vernal pools were documented on site based on a lack of suitable soils and characteristic vernal pool plant species; thus, no impacts to vernal pools would occur with Project implementation. Additionally, the Project would not result in any impacts to the southwestern willow flycatcher or western yellow-billed cuckoo, as no suitable habitat occurs on site or within the off-site improvement areas. A pair of Least Bell's vireo was detected within the Temescal Canyon Wash offsite impact areas during USFWS protocol surveys conducted during the spring of 2021. A total of 0.15-acre of permanent and temporary impacts to suitable and occupied least Bell's vireo habitat (black willow, cottonwood, and mule fat scrub) would occur within the Temescal Wash offsite area. Impacts to least Bell's vireo represents a significant impact for which mitigation would be required. Additionally, with payment of fees pursuant to Riverside County Ordinance No. 663, impacts to the SKR would be reduced to less-than-significant levels.

Threshold d.: Less-than-Significant Impact. The Project would not 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, and impacts would be less than significant.

Threshold e.: Significant Direct and Cumulatively-Considerable Impact. With mandatory payment of MSHCP fees pursuant to Riverside County Ordinance No. 810, and with exception of riparian habitats, Project impacts to vegetation communities as identified in Table 4.4-6 would be less than significant. The Project would, however, result in permanent impacts to 2.574 acres and temporary impacts to 0.67-acre of MSHCP Section 6.1.2 Riparian/Riverine resources, of which 0.004-acre of permanent impacts and 0.05-acre of temporary impacts would consist of impacts to RAFSS. Additionally, the proposed realignment of the Coldwater Canyon Wash from the western Project boundary to the southeastern Project boundary would result in reduced flows for an approximately 650-foot segment of the existing Coldwater Canyon Wash. The reduced flows along this segment would indirectly affect approximately 0.31-acre of riparian habitat (inclusive of 0.04-acre of arroyo willow), which is considered jurisdictional by the RWQCB, CDFW, and MSHCP, would be considered a significant indirect impact. Project impacts to areas subject to jurisdiction by the USACE, RWQCB, CDFW, and/or pursuant to the MSHCP represent significant impacts of the proposed Project for which mitigation would be required.

Threshold f.: Significant Direct and Cumulatively-Considerable Impact. As indicated in Table 4.4-7 and Table 4.4-8, implementation of the proposed Project would result in a total of 0.16-acre of temporary impacts and 0.84-acre of permanent impact to USACE/RWQCB jurisdictional areas (1.00 acre total), as well as 0.31-acre of indirect impacts to RWQCB jurisdictional areas. The Project also would result in 2.574 acres of permanent impacts, temporary onsite/offsite impacts to 0.67-acre, and 0.31-acre of indirect impacts to CDFW/MSHCP jurisdictional areas (3.554 acres total). Project impacts to areas subject to jurisdiction by the USACE, RWQCB, CDFW, and/or MSHCP represent significant impacts of the proposed Project for which mitigation would be required.

Threshold g.: No Impact. Aside from the SKR HCP and MSHCP, which are addressed under the analysis of Threshold a., the only other local policies or ordinances protecting biological resources are the Riverside County Oak Tree Management Guidelines, Riverside County Ordinance No. 499 (Regulating Encroachments

in County Highways), and Riverside County Ordinance No. 559 (Regulating the Removal of Trees). However, the Project site does not contain any oak trees subject to the Riverside County Oak Tree Management Guidelines. In addition, the Project would be conditioned to require the Project Applicant to obtain a tree removal permit pursuant to Ordinance No. 499 prior to the removal of any of the existing trees located along the Project site's frontages with Temescal Canyon Road, Dawson Canyon Road North, and Dawson Canyon Road South. Additionally, the Project site does not occur at an elevation exceeding 5,000 feet amsl; thus, Riverside County Ordinance No. 559 is not applicable to the proposed Project. Therefore, and aside from potential impacts due to a conflict with the MSHCP (as addressed under the analysis of Threshold a.), the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and no impact would occur.

4.4.7 County Regulations, Design Requirements, and Mitigation

Applicable County Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable County regulations and design requirements.

- Prior to issuance of grading permits, the Project Applicant shall make payment of Western Riverside County MSHCP fees pursuant to Riverside County Ordinance No. 810, *Establishing an Interim Open Space Mitigation Fee*.

- Prior to issuance of grading permits, the Project Applicant shall make payment of fees pursuant to the Stephen's Kangaroo Rat Habitat Conservation Plan and Riverside County Ordinance No. 663, *Establishing the Riverside County Stephens' Kangaroo Rat Habitat Conservation Plan and Setting Mitigation Fees*.

- Prior to removal of any trees within existing roadway rights-of-way, the Project Applicant shall obtain a tree removal permit from the County Transportation Director and shall comply with any conditions of approval imposed on such removal by the County Transportation Director, as required pursuant to Section 4 of Riverside County Ordinance No. 499, *Regulating Encroachments in County Highways*.

- Pursuant to HANS Application No. 190024, prior to final building inspection the Project Applicant shall provide the Western Riverside County Regional Conservation Authority (RCA) with fee title/ownership and management responsibilities for the minimum required 1.52 acres of Conservation Area located within the Temescal Wash flood prone area, as depicted on Figure 12 of the Project's Biological Resources Technical Report (EIR *Technical Appendix C1*). The remaining 5.87 acres of proposed MSHCP Conservation lands shall be donated to the RCA in fee title following the completion of the restoration program as determined by the RCA, Wildlife Agencies (CDFW and USFWS), and any other applicable water-regulating entities (e.g., Regional Water Quality Control Board).

Mitigation Measures

MM 4.4-1 Prior to issuance of grading permits, the Project Applicant shall provide evidence to Riverside County that permanent onsite/offsite impacts to 2.574 acres (0.09-acre riparian and 2.484 acre riverine) and temporary onsite/offsite impacts to 0.67-acre (0.19-acre riparian, 0.48-acre riverine) of MSHCP Section 6.1.2 Riparian/Riverine resources (3.244-acres total) have been mitigated in accordance with the Project's Determination of Biologically Equivalent or Superior Preservation ("DBESP"; EIR *Technical Appendix C3*). Specifically, permanent impacts to 2.56 acres of riparian and riverine habitat within the Coldwater Canyon Wash, Temescal Wash (excluding impacts to Riversidean Alluvial Fan Sage Scrub (RAFSS)), and Drainage A shall be mitigated through purchase of 2.55 acres of reestablishment and 2.55 acres of rehabilitation credits in an approved mitigation bank such as the Riverpark Mitigation Bank (5.10 acres total). Should compensatory mitigation credits be unavailable at the Riverpark Mitigation Bank, the Project Applicant shall coordinate with the regulatory agencies, Riverside County, and MSHCP Wildlife Agencies to secure alternate mitigation totaling a minimum of 5.10 acres at another approved mitigation bank or in-lieu fee program.

MM 4.4-2 Prior to issuance of grading permits the Project Applicant shall provide evidence to Riverside County that temporary impacts to 0.56-acre of riparian and riverine habitat within Temescal Wash has been mitigated through a combination of credits from the Riverpark Mitigation Bank and through habitat reestablishment in the Temescal Wash Conservation and Mitigation Area (as depicted on Figure 4.4-8 of the Project's EIR). Specifically, mitigation for temporary impacts to 0.13-acre of riparian and 0.12-acre of riverine habitat shall include 0.25-acre of reestablishment and 0.25-acre of rehabilitation credits from the Riverpark Mitigation Bank, totaling 0.50-acre. Should compensatory mitigation credits be unavailable at the Riverpark Mitigation Bank, the Project Applicant shall coordinate with the regulatory agencies, Riverside County, and MSHCP Wildlife Agencies to secure alternate mitigation totaling a minimum of 0.50-acre at another approved mitigation bank or in-lieu fee program. Additionally, impacts to 0.31-acre of riverine habitat shall be mitigated through rehabilitation of RAFSS habitats within the Temescal Wash Conservation and Mitigation Area, totaling 0.62-acre.

MM 4.4-3 Prior to issuance of grading permits, the Project Applicant shall provide evidence to Riverside County that off-site temporary (0.05-acre) and permanent (0.004-acre) impacts to Riversidean Alluvial Fan Sage Scrub (RAFSS) within the Temescal Wash resulting from the realignment of the drainage channel have been mitigated in accordance with the Project's DBESP (EIR *Technical Appendix C3*). Specifically, indirect impacts shall be mitigated through the rehabilitation of 0.22-acre of RAFSS within the Temescal Wash Conservation and Mitigation Area (as depicted on Figure 4.4-8 of the Project's EIR).

MM 4.4-4 Prior to the issuance of grading permits, the Project Applicant shall provide evidence to Riverside County that temporary (0.06-acre) and permanent impacts (0.01-acre) to 0.07-acre of riparian black willow habitat occupied or representing suitable habitat for the least Bell's vireo within the Temescal Wash have been mitigated in accordance with the Project's DBESP

(EIR *Technical Appendix C3*). Specifically, permanent and temporary impacts to habitat for the least Bell's vireo shall be mitigated through the purchase of 0.07-acre of reestablishment credits and 0.07-acre of rehabilitation credits from the Riverpark Mitigation Bank as well as 0.14-acre of rehabilitation of willow habitat within the Temescal Wash Conservation and Mitigation Area (as depicted on Figure 4.4-8 of the Project's EIR). Should compensatory mitigation credits be unavailable at the Riverpark Mitigation Bank, the Project Applicant shall coordinate with the regulatory agencies, Riverside County, and MSHCP Wildlife Agencies to secure alternate mitigation totaling a minimum of 0.14-acre at another approved mitigation bank or in-lieu fee program.

MM 4.4-5 Prior to the issuance of grading permits, the Project Applicant shall provide evidence to Riverside County that indirect impacts to the off-site, downstream Coldwater Canyon Creek, due to reduction in stream discharge associated with realignment of Coldwater Canyon Creek accounting for 0.31-acre has been mitigated through the purchase of 0.31-acre of reestablishment and 0.31-acre of rehabilitation credits from the Riverpark Mitigation Bank, totaling 0.62-acre. Should compensatory mitigation credits be unavailable at the Riverpark Mitigation Bank, the Project Applicant shall coordinate with the regulatory agencies, Riverside County, and MSHCP Wildlife Agencies to secure alternate mitigation totaling a minimum of 0.62-acre at another approved mitigation bank or in-lieu fee program.

MM 4.4-6 Prior to the issuance of grading permits, the Project Applicant shall provide evidence to Riverside County that permanent and temporary impacts to 0.15-acre of riparian habitat (0.07-acre of willow and 0.08-acre of cottonwood) occupied or representing suitable habitat for the least Bell's vireo within Temescal Wash have been subject to rehabilitation of 0.28-acre of black willow and 0.16-acre cottonwood (0.44-acre total) resulting in a 2:1 replacement of cottonwood and a 4:1 replacement of black willow constituting Section 6.1.2 riparian habitat within the Temescal Wash Conservation and Mitigation Area (as depicted on Figure 4.4-8 of the Project's EIR). All grading permits shall include conditions requiring annual monitoring for least Bell's vireo for a minimum of three (3) years following rehabilitation of riparian habitat, or until a pair is detected utilizing the rehabilitated habitat, as required by the Project's approved JPR No. 21-06-30-01. If least Bell's vireo is not detected within the rehabilitated riparian habitat, the project will purchase riparian rehabilitation credits at a 2:1 ratio from an approved entity (e.g., Riverside-Corona Resource Conservation District).

MM 4.4-7 Prior to approval of grading or building permits that allow for nighttime construction activities, Riverside County shall condition such permits to require that any lighting elements used in conjunction with nighttime construction activities shall be shielded and directed away from open space areas to the east and north of the Project site. This requirement also shall be included as a note on the grading or building plans. The Project's construction contractor shall permit inspection by Riverside County staff to verify compliance with this requirement.

MM 4.4-8 Prior to approval of grading or building permits, Riverside County shall condition the permit(s) to require implementation of the following measures to reduce potential construction-related noise impacts affecting open space areas located east of the Project site:

- During all 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 limit all construction-related activities that would result in high noise levels according to the construction hours to be determined by County of Riverside staff.

- 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.

- Construction activities conducted during the least Bell's vireo breeding season (March 15 to September 30) and within 300 feet of least Bell's vireo habitat shall be monitored by a qualified biologist to ensure no direct and/or indirect noise impacts occur to the species in the vicinity of the Project site during construction. Noise monitoring also shall be conducted by a qualified acoustical consultant to ensure that noise levels do not exceed 60 dB within 300 feet of least Bell's vireo habitat during the nesting period. If pre-construction ambient noise levels exceed 60 dB, the median average ambient noise level during the full daylight period (sunrise to sunset) can be used as the baseline in lieu of 60 dB. For nighttime construction activities the same measures shall be implemented as described above but with measurements taken during the full nighttime period (sunset to sunrise).

The Project's construction contractor shall permit inspection by Riverside County staff to verify compliance with these requirements, and the qualified biologist and acoustical consultant shall maintain records demonstrating that noise monitoring, if required, occurred during the least Bell's vireo breeding season.

MM 4.4-9 In accordance with MSHCP Objective 6, prior to issuance of grading permits or other permits authorizing ground disturbance or discing, the Project Applicant shall retain a qualified biologist to perform a burrowing owl survey at all potentially suitable habitat sites within the Project's limits of disturbance within 30 days prior to commencement of any ground-disturbing activities at the Project site, as discussed below.

- Pre-Construction Survey: The pre-construction survey shall be performed by a qualified biologist that will survey the site for the presence/absence of burrowing owls within 30 days prior to commencement of ground-disturbing activities at the Project site. If burrowing owls are detected on-site during the pre-construction survey, the owls shall be

relocated/excluded from the site outside of the breeding season following accepted protocols, and subject to the approval of the RCA and Wildlife Agencies (i.e., CDFW and/or USFWS).

- Burrowing Owl Management Plan: In the event that burrowing owl is determined to be present, or in the event that an assumption is made that the burrowing owl occurs on site, a burrowing owl management plan shall be prepared and implemented in coordination with the Western Riverside County Regional Conservation Authority (RCA) and CDFW that shall detail the relocation of owls from the Project site, passively and/or actively. If additional site visits determine the species is absent, then the pre-construction survey (as discussed above) shall instead be implemented.

A copy of the results of the pre-construction survey (and all additional surveys), as well as copies of the Burrowing Owl Management Plan, if required, shall be provided to the Riverside County Planning Department for review and approval (in the case of the Burrowing Owl Management Plan) prior to any vegetation clearing and ground-disturbing activities.

MM 4.4-10 The following shall be made conditions of all grading permits to reduce construction-related noise levels in the open space areas located east of the Project site. These items also shall be included as notes on grading plans, and shall be specified in bid documents issued to prospective construction contractors.

> *"Vegetation clearing shall be conducted outside of the bird nesting season (February 1 to August 31) to the extent feasible. If avoidance of the nesting season is not feasible, a nesting bird survey shall be conducted by a qualified biologist within no more than 72 hours of such scheduled disturbance, to determine the presence of nests or nesting birds. If active nests are identified, the biologist shall establish appropriate buffers around the vegetation (typically 500 feet for raptors and sensitive species, 200 feet for non-raptors/non-sensitive species). All work within these buffers shall be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The biologist shall review and verify compliance with these nesting boundaries and shall verify the nesting effort has finished. Work may resume within the buffer area when no other active nests are found. Alternatively, a qualified biologist may determine that construction can be permitted within the buffer areas and would develop a monitoring plan to prevent any impacts while the nest continues to be active (eggs, chicks, etc.). Upon completion of the survey and any follow-up construction avoidance management, a report shall be prepared and submitted to Riverside County for mitigation monitoring compliance record keeping. If vegetation removal is not completed within 72 hours of a negative survey during nesting season, the nesting survey must be repeated to confirm the absence of nesting birds."*

MM 4.4-11 Prior to issuance of grading permits in any area that would affect a jurisdictional wetland or water, the Project Applicant shall provide Riverside County with copies of the required Clean Water Act (CWA) Section 404 permit issued by the U.S. Army Corps of Engineers, Section 1602 Streambed Alteration Agreement issued by the California Department of Fish and Game, and the Waste Discharge Requirements permit issued by the Santa Ana Regional Water Quality Control Board pursuant to California Water Code Section 13260.

MM 4.4-12 Prior to issuance of grading permits or other permits authorizing ground disturbance, a Habitat Monitoring and Mitigation Plan (HMMP) shall be prepared and submitted to the RCA, Wildlife Agencies (USFWS, and CDFW), and any other applicable water-regulating entities (e.g., Regional Water Quality Control Board) for review and approval. An endowment to fund long-term maintenance requirements determined during finalization of the HMMP that are above and beyond MSHCP land management requirements, shall be provided to the RCA prior to the land transfer.

MM 4.4-13 A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished.

MM 4.4-14 A condition shall be placed on grading permits requiring the upstream and downstream limits of the Project's disturbance plus lateral limits of disturbance on either side of the stream to be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work. The markings delineating limits of project disturbance shall be implemented for the duration of construction.

MM 4.4-15 The following shall be made conditions of all grading permits to reduce indirect construction-related impacts on least Bell's vireo, as required by the Project's approved JPR No. 21-06-30-01.

- Should construction activity be necessary during the breeding season, pre-construction surveys to determine if least Bell's vireo occurs within 300 feet of project construction, shall occur once a week for three consecutive weeks within the breeding season, with the last visit no more than three days prior to commencement of construction activities. The preconstruction surveys shall be conducted by a qualified biologist familiar with songs, whisper songs, calls, scolds, and plumage characteristics of adult and juvenile vireos. Prior performing the preconstruction surveys, a map shall be created illustrating the least Bell's vireo habitat and all detections of least Bell's vireo will be mapped and tracked.

- Directly following the preconstruction surveys, weekly clearance surveys will be performed following the same methodology stated above for the preconstruction surveys. Again, all detections of least Bell's vireo are to be mapped with behavior tracked across detections/sightings. The qualified biologist must have experience with nesting ecology and behavior of least Bell's vireo to determine pre-nesting/nesting behavior. The MSHCP does not provide "take" of least Bell's vireo which includes negatively modifying foraging and nesting behavior. If at any time it is determined by the qualified biologist that construction activities are negatively affecting least Bell's vireo, including modification of behavior, work will be halted and CDFW and USFWS shall be contacted on next steps.

MM 4.4-16 The following shall be made conditions of all grading permits to reduce the spread of non-native plant species within temporary impact areas.

> *"For the duration of construction, if areas of on-site and off-site temporary impacts are left bare and not under active ground disturbance for a period of 30 days or greater, these areas shall be inspected by a qualified biologist for growth of non-native plant species listed as Moderate or High by the California Invasive Plant Council (Cal-IPC) (e.g., stinknet [Oncosiphon pilulifer], tocalote [Centaurea melitensis]). If detected, these species, with the exception of non-native grasses, shall be removed by a qualified landscape contractor with experience in native ecosystems by mechanical means (e.g., mowing, string trimming) or via application of herbicide by a California licensed applicator within 5 days of detection. These removal efforts shall focus on removal prior to seed setting/development. All material from species with a Cal-IPC rating of Moderate or High shall be bagged, removed, and disposed of off-site."*

MM 4.4-17 The following shall be made conditions of all grading permits to promote the growth of native plant species and reduce the spread of non-native plant species within temporary impact areas.

> *"Areas of on-site and off-site temporary impacts shall be hydroseeded with a native seed mix developed by a qualified biologist and reviewed and approved in writing by the RCA. The hydroseeding shall occur during the first fall (September-October) following the completion of construction. These areas shall be subject to non-native plant control methods outlined above if left bare for a period of 30 days or greater prior to hydroseeding. These areas shall 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) following hydroseeding. All species listed as Moderate or High by Cal-IPC shall be removed following the methods outlined above. Maintenance/monitoring shall cease once the absolute cover of native species reflect pre-project condition and absolute cover of vegetation within the temporary impact areas are equal to or better than pre-project condition. A memo shall be provided to*

the RCA demonstrating completion (including photographs). These activities shall be included in and implemented as part of the project construction schedule."

4.4.8 Significance of Impacts After Mitigation

Threshold a.: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.4-1 would ensure that permanent impacts to 2.574 acres of MSHCP Section 6.1.2 Riparian/Riverine resources (0.09-acre riparian, 2.484-acre riverine) are mitigated through the purchase of 2.55 acres of reestablishment and 2.55-acres of rehabilitation credits from the Riverpark Mitigation Bank (5.10 acres total). Mitigation Measure MM 4.4-2 would ensure that the Project's temporary impacts to 0.56-acre of MSHCP Section 6.1.2 riparian and riverine habitat within Temescal Wash are mitigated through a combination of credits from the Riverpark Mitigation Bank (0.25-acre of reestablishment and 0.25-acre of rehabilitation credits), and through the rehabilitation of 0.62-acre of RAFSS habitats within the Temescal Wash Conservation and Mitigation Area (as depicted on Figure 4.4-8). Mitigation Measure MM 4.4-3 would ensure that Project off-site temporary (0.05-acre) and permanent (0.004-acre) impacts to Riversidean Alluvial Fan Sage Scrub (RAFSS) within the Temescal Wash resulting from the realignment of the drainage channel have been mitigated through the rehabilitation of 0.22-acre of RAFSS within the Temescal Wash Conservation and Mitigation Area. Mitigation Measure MM 4.4-4 would ensure that Project permanent and temporary impacts to 0.07-acre of riparian habitat occupied or representing suitable habitat for the least Bell's vireo within the Temescal Wash is mitigated in accordance with the Project's DBESP, requiring the purchase of 0.07-acre of reestablishment credits and 0.07-acre of rehabilitation credits from the Riverpark Mitigation Bank as well as 0.14-acre of rehabilitation of willow habitat within the Temescal Wash Conservation and Mitigation Area. Mitigation Measure MM 4.4-5 would ensure that Project indirect impacts to the off-site, downstream Coldwater Canyon Creek, due to reduction in stream discharge associated with realignment of Coldwater Canyon Creek accounting for 0.31-acre have been mitigated through the purchase of 0.31-acre of reestablishment and 0.31-acre of rehabilitation credits from the Riverpark Mitigation Bank. Implementation of Mitigation Measure MM 4.4-6 would ensure that permanent and temporary impacts to 0.15-acre of riparian habitat (0.07-acre of willow and 0.08-acre of cottonwood) are mitigated through the rehabilitation of 0.28-acre of black willow and 0.16-acre cottonwood (0.44-acre total) constituting Section 6.1.2 riparian habitat within the Temescal Wash Conservation and Mitigation Area. Implementation of Mitigation Measure MM 4.4-7 would ensure that any nighttime lighting elements during construction activities are directed away from nearby conservation areas, thereby ensuring consistency with the lighting provisions of MSHCP Section 6.1.4. Implementation of Mitigation Measure MM 4.4-8 would ensure that measures are undertaken during Project construction activities to preclude potential indirect noise impacts affecting MSHCP conservation areas, including habitat occupied by least Bell's vireo. Implementation of Mitigation Measure MM 4.4-9 would ensure that pre-construction surveys for the burrowing owl are conducted prior to ground-disturbing activities, in accordance with MSHCP Objective 6 for the burrowing owl, and that a burrowing owl management plan is prepared and implemented in order to address the relocation of owls from the Project site, passively and/or actively. Implementation of the required mitigation would ensure Project consistency with MSHCP Section 6.3.2. With implementation of the required mitigation, the proposed Project would be fully consistent with the MSHCP, and impacts would be reduced to less-than-significant levels.

Thresholds b. and c.: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.4-9 would ensure that pre-construction surveys for the burrowing owl are conducted prior to ground-disturbing activities, in accordance with MSHCP Objective 6 for the burrowing owl, and that a burrowing owl management plan is prepared and implemented in order to address the relocation of owls from the Project site, passively and/or actively. Implementation of Mitigation Measure MM 4.4-10 would ensure pre-construction nesting surveys are conducted prior to commencement of construction activities, and further requires appropriate avoidance of any active nests that may be identified. Implementation of Mitigation Measure MM 4.4-4 would ensure that 0.07-acre of permanent and temporary impacts to suitable and occupied least Bell's vireo habitat (black willow) are mitigated through the purchase of 0.07-acre of reestablishment credits and 0.07-acre of rehabilitation credits from the Riverpark Mitigation Bank as well as 0.14-acre of rehabilitation of willow habitat within the proposed Temescal Wash Conservation and Mitigation Area. Implementation of Mitigation Measure MM 4.4-6 would ensure that permanent and temporary impacts to 0.15-acre of riparian habitat (0.07-acre of willow and 0.08-acre of cottonwood) occupied or representing suitable habitat for the least Bell's vireo within Temescal Wash have been subject to rehabilitation of 0.28-acre of black willow and 0.16-acre cottonwood (0.44-acre total) constituting Section 6.1.2 riparian habitat within the Temescal Wash Conservation and Mitigation Area. Implementation of Mitigation Measure MM 4.4-12 would ensure that a HMMP is prepared and implemented for the proposed Temescal Wash Conservation and Mitigation Area, and further would ensure long-term funding for the preservation of the Temescal Wash Conservation and Mitigation Area. Mitigation Measure MM 4.4-13 would ensure that future construction employees are trained regarding the Endangered Species Act and MSHCP requirements. Implementation of Mitigation Measure MM 4.4-14 would ensure that appropriate construction fencing is installed during construction activities to preclude impacts to areas not planned for disturbance by the Project. Implementation of Mitigation Measure MM 4.4-15 would ensure that appropriate measures are undertaken during construction activities to preclude indirect impacts to the least Bell's vireo. Implementation of Mitigation Measure MM 4.4-16 would ensure that on-going monitoring for invasive species is conducted, and that appropriate removal measures are undertaken in the event invasive species are identified. Mitigation Measure MM 4.4-17 would ensure that measures are undertaken to promote the growth of native plant species and to reduce the potential for non-native plant species within the Project's temporary impact areas. Implementation of the required mitigation would reduce Project impacts to nesting birds, nesting raptors, the burrowing owl, and least Bell's vireo to below a level of significance.

Threshold e.: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.4-1 would ensure that permanent impacts to 2.574 acres (0.09-acre riparian and 2.484 acre riverine) and temporary impacts to 0.67-acre (0.19-acre riparian and 0.48-acre riverine) of MSHCP Section 6.1.2 Riparian/Riverine resources (3.244-acres total) have been mitigated in accordance with the Project's DBESP, which requires mitigation through purchase of 2.55 acres of reestablishment and 2.5580 acres of rehabilitation credits in an approved mitigation bank such as the Riverpark Mitigation Bank (5.10 acres total). Mitigation Measure MM 4.4-2 would ensure that the Project's temporary impacts to 0.56-acre of MSHCP Section 6.1.2 riparian and riverine habitat within Temescal Wash are mitigated through the purchase of 0.25-acre of reestablishment and 0.25-acre of rehabilitation credits from the Riverpark Mitigation Bank, and through the rehabilitation of 0.62-acre of RAFSS habitats within the Temescal Wash Conservation and Mitigation Area (as depicted on Figure 4.4-8). Mitigation Measure MM 4.4-3 would ensure that off-site temporary (0.05-acre)

and permanent (0.004-acre) impacts to Riversidean Alluvial Fan Sage Scrub (RAFSS) within the Temescal Wash resulting from the realignment of the drainage channel have been mitigated at a ratio of 4:1 through the rehabilitation of 0.22-acre of RAFSS within the Temescal Wash Conservation and Mitigation Area. As required by Mitigation Measure MM 4.4-4, Project temporary (0.06-acre) and permanent impacts (0.01-acre) to 0.07-acre of riparian black willow habitat occupied or representing suitable habitat for the least Bell's vireo within the Temescal Wash would be mitigated through the purchase of 0.07-acre of reestablishment credits and 0.07-acre of rehabilitation credits from the Riverpark Mitigation Bank as well as 0.14-acre of rehabilitation of willow habitat within the Temescal Wash Conservation and Mitigation Area. Mitigation Measure MM 4.4-5 would ensure that indirect impacts to the off-site, downstream Coldwater Canyon Creek, due to reduction in stream discharge associated with realignment of Coldwater Canyon Creek accounting for 0.31-acre has been mitigated through the purchase of 0.31-acre of reestablishment and 0.31-acre of rehabilitation credits from the Riverpark Mitigation Bank, totaling 0.62-acre. Mitigation Measure MM 4.4-6 would ensure that Project permanent and temporary impacts to 0.15-acre of riparian habitat (0.07-acre of willow and 0.08-acre of cottonwood) occupied or representing suitable habitat for the least Bell's vireo within the Temescal Wash is mitigated in accordance with the Project's DBESP, requiring rehabilitation of 0.28-acre of black willow and 0.16-acre cottonwood (0.44-acre total) within the Temescal Wash Conservation and Mitigation Area. Implementation of Mitigation Measure MM 4.4-12 would ensure that a HMMP is prepared and implemented for the proposed Temescal Wash Conservation and Mitigation Area, and further would ensure long-term funding for the preservation of the Temescal Wash Conservation and Mitigation Area. With implementation of the required mitigation, the Project's impacts to riparian habitat would be reduced to less-than-significant levels.

Threshold f.: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measures MM 4.4-1 and MM 4.4-2 would ensure that 0.84-acre of permanent impact to USACE/RWQCB jurisdictional areas and 2.574 acres of permanent impacts to CDFW/MSHCP jurisdictional areas are mitigated to below a level of significance. Mitigation Measure MM 4.4-1 requires mitigation at a minimum ratio of 2:1 through purchase of 2.55 acres of reestablishment and 2.55 acres of rehabilitation credits in an approved mitigation bank such as the Riverpark Mitigation Bank (5.10 acres total). Mitigation Measure MM 4.4-2 requires mitigation through a combination of credits from the Riverpark Mitigation Bank (0.25-acre of reestablishment and 0.25-acre of rehabilitation credits), and through reestablishment of 0.62--acre of RAFSS habitats within the Temescal Wash Conservation and Mitigation Area. In addition, Mitigation Measure MM 4.4-11 would ensure that appropriate resource agency permits are issued and obtained by the Project Applicant, including a CWA Section 404 permit, Section 1602 Streambed Alteration Agreement, and a Waste Discharge Permit. Implementation of Mitigation Measure MM 4.4-12 would ensure that a HMMP is prepared and implemented for the proposed Temescal Wash Conservation and Mitigation Area, and further would ensure long-term funding for the preservation of the Temescal Wash Conservation and Mitigation Area. Implementation of the required mitigation would reduce the Project's impacts to State- and federally-protected wetlands to below a level of significance.

4.5 CULTURAL RESOURCES

The analysis in this Subsection 4.5 is based on a site-specific Cultural Resources Assessment (herein, "CRA") prepared by Brian F. Smith and Associates ("BFSA"), entitled, "A Phase I Cultural Resources Assessment for the Temescal Canyon Business Park Project," dated December 9, 2020, and included as *Technical Appendix D* to this EIR. All references used in this subsection are included in EIR Section 7.0, *References*. It should be noted that confidential information has been redacted from *Technical Appendix D* for purposes of public review. In addition, much of the written and oral communication between Native American tribes, Riverside County, and BFSA is considered confidential in respect to places that have traditional tribal cultural significance (Gov. Code § 65352.4), and although relied upon in part to inform the preparation of this EIR subsection, those communications are treated as confidential and are not available for public review. Under existing law, environmental documents must not include information about the location of archaeological sites or sacred lands or any other information that is exempt from public disclosure pursuant to the Public Records Act (Cal. Code Regs. § 15120(d)).

4.5.1 EXISTING CONDITIONS

A. *Cultural Setting*

The Project site is located in unincorporated western Riverside County, California. The following provides a brief discussion of the prehistoric and historic context of the Project area for better understanding of the relevance of resources identified within its proximity. Refer to Subsection 2.3 of the Project's CRA (*Technical Appendix D*) for a complete discussion of the prehistoric and historic setting.

1. Archaeological Setting

Paleo Indian, Archaic Period Milling Stone Horizon, and the Late Prehistoric Takic groups are the three general cultural periods represented in Riverside County. The following discussion of the cultural history of Riverside County references the San Dieguito Complex, Encinitas Tradition, Milling Stone Horizon, La Jolla Complex, Pauma Complex, and San Luis Rey Complex, because these culture sequences have been used to describe archaeological manifestations in the region. The Late Prehistoric component present in the Riverside County area was primarily represented by the Cahuilla, Gabrielino, and Luiseño Indians. (BFSA, 2020, p. 2.0-7)

Paleo Indian Period (Late Pleistocene: 11,500 to circa 9,000 YBP)

Archaeologically, the Paleo Indian Period is associated with the terminus of the late Pleistocene (12,000 to 10,000 Years Before Present [YBP]). The environment during the late Pleistocene was cool and moist, which allowed for glaciation in the mountains and the formation of deep, pluvial lakes in the deserts and basin lands. However, by the terminus of the late Pleistocene, the climate became warmer, which caused the glaciers to melt, sea levels to rise, greater coastal erosion, large lakes to recede and evaporate, extinction of Pleistocene megafauna, and major vegetation changes. The coastal shoreline at 10,000 YBP, depending upon the particular area of the coast, was near the 30-meter isobath, or two to six kilometers further west than its present location. (BFSA, 2020, p. 2.0-7)

Paleo Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted using a more generalized hunting, gathering, and collecting adaptation utilizing a variety of resources including birds, mollusks, and both large and small mammals. (BFSA, 2020, pp. 2.0-7 to 2.0-8)

Archaic Period (Early and Middle Holocene: circa 9,000 to 1,300 YBP)

Archaeological data indicates that between 9,000 and 8,000 YBP, a widespread complex was established in the southern California region, primarily along the coast. This complex is locally known as the La Jolla Complex, which is regionally associated with the Encinitas Tradition and shares cultural components with the widespread Milling Stone Horizon. The coastal expression of this complex appeared in southern California coastal areas and focused upon coastal resources and the development of deeply stratified shell middens that were primarily located around bays and lagoons. The older sites associated with this expression are located at Topanga Canyon, Newport Bay, Agua Hedionda Lagoon, and some of the Channel Islands. Radiocarbon dates from sites attributed to this complex span a period of over 7,000 years in this region, beginning over 9,000 YBP. (BFSA, 2020, p. 2.0-8)

The Encinitas Tradition is best recognized for its pattern of large coastal sites characterized by shell middens, grinding tools that are closely associated with the marine resources of the area, cobble-based tools, and flexed human burials. While ground stone tools and scrapers are the most recognized tool types, coastal Encinitas Tradition sites also contain numerous utilized flakes, which may have been used to pry open shellfish. Artifact assemblages at coastal sites indicate a subsistence pattern focused upon shellfish collection and nearshore fishing. This suggests an incipient maritime adaptation with regional similarities to more northern sites of the same period. Other artifacts associated with Encinitas Tradition sites include stone bowls, doughnut stones, discoidals, stone balls, and stone, bone, and shell beads. (BFSA, 2020, p. 2.0-8)

The coastal lagoons in southern California supported large Milling Stone Horizon populations circa 6,000 YBP, as is shown by numerous radiocarbon dates from the many sites adjacent to the lagoons. The ensuing millennia were not stable environmentally, and by 3,000 YBP, many of the coastal sites in central San Diego County had been abandoned. The abandonment of the area is usually attributed to the sedimentation of coastal lagoons and the resulting deterioration of fish and mollusk habitat, which is a well-documented situation at Batiquitos Lagoon. Over a 2,000-year period at Batiquitos Lagoon, dominant mollusk species occurring in archaeological middens shift from deep-water mollusks (*Argopecten* sp.) to species tolerant of tidal flat conditions (*Chione* sp.), indicating water depth and temperature changes. (BFSA, 2020, p. 2.0-8)

By 5,000 YBP, an inland expression of the La Jolla Complex is evident in the archaeological record, exhibiting influences from the Campbell Tradition from the north. These inland Milling Stone Horizon sites have been termed “Pauma Complex.” By definition, Pauma Complex sites share a predominance of grinding implements (manos and metates), lack mollusk remains, have greater tool variety (including atlatl dart points, quarry-based tools, and crescentics), and seem to express a more sedentary lifestyle with a subsistence economy based upon the use of a broad variety of terrestrial resources. Although originally viewed as a separate culture from the coastal La Jolla Complex, it appears that these inland sites may be part of a subsistence and settlement system utilized by the coastal peoples. Evidence from the 4S Project in inland San Diego County suggests that these

inland sites may represent seasonal components within an annual subsistence round by La Jolla Complex populations. Including both coastal and inland sites of this time period in discussions of the Encinitas Tradition, therefore, provides a more complete appraisal of the settlement and subsistence system exhibited by this cultural complex. (BFSA, 2020, p. 2.0-9)

Refer to subsection 2.3.3 of EIR *Technical Appendix D* for a complete description of the Archaic Period.

Late Prehistoric Period (Late Holocene: 1,300 YBP to 1790)

Many Luiseño hold the world view that as a population they were created in southern California; however, archaeological and anthropological data proposes a scientific/archaeological perspective. Archaeological and anthropological evidence suggests that at approximately 1,350 YBP, Takic-speaking groups from the Great Basin region moved into Riverside County, marking the transition to the Late Prehistoric Period. An analysis of the Takic expansion indicates that inland southern California was occupied by "proto-Yuman" populations before 1,000 YBP. As a result, it is believed that Takic expansion occurred starting around 3,500 YBP moving toward southern California, with the Gabrielino language diffusing south into neighboring Yuman (Hokan) groups around 1,500 to 1,000 YBP, possibly resulting in the Luiseño dialect. (BFSA, 2020, pp. 2.0-10 to 2.0-11)

The final Takic expansion would not have occurred until about 1,000 YBP, resulting in Vanyume, Serrano, Cahuilla, and Cupeño dialects. Evidence suggests that the Luiseño did not simply replace Hokan speakers, but were rather a northern San Diego County/southern Riverside County Yuman population who adopted the Takic language. This period is characterized by higher population densities and elaborations in social, political, and technological systems. Economic systems diversified and intensified during this period with the continued elaboration of trade networks, the use of shell-bead currency, and the appearance of more labor-intensive, yet effective, technological innovations. Technological developments during this period included the introduction of the bow and arrow between A.D. 400 and 600 and the introduction of ceramics. Atlatl darts were replaced by smaller arrow darts, including Cottonwood series points. Other hallmarks of the Late Prehistoric Period include extensive trade networks as far-reaching as the Colorado River Basin and cremation of the dead. (BFSA, 2020, p. 2.0-11)

Protohistoric Period (Late Holocene: 1790 to Present)

Ethnohistoric and ethnographic evidence indicates that three Takic-speaking groups occupied portions of Riverside County: the Cahuilla, the Gabrielino, and the Luiseño. The geographic boundaries between these groups in pre- and proto-historic times are difficult to place, but the Project site is located well within the borders of ethnographic Luiseño territory. This group was a seasonal hunting and gathering people with cultural elements that were very distinct from Archaic Period peoples. These distinctions include cremation of the dead, the use of the bow and arrow, and exploitation of the acorn as a main food staple. Along the coast, the Luiseño made use of available marine resources by fishing and collecting mollusks for food. Seasonally available terrestrial resources, including acorns and game, were also sources of nourishment for Luiseño groups. Elaborate kinship and clan systems between the Luiseño and other groups facilitated a wide-reaching

trade network that included trade of Obsidian Butte obsidian and other resources from the eastern deserts, as well as steatite from the Channel Islands. (BFSA, 2020, p. 2.0-11)

The primary settlements of Late Prehistoric Luiseño Indians in the San Jacinto Plain were represented by Ivah and Soboba near Soboba Springs, Jusipah near the town of San Jacinto, Ararah in Webster's Canyon en route to Idyllwild, Pahsitha near Big Springs Ranch southeast of Hemet, and Corova in Castillo Canyon. These locations share features such as the availability of food and water resources. Features of this land use include petroglyphs and pictographs, as well as widespread milling, which is evident in bedrock and portable implements. Groups in the vicinity of the project, neighboring the Luiseño, include the Cahuilla and the Gabrielino. Ethnographic data for the three groups is presented in subsection 2.3.5 of the Project's CRA (*Technical Appendix D*). (BFSA, 2020, p. 2.0-11)

Ethnohistoric Period (1769 to Present)

Traditionally, the history of the State of California has been divided into three general periods: the Spanish Period (1769 to 1821), the Mexican Period (1822 to 1846), and the American Period (1848 to present). The American Period is often further subdivided into additional phases: the nineteenth century (1848 to 1900), the early twentieth century (1900 to 1950), and the Modern Period (1950 to present). From an archaeological standpoint, all of these phases can be referred to together as the Ethnohistoric Period. This provides a valuable tool for archaeologists, as ethnohistory is directly concerned with the study of indigenous or non-Western peoples from a combined historical/anthropological viewpoint, which employs written documents, oral narrative, material culture, and ethnographic data for analysis. (BFSA, 2020, p. 2.0-18)

European exploration along the California coast began in 1542 with the landing of Juan Rodriguez Cabrillo and his men at San Diego Bay. The historic background of the Project area began with the Spanish colonization of Alta California. The first Spanish colonizing expedition reached southern California in 1769 with the intention of converting and civilizing the indigenous populations, as well as expanding the knowledge of and access to new resources in the region. As a result, by the late eighteenth century, a large portion of southern California was overseen by Mission San Luis Rey (San Diego County), Mission San Juan Capistrano (Orange County), and Mission San Gabriel (Los Angeles County), who began colonization of the region and surrounding areas. (BFSA, 2020, p. 2.0-18)

Up until this time, the only known way to feasibly travel from Sonora to Alta California was by sea. In 1774, Juan Bautista de Anza, an army captain at Tubac, requested and was given permission by the governor of the Mexican State of Sonora to establish an overland route from Sonora to Monterey. In doing so, Juan Bautista de Anza passed through Riverside County and described the area in writing for the first time. In 1797, Father Presidente Lausen (of Mission San Diego de Alcalá), Father Norberto de Santiago, and Corporal Pedro Lisalde (of Mission San Juan Capistrano) led an expedition through southwestern Riverside County in search of a new mission site to establish a presence between San Diego and San Juan Capistrano. Their efforts ultimately resulted in the establishment of Mission San Luis Rey in Oceanside, California. (BFSA, 2020, pp. 2.0-18 to 2.0-19)

Early colonization efforts were followed by the establishment of estancias at Puente (circa 1816) and San Bernardino (circa 1819) near Guachama. These efforts were soon mirrored by the Spaniards from Mission San Luis Rey, who in turn established a presence in what is now Lake Elsinore, Temecula, and Murrieta. The indigenous groups who occupied these lands were recruited by missionaries, converted, and put to work in the missions. Throughout this period, the Native American populations were decimated by introduced diseases, a drastic shift in diet resulting in poor nutrition, and social conflicts due to the introduction of an entirely new social order. (BFSA, 2020, p. 2.0-19)

Mexico achieved independence from Spain in 1822 and became a federal republic in 1824. As a result, both Baja and Alta California became classified as territories. Shortly thereafter, the Mexican Republic sought to grant large tracts of private land to its citizens to begin to encourage immigration to California and to establish its presence in the region. Part of the establishment of power and control included the desecularization of the missions circa 1832. These same missions were also located on some of the most fertile land in California and, as a result, were considered highly valuable. The resulting land grants, known as "ranchos," covered expansive portions of California and by 1846, more than 600 land grants had been issued by the Mexican government. A review of Riverside County place names quickly illustrates that many of the ranchos in Riverside County lent their names to present-day locations, including Jurupa, El Rincon, La Sierra, El Sobrante de San Jacinto, La Laguna (Lake Elsinore), Santa Rosa, Temecula, Pauba, San Jacinto Nuevo y Potrero, and San Jacinto Viejo. As was typical of many ranchos, these were all located in the valley environments within western Riverside County. (BFSA, 2020, p. 2.0-19)

Native American culture had been disrupted to the point where they could no longer rely upon prehistoric subsistence and social patterns. Not only does this illustrate how dependent the Native Americans had become upon the missionaries, but it also indicates a marked contrast in the way the Spanish treated the Native Americans compared to the Mexican and United States ranchers. Spanish colonialism (missions) is based upon utilizing human resources while integrating them into their society. The Mexican and American ranchers did not accept Native Americans into their social order and used them specifically for the extraction of labor, resources, and profit. Rather than being incorporated, they were either subjugated or exterminated. (BFSA, 2020, p. 2.0-20)

By 1846, tensions between the United States and Mexico had escalated to the point of war. In order to reach a peaceful agreement, the Treaty of Guadalupe Hidalgo was put into effect in 1848, which resulted in the annexation of California to the United States. Once California opened to the United States, waves of settlers moved in searching for gold mines, business opportunities, political opportunities, religious freedom, and adventure. By 1850, California had become a state and was eventually divided into 27 separate counties. While a much larger population was now settling in California, this was primarily in the central valley, San Francisco, and the Gold Rush region of the Sierra Nevada mountain range. During this time, southern California grew at a much slower pace than northern California and was still dominated by the cattle industry established during the earlier rancho period. However, by 1859, the first United States Post Office in what would eventually become Riverside County was set up at John Magee's store on the Temecula Rancho. (BFSA, 2020, p. 2.0-20).

With the completion of the Southern Pacific Railroad in 1869, southern California saw its first major population expansion. The population boom continued circa 1874 with the completion of connections between the Southern Pacific Railroad in Sacramento to the transcontinental Central Pacific Railroad in Los Angeles. The population influx brought farmers, land speculators, and prospective developers to the region. As the Jurupa area became more and more populated, circa 1870, Judge John Wesley North and a group of associates founded the city of Riverside on part of the former rancho. (BFSA, 2020, p. 2.0-21).

Although the first orange trees were planted in Riverside County circa 1871, it was not until a few years later when a small number of Brazilian navel orange trees were established that the citrus industry truly began in the region. The Brazilian naval orange was well suited to the climate of Riverside County and thrived with assistance from several extensive irrigation projects. At the close of 1882, an estimated half a million citrus trees were present in California. It is estimated that nearly half of that population was in Riverside County. Population growth and 1880s tax revenue from the booming citrus industry prompted the official formation of Riverside County in 1893 out of portions of what was once San Bernardino County. (BFSA, 2020, p. 2.0-21)

Shortly thereafter, with the start of World War I, the United States began to develop a military presence in Riverside County with the construction of March Air Reserve Base. During World War II, Camp Haan and Camp Anza were constructed in what is now the current location of the National Veteran's Cemetery. In the decades that followed, populations spread throughout the county into Lake Elsinore, Corona, Norco, Murrieta, and Wildomar. However, a significant portion of the county remained largely agricultural well into the 1970s. Following the 1970s, Riverside saw a period of dramatic population increase as the result of new development, more than doubling the population of the county with a population of over 1.3 million residents (Patterson 1971). (BFSA, 2020, p. 2.0-21)

B. Methods

The archaeological program for Temescal Valley Commerce Center Project consisted of an institutional records search, a Sacred Lands File (SLF) search, an intensive pedestrian survey of the Project site as well as the off-site improvement areas, and preparation of a technical study. The CRA conforms to the Riverside County Cultural Resource Guidelines (Draft). Statutory requirements of the California Environmental Quality Act (CEQA) and subsequent legislation (CEQA Guidelines Section 15064.5) were followed in evaluating the significance of cultural resources. (BFSA, 2020, p. 3.0-1)

1. Archaeological Records Search

The records search conducted by BFSA at the Eastern Information Center (EIC) at the University of California Riverside (UCR) was reviewed for an area of one mile surrounding the Project in order to determine the presence of any previously recorded sites. Results of the records search are provided in Appendix B to the Project's CRA (*Technical Appendix D*). The EIC search also included a standard review of the National Register of Historic Places and the Office of Historic Preservation Historic Property Directory. Land patent records, held by the Bureau of Land Management (BLM) and accessible through the BLM General Land Office (GLO) website, were also reviewed for pertinent project information. In addition, the BFSA research library was consulted for any relevant historical information. (BFSA, 2020, p. 3.0-1)

2. Field Methodology

In accordance with County CEQA review requirements, an intensive pedestrian reconnaissance was conducted that employed a series of parallel survey transects spaced at approximately 15-meter intervals to locate archaeological sites within the Project site. The archaeological survey of the Project site was completed on November 21, 2019. The entire Project site was covered by the survey process and photographs were taken to document conditions during the survey (see Section 4.2 of the Project's CRA, included as *Technical Appendix D*). The topography of the Project area was noted as generally flat within a valley setting. In general, the subject property has been impacted by grading, previous development, clearing, and modern refuse dumping. (BFSA, 2020, p. 3.0-1)

3. Native American Consultation

BFSA also requested a records search of the SLF by the Native American Heritage Commission (NAHC), which was positive for the presence of Native American cultural resources within the area. In accordance with the recommendations of the NAHC, BFSA contacted all Native Americans listed in the NAHC response letter two weeks before the field survey to request any relevant information concerning the property and to allow them the opportunity to participate in the survey. This request is not part of any Assembly Bill 52 (AB 52) Native American consultation. As of October 2020, BFSA has received 12 responses. (BFSA, 2020, p. 3.0-2)

C. Results

Provided below is a summary of the results of the Project's CRA (*Technical Appendix D*). Refer to Section 4.0 of the CRA for a complete description of the results of the cultural resources investigation.

1. Records Search Results

An archaeological records search for the Project and the surrounding area within a one-mile radius was conducted by BFSA at the EIC at UCR. The search results identified 36 cultural resources within one mile of the Project. Of the previously recorded resources, 28 are prehistoric, two (2) are multicomponent, and six (6) are historic. The prehistoric resources consist of three petroglyph/pictograph sites, one rock art site that was later determined to be non-cultural, five bedrock milling feature sites, two bedrock milling feature sites with associated lithic scatters, five lithic scatters, one habitation site, and 11 isolates. The multicomponent sites consist of one historic homestead site with a historic burial and prehistoric lithic scatter and one prehistoric habitation site with a historic wooden structure. The historic resources consist of one single-family residence, one pump house, the Temescal Valley branch of the Atchison, Topeka, and Santa Fe Railroad, the location of recreated nineteenth century tanning vats and three historical monuments, the mapped original location of the tanning vats, and the mapped original location of the Third Serrano Adobe. Refer to Table 4.1-1 of the Project's CRA (*Technical Appendix D*) for a listing of cultural resources located within one mile of the Project site. (BFSA, 2020, p. 4.0-1)

Four of the previously recorded resources (P-33-011089, P-33-011090, P-33-011091, and RIV-4111H) are recorded either within or directly adjacent to the Temescal Canyon Road off-site improvements area. (BFSA, 2020, p. 4.0-2)

- P-33-011089 is an isolated prehistoric metate discovered and collected by CRM Tech in 2001 during monitoring along Temescal Canyon Road (BFSA, 2020, p. 4.0-4).

- P-33-011090 is a prehistoric isolate consisting of a basalt pestle and a granite mano discovered and collected by CRM Tech in 2001 during monitoring along Temescal Canyon Road (BFSA, 2020, p. 4.0-4).

- P-33-011091 is an isolate prehistoric mano fragment discovered and collected by CRM Tech in 2001 during monitoring along Temescal Canyon Road (BFSA, 2020, p. 4.0-4).

- RIV-4111H consists of the current location of two reconstructed early nineteenth century tanning vats and three historical monuments. All three of the monuments contain plaques that commemorate the Third Serrano Adobe (California Historical Landmark [CHL] No. 224) and tanning vats (CHL No. 186) which were originally located some distance east of the monuments and outside of the current Project boundaries (see sites P-33-006438 and P-33-006441). One of the monuments is an official State of California Landmark Plaque, while the other two were erected by the Boy Scouts of America and a local historic group. (BFSA, 2020, p. 4.0-4)

The results of the EIC records search also indicate that 57 previous cultural resources studies have been conducted within one mile of the subject property, nine (9) of which include portions of the Project site. In addition, the southwestern portion of the current Project's off-site road improvements is included within the Serrano Commercial Specific Plan (SP No. 353) for which Riverside County certified Final Environmental Impact Report (EIR) No. 492 (SCH No. 2006081015), and which evaluated RIV-4111H. Based on the record search data, the current location of the reconstructed vats and historical markers is not of historical significance, as it is not the original location of either of the resources. Site RIV-4111H was recorded in its present location in 1991. Based on previous documentation, the vats were constructed in 1819 by Native American laborers under the direction of Leandro Serrano. The adobe was constructed by Leandro Serrano during the 1840s. The original location of the vats and Third Serrano Adobe are recorded with the EIC as P-33-006438 and P-33-006441, respectively. Both sites were originally located to the southeast. Based on the site records, both the vats and the adobe were given their CHL numbers in 1935 while still intact at their original location. While the adobe was essentially destroyed by 1948, there had been efforts by conservationists to preserve the vats in place as far back as 1959. According to the site record form for Site P-33-006438, W.A. Savage noted in 1959 that the vats were "caved and filled in." In 1962, the vats were reconstructed by the Boy Scouts of America in their original location. (BFSA, 2020, pp. 4.0-4 to 4.0-5)

The Temescal Water Company leased the land originally containing the vats and adobe in 1967, and at that time, dismantled the vats and stored the original stones within their maintenance yard. The location of both the vats and adobe was graded and "undercut by six feet and bulldozed away." By 1980, the original location of the vats and adobe was owned by Hydro Conduit Corporation who, along with the Temescal Land Company, purchased the plaques and sponsored the re-creation of the vats from the original stones. In 1981, when the monuments and reconstructed tanning vats were placed at their current location, they were included in an

update for Site RIV-108. However, the monuments are hundreds of meters from the recorded boundary of RIV-108 and previous researchers did not notice they had already been recorded. As such, they were formally recorded in 1991 as RIV-4111H. (BFSA, 2020, p. 4.0-6)

Site RIV-4111H itself is not significant as the resource's only association with the tanning vats and adobe are the modern monuments and modern recreation of historic features. Although the location of RIV-4111H is not considered significant, the reconstructed vats were identified and recommended for avoidance by EIR No. 492 (SCH No. 2006081015). (BFSA, 2020, p. 4.0-6)

None of the historic topographic maps show any structures within the Project site. Further, the aerial photographs also do not show structures within the property through 1967. The next available photograph from 1974 is the first to show the Hydro Conduit Corporation company structures within the Project site as well as the man-made Coldwater Canyon Wash Channel along the western boundary. Little change to the property is visible throughout the 20th century and into the 21st century until all the structures were removed between 2014 and 2016. (BFSA, 2020, p. 4.0-7)

BFSA also requested a records search of the SLF by the NAHC. The NAHC SLF search was positive for the presence of Native American cultural resources within the area. In accordance with the recommendations of the NAHC, BFSA contacted all Native Americans listed in the NAHC response letter two weeks before the field survey to request any relevant information concerning the property. As of October 2020, BFSA received 12 responses, which are summarized in Subsection 4.1 of the Project's CRA (*Technical Appendix D*). (BFSA, 2020, pp. 4.0-7 to 4.0-8)

2. Results of the Field Survey

An archaeological survey of the Project site and the Project's proposed off-site improvement areas was completed on November 21, 2019 by BFSA. Aerial photographs, maps, and a compass permitted orientation and location of Project site boundaries as well as the off-site improvement areas. The entire property was surveyed in 15-meter spaced transects. BFSA staff carefully inspected all exposed ground surfaces, including rodent burrows and disturbed areas. A survey form, field notes, and photographs documented the survey work undertaken. (BFSA, 2020, p. 4.0-8)

The topography was noted as generally flat, previously graded, developed, and cleared. Including the previous grading of the property, noted disturbances included the man-made Coldwater Canyon Wash Channel, along with multiple culverts situated along the western boundary. Further, at the time of the survey, road improvements to Temescal Canyon Road generally located north of Dawson Canyon Road were being conducted by Riverside County. However, additional impacts from the improvements were visible along the western boundary of the Project site within the current Project's off-site improvement area. In addition, the northern portion of the Project site was being utilized for the storage and staging of equipment. Large piles of pushed dirt as well as dumped modern trash and building material were also documented throughout the Project site. The vegetation identified within the Project site consisted primarily of non-native trees, weeds, and grasses. Ground visibility throughout the parcel at the time of the survey was generally good (approximately 80%). (BFSA, 2020, p. 4.0-8)

No prehistoric or new historic resources were identified anywhere within the subject property during the survey. Site RIV-4111H was relocated and appeared in the same condition as when the Serrano Commerce Center Specific Plan Final EIR No. 492 (SCH No. 2006081015) was prepared. All three monuments and the two reconstructed tanning vats were further documented during the current study. (BFSA, 2020, p. 4.0-8)

D. Significance Evaluation

The records search, archaeological survey of the property, and subsequent historic research has confirmed that four (4) recorded cultural resources (RIV-4111H, P-33-011089, P-33-011090, and P-33-011091) are located within the Project's off-site improvement areas. The previously recorded isolates, P-33-011089, P-33-011090, and P-33-011091, were collected through monitoring at the time of their recording, and by their nature, are not considered significant. (BFSA, 2020, p. 5.0-1)

Site RIV-4111H contains three (3) modern markers and two (2) reconstructed tanning vats that have collectively been evaluated as not significant. Based on the site records, both the vats and the adobe were given their respective CHL numbers in 1935 while still intact at their original location outside of the proposed Project's improvement areas. Of the three markers located along the roadside, only one is an official State of California historical marker. The official State of California plaque documents the "nearby" location of the Serrano tanning vats. The vats were reconstructed twice, once by the Boy Scouts of America at their original location in 1962, and again in 1981 by the Billy Holcomb Chapter of E Clampus Vitus after they had been removed in 1967. As such, there is no confirmation that the restored vats represent an accurate recreation of the vats in size, shape, or materials. Therefore, RIV-4111H remains not eligible for listing on the California Register of Historical Resources (CRHR) as the only association it has with the original CHL landmarks are the modern plaques noting that the Third Serrano Adobe and tanning vats were originally located "nearby." In addition, although noted as using the original stones, the tanning vats have been moved and are a modern reconstruction. As such, they do not possess the appropriate level of integrity to be considered significant under CEQA. As all features of the site are either modern or relocated reproductions, the site is unlikely to yield information important to prehistory or history. (BFSA, 2020, p. 5.0-1)

4.5.2 Applicable Regulatory Requirements

The following is a brief description of the federal and State environmental laws and related regulations governing the protection of cultural resources.

A. Federal Regulations

1. National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) was passed primarily to acknowledge the importance of protecting our nation's heritage. While Congress recognized that national goals for historic preservation could best be achieved by supporting the drive, enthusiasm, and wishes of local citizens and communities, it understood that the federal government must set an example through enlightened policies and practices. In the words of the Act, the federal government's role would be to "provide leadership" for preservation, "contribute

to" and "give maximum encouragement" to preservation, and "foster conditions under which our modern society and our prehistoric and historic resources can exist in productive harmony." (NPS, n.d.)

NHPA and related legislation sought a partnership among the federal government and the states that would capitalize on the strengths of each. The federal government, led by the National Park Service (NPS) provides funding assistance; basic technical knowledge and tools; and a broad national perspective on America's heritage. The states, through State Historic Preservation Officers (SHPOs) appointed by the governor of each state, would provide matching funds, a designated state office, and a Statewide preservation program tailored to state and local needs and designed to support and promote state and local historic preservation interests and priorities. (NPS, n.d.)

An Advisory Council on Historic Preservation (ACHP), the first and only federal entity created solely to address historic preservation issues, was established as a cabinet-level body of Presidentially-appointed citizens, experts in the field, and federal, state, and local government representatives, to ensure that private citizens, local communities, and other concerned parties would have a forum for influencing federal policy, programs, and decisions as they impacted historic properties and their attendant values. (NPS, n.d.)

Section 106 of NHPA granted legal status to historic preservation in federal planning, decision-making, and project execution. Section 106 requires all federal agencies to take into account the effects of their actions on historic properties, and provide ACHP with a reasonable opportunity to comment on those actions and the manner in which federal agencies are taking historic properties into account in their decisions. (NPS, n.d.)

A number of additional executive and legislative actions have been directed toward improving the ways in which all federal agencies manage historic properties and consider historic and cultural values in their planning and assistance. Executive Order 11593 (1971) and, later, Section 110 of NHPA (1980, amended 1992), provided the broadest of these mandates, giving federal agencies clear direction to identify and consider historic properties in federal and federally assisted actions. The NHPA Amendments of 1992 further clarified Section 110 and directed federal agencies to establish preservation programs commensurate with their missions and the effects of their authorized programs on historic properties. (NPS, n.d.)

2. National Register of Historic Places (NRHP)

The National Register of Historic Places (NRHP) is the official list of the Nation's historic places worthy of preservation. Authorized by the NHPA of 1966, the NPS's NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archaeological resources. (NPS, n.d.)

To be considered eligible, a property must meet the National Register Criteria for Evaluation. This involves examining the property's age, integrity, and significance, as follows:

- Age and Integrity. Is the property old enough to be considered historic (generally at least 50 years old) and does it still look much the way it did in the past?

- Significance. Is the property associated with events, activities, or developments that were important in the past? With the lives of people who were important in the past? With significant architectural history, landscape history, or engineering achievements? Does it have the potential to yield information through archaeological investigation about our past? (NPS, n.d.)

Nominations can be submitted to a SHPO from property owners, historical societies, preservation organizations, governmental agencies, and other individuals or groups. The SHPO notifies affected property owners and local governments and solicits public comment. If the owner (or a majority of owners for a district nomination) objects, the property cannot be listed but may be forwarded to the NPS for a Determination of Eligibility (DOE). Listing in the NRHP provides formal recognition of a property's historical, architectural, or archaeological significance based on national standards used by every state. (NPS, n.d.)

Under federal law, the listing of a property in the NRHP places no restrictions on what a non-federal owner may do with their property up to and including destruction, unless the property is involved in a project that receives federal assistance, usually funding or licensing/permitting. NRHP listing does not lead to public acquisition or require public access. (NPS, n.d.)

3. National Historic Landmarks Program

National Historic Landmarks (NHLs) are nationally significant historic places designated by the Secretary of the Interior because they possess exceptional value or quality in illustrating or interpreting the heritage of the United States. Today, just over 2,500 historic places bear this national distinction. Working with citizens throughout the nation, the National Historic Landmarks Program draws upon the expertise of NPS staff who guide the nomination process for new NHLs and provide assistance to existing landmarks. (NPS, n.d.)

4. American Indian Religious Freedom Act

The American Indian Religious Freedom Act (AIRFA) requires each executive branch agency with statutory or administrative responsibility for the management of federal lands shall, to the extent practicable and permitted by law, and not clearly inconsistent with essential agency functions, to accommodate access to and ceremonial use of Indian sacred sites by Indian religious practitioners and avoid adversely affecting the physical integrity of such sacred sites. Where appropriate, agencies also are required to maintain the confidentiality of sacred sites. Each executive branch agency with statutory or administrative responsibility for the management of federal lands are required to implement procedures to ensure reasonable notice is provided of proposed actions or land management policies that may restrict future access to or ceremonial use of, or adversely affect the physical integrity of, sacred sites. (NOAA, n.d.)

5. Native American Graves Protection and Repatriation Act (NAGPRA)

The Native American Graves Protection and Repatriation Act (NAGPRA; Public Law 101-601; 25 U.S.C. 3001-3013) describes the rights of Native American lineal descendants, Indian tribes, and Native Hawaiian organizations with respect to the treatment, repatriation, and disposition of Native American human remains, funerary objects, sacred objects, and objects of cultural patrimony, referred to collectively in the statute as cultural items, with which they can show a relationship of lineal descent or cultural affiliation. (NPS, n.d.)

One major purpose of this statute is to require that federal agencies and museums receiving federal funds inventory holdings of Native American human remains and funerary objects and provide written summaries of other cultural items. The agencies and museums must consult with Indian tribes and Native Hawaiian organizations to attempt to reach agreements on the repatriation or other disposition of these remains and objects. Once lineal descent or cultural affiliation has been established, and in some cases the right of possession also has been demonstrated, lineal descendants, affiliated Indian tribes, or affiliated Native Hawaiian organizations normally make the final determination about the disposition of cultural items. Disposition may take many forms from reburial to long term curation, according to the wishes of the lineal descendent(s) or culturally affiliated tribe(s). (NPS, n.d.)

The second major purpose of the statute is to provide greater protection for Native American burial sites and more careful control over the removal of Native American human remains, funerary objects, sacred objects, and items of cultural patrimony on federal and tribal lands. NAGPRA requires that Indian tribes or Native Hawaiian organizations be consulted whenever archaeological investigations encounter, or are expected to encounter, Native American cultural items or when such items are unexpectedly discovered on federal or tribal lands. Excavation or removal of any such items also must be done under procedures required by the Archaeological Resources Protection Act. This NAGPRA requirement is likely to encourage the in-situ preservation of archaeological sites, or at least the portions of them that contain burials or other kinds of cultural items. (NPS, n.d.)

Other provisions of NAGPRA: (1) stipulates that illegal trafficking in human remains and cultural items may result in criminal penalties; (2) authorizes the Secretary of the Interior to administer a grants program to assist museums and Indian tribes in complying with certain requirements of the statute; (3) requires the Secretary of the Interior to establish a Review Committee to provide advice and assistance in carrying out key provisions of the statute; authorizes the Secretary of the Interior to penalize museums that fail to comply with the statute; and, (5) directs the Secretary to develop regulations in consultation with this Review Committee. (NPS, n.d.)

6. Federal Antiquities Act

The Antiquities Act is the first law to establish that archaeological sites on public lands are important public resources. It obligates federal agencies that manage the public lands to preserve for present and future generations the historic, scientific, commemorative, and cultural values of the archaeological and historic sites and structures on these lands. It also authorizes the President of the United States to protect landmarks, structures, and objects of historic or scientific interest by designating them as National Monuments. (NPS, n.d.)

B. State Regulations

1. California Administrative Code, Title 14, Section 4308

Section 4308, *Archaeological Features*, of Title 14 of the California Administrative Code provides that: “No person shall remove, injure, disfigure, deface, or destroy any object of archaeological, or historical interest or value.” (CA State Parks, n.d.)

2. California Code of Regulations Title 14, Section 1427

California Code of Regulations Title 14, Section 1427 provides that: "No person shall collect or remove any object or thing of archaeological or historical interest or value, nor shall any person injure, disfigure, deface or destroy the physical site, location or context in which the object or thing of archaeological or historical interest or value is found." (NAHC, 2025)

3. California Register of Historic Resources

The State Historical Resources Commission has designed this program for use by State and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The Register is the authoritative guide to the State's significant historical and archaeological resources. The California Register program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies historical resources for State and local planning purposes; determines eligibility for State historic preservation grant funding; and affords certain protections under CEQA. (OHP, 2025)

In order for a resource to be included on the California Register of Historic Resources, the resources must meet one of the following criteria:

- Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1).
- Associated with the lives of persons important to local, California, or national history (Criterion 2).
- Embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values (Criterion 3).
- Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation (Criterion 4). (OHP, 2025)

For resources included on the California Register of Historic Resources, environmental review may be required under CEQA if property is threatened by a project. Additionally, local building inspectors must grant code alternatives provided under State Historical Building Code. Further, the local assessor may enter into contract with property owner for property tax reduction pursuant to the Mills Act. A property owner also may place his or her own plaque or marker at the site of the resource. (OHP, 2025)

Consent of owner is not required, but a resource cannot be listed over an owner's objections. The State Historical Resources Commission (SHRC) can, however, formally determine a property eligible for the California Register if the resource owner objects. (OHP, 2025)

4. Traditional Tribal Cultural Places Act (Senate Bill 18, (SB 18))

SB 18 requires local (city and county) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places ("cultural places") through local land use planning. SB 18

also requires the Governor's Office of Planning and Research (OPR) to include in the General Plan Guidelines advice to local governments for how to conduct these consultations. (OPR, 2005)

The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places. The purpose of involving tribes at these early planning stages is to allow consideration of cultural places in the context of broad local land use policy, before individual site-specific, project-level land use decisions are made by a local government. (OPR, 2005)

SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. These consultation and notice requirements apply to adoption and amendment of both general plans (defined in Government Code § 65300 et seq.) and specific plans (defined in Government Code § 65450 et seq.). Although SB 18 does not specifically mention consultation or notice requirements for adoption or amendment of specific plans, existing State planning law requires local governments to use the same processes for adoption and amendment of specific plans as for general plans (see Government Code § 65453). Therefore, where SB 18 requires consultation and/or notice for a general plan adoption or amendment, the requirement extends also to a specific plan adoption or amendment. (OPR, 2005)

5. Assembly Bill 52 (AB 52)

California AB 52 (2014) Chapter 532 amended Section 5097.94 of, and added Sections 21073, 21074, 21080.3.1, 21080.3.2, 21802.3, 21083.09, 21084.2, and 21084.3 to the California Public Resources Code relating to Native Americans. AB 52 was approved on September 25, 2014. By including tribal cultural resources early in the CEQA process, the legislature intended to ensure that local and tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to tribal cultural resources. By taking this proactive approach, the legislature also intended to reduce the potential for delay and conflicts in the environmental review process. (OPR, 2017b)

The Public Resources Code now establishes that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment." (Public Resources Code § 21084.2.) To help determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the determination of whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. (Public Resources Code § 21080.3.1.) (OPR, 2017b)

If a lead agency determines that a project may cause a substantial adverse change to tribal cultural resources, the lead agency must consider measures to mitigate that impact. Public Resources Code § 20184.3 (b)(2) provides examples of mitigation measures that lead agencies may consider to avoid or minimize impacts to tribal cultural resources. These rules apply to projects that have a notice of preparation for an environmental

impact report or negative declaration or mitigated negative declaration filed on or after July 1, 2015. (OPR, 2017b)

Section 21074 of the Public Resources Code defines "tribal cultural resources." In brief, in order to be considered a "tribal cultural resource," a resource must be either:

(1) listed, or determined to be eligible for listing, on the national, State, or local register of historic resources, or

(2) a resource that the lead agency chooses, in its discretion, to treat as a tribal cultural resource. (OPR, 2017b)

In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the California Register of Historic Resources. In applying those criteria, a lead agency must consider the value of the resource to the tribe. (OPR, 2017b)

6. State Health and Safety Code

California Health and Safety Code (HSC) § 7050.5(b) requires that excavation and disturbance activities must cease "in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery…" until the coroner can determine the circumstances, manner, and cause of any death. The coroner is then required to make recommendations concerning the treatment and disposition of the human remains. Further, this section of the code makes it a misdemeanor to intentionally disturb, mutilate, or remove interred human remains. § 7051 specifies that the removal of human remains from "internment or a place of storage while awaiting internment" with the intent to sell them or to dissect them with "malice or wantonness" is a public offense punishable by imprisonment in a State prison. Lastly, HSC §§ 8010-8011 establish the California Native American Graves Protection and Repatriation Act consistent with the federal law addressing the same. The Act stresses that "all California Indian human remains and cultural items are to be treated with dignity and respect." It encourages voluntary disclosure and return of remains and cultural items by publicly funded agencies and museums in California. It also outlines the need for aiding California Indian tribes, including non-federally recognized tribes, in filing repatriation claims. (Justia, 2025b)

7. California Code of Regulations Section 15064.5 (CEQA Guidelines)

The California Code of Regulations, Title 14, Chapter 3, § 15064.5 (the State CEQA Guidelines) establishes the procedure for determining the significance of impacts to archaeological and historical resources, as well as classifying the type of resource. Cultural resources are aspects of the environment that require identification and assessment for potential significance. The evaluation of cultural resources under CEQA is based upon the definitions of resources provided in CEQA Guidelines § 15064.5, as follows: (AEP, 2019)

- *A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4850 et seq.).*

- *A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.*
- *Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4852) including the following:*
    - *Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*
    - *Is associated with the lives of persons important in our past;*
    - *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; or*
    - *Has yielded, or may be likely to yield, information important in prehistory or history.*
- *The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.*

4.5.3 Basis for Determining Significance

Section V of Appendix G to the CEQA Guidelines addresses typical adverse effects to cultural resources, and includes the following threshold questions to evaluate a Project's impacts on cultural resources (OPR, 2018a):

- Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?
- Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?
- Would the project disturb any human remains, including those interred outside of formal cemeteries?

Significance thresholds set forth in the Riverside County's Environmental Assessment Checklist form are derived from Section V of Appendix G to the CEQA Guidelines (listed above), as modified by the 2018 updates

to the CEQA Guidelines, and state that the proposed Project would have a significant impact on cultural resources if construction and/or operation if the Project would:

a. *Alter or destroy an historic site;*

b. *Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5;*

c. *Alter or destroy an archaeological site;*

d. *Cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, Section 15064.5; or*

e. *Disturb any human remains, including those interred outside of formal cemeteries.*

The significance thresholds set forth in the Riverside County's Environmental Assessment Checklist form, as modified by the 2018 updates to the CEQA Guidelines, were used to evaluate the significance of the proposed Project's impacts on cultural resources.

4.5.4 IMPACT ANALYSIS

Threshold a.: ***Would the Project alter or destroy an historic site?***

Threshold b.: ***Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to California Code of Regulations, Section 15064.5?***

Based on the results of the Project's CRA (*Technical Appendix D*), only one potential historic site, Site RIV-4111H, occurs within areas that would be impacted by the proposed Project. Site RIV-4111H consists of the current location of two reconstructed early nineteenth century tanning vats and three historical monuments. All three of the monuments contain plaques that commemorate the Third Serrano Adobe (CHL No. 224) and tanning vats (CHL No. 186) which were originally located some distance east of the monuments and outside of the Project's impact area. One of the monuments is an official State of California Landmark plaque, while the other two were erected by the Boy Scouts of America and a local historic group. The information on the three monuments is provided below (BFSA, 2020, p. 4.0-4):

- NO. 186 SERRANO TANNING VATS – "Nearby, two vats were built in 1819 by the Luiseño Indians under the direction of Leandro Serrano, first non-Indian settler in what is now Riverside County. The vats were used in making leather from cow hides. In 1981, the vats were restored and placed here by the Billy Holcomb Chapter of E Clampus Vitus." (BFSA, 2020, p. 4.0-4)

- NO. 224 RUINS OF THIRD SERRANO ADOBE – "Don Leandro Serrano set out orchards and vineyards and cultivated some of the fertile lands of the Temescal Valley. In the 1840s, he built his third adobe, which the Serrano family occupied until 1898, on the well-traveled road between San Diego and Los Angeles." (BFSA, 2020, p. 4.0-4)

- TANNING VATS – Built in 1819 by Leonardo Serrano. Site restored by TR 172 El Capitan Dist. Marker made by the Boy Scouts in 1962 salvaged by the Billy Holcomb Chapter of E Clampus Vitus in 1981. (BFSA, 2020, p. 4.0-4)

Based on the site records, both the vats and the adobe were given their respective CHL numbers in 1935 while still intact at their original location outside of the Project's impact limits. Of the three markers located along the roadside, only one is an official State of California historical marker. The official State of California plaque documents the "nearby" location of the Serrano tanning vats. The vats were reconstructed twice, once by the Boy Scouts of America at their original location in 1962, and again in 1981 by the Billy Holcomb Chapter of E Clampus Vitus after they had been removed in 1967. As such, there is no confirmation that the restored vats represent an accurate recreation of the vats in size, shape, or materials. Therefore, RIV-4111H remains not eligible for listing on the CRHR as the only association it has with the original CHL landmarks are the modern plaques noting that the Third Serrano Adobe and tanning vats were originally located "nearby." In addition, although noted as using the original stones, the tanning vats have been moved and are a modern reconstruction. As such, they do not possess the appropriate level of integrity to be considered significant under CEQA. As all features of the site are either modern or relocated reproductions, the site is unlikely to yield information important in prehistory or history. Site RIV-4111H would be directly impacted with implementation of the Project; however, these impacts would not be significant. Although not significant, RIV-4111H contains an official CHL plaque, and measures to mitigate the removal or relocation of the monuments and tanning vats have previously been developed under the Serrano Commercial Specific Plan (SP No. 353). As such, it is recommended that the general requirements of the previously approved Conditions of Approval tied to RIV-4111H be implemented as part of the proposed Project. (BFSA, 2020, p. 5.0-1)

Accordingly, and based on the analysis presented in the Project's CRA, implementation of the proposed Project would not alter or destroy a historic site or cause a substantial adverse change in the significance of a historical resource pursuant to California Code of Regulations Section 15064.5, either on site or off site within proposed improvement areas. However, the potential for the Project area to contain unidentified subsurface resources is considered high. Thus, there is a potential that historical resources may be uncovered during on- or off-site grading or ground-disturbing activities. This is evaluated as a potentially significant impact for which mitigation would be required.

Threshold c.: ***Would the Project alter or destroy an archaeological site?***

Threshold d.: ***Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5?***

The records search, archaeological survey of the property, and subsequent historic research conducted by BFSA confirmed that three prehistoric recorded cultural resources (P-33-011089, P-33-011090, and P-33-011091) are located within the Project's impact limits. The previously recorded isolates (P-33-011089, P-33-011090, and P-33-011091) were collected through monitoring at the time of their recording, and by their nature, are not considered significant. As such, the Project would not result in any impacts to known archaeological sites and would not cause a substantial adverse change in the significance of an archaeological

resource pursuant to California Code of Regulation, Section 15064.5. Accordingly, impacts would be less than significant. (BFSA, 2020, p. 5.0-1)

Although impacts to known archaeological resources on the Project site and off-site improvement areas would be less than significant, both the Project site and off-site improvement areas have the potential to contain unidentified archaeological resources. Given the presence of previously-identified archaeological resources within the Project vicinity, there is a potential for the Project site or off-site improvement areas to contain unidentified surface or subsurface archaeological resources. Therefore, Project impacts to previously-undiscovered archaeological resources that may occur in the on- or off-site impact areas of the proposed Project would be significant prior to mitigation.

Threshold e.: ***Would the Project disturb any human remains, including those interred outside of formal cemeteries?***

The Project site does not contain a cemetery and no known cemeteries are located within the immediate site vicinity. Field surveys conducted on the Project site and off-site improvement areas by BFSA did not identify the presence of any human remains and no human remains are known to exist beneath the surface of the site. Nevertheless, the remote potential exists that human remains may be unearthed during grading and excavation activities associated with Project construction. If human remains are unearthed during Project construction, the construction contractor would be required by law to comply with California Health and Safety Code § 7050.5, "Disturbance of Human Remains." According to § 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and 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 is required to contact the NAHC by telephone within 24 hours. Pursuant to California Public Resources Code § 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code § 5097.94(k), the NAHC is authorized to 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. Notwithstanding the requirements of California Health and Safety Code § 7050.5 and California Public Resources Code § 5097.98, due to the potential to discover buried human remains during Project construction activities (i.e., grading), a potentially significant impact would occur and mitigation would be required.

4.5.5 Cumulative Impact Analysis

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development within western Riverside County. This study area was selected

for evaluation because it encompasses a broad region with similar geological, biological, and climatic conditions.

As noted above under Thresholds a. and b., no resources were identified on site or within the off-site improvement areas that meet the CEQA or CRHR definitions. As such, the Project would not result in any cumulatively-considerable impacts to known historical resources. However, there is a possibility that subsurface historical resources may be impacted by development of the Project as proposed. Other developments envisioned with buildout of the Riverside County General Plan and the general plans of cities within the County also have the potential to result in impacts to historical sites or resources, including sites or resources that may be buried beneath the ground surface. As such, the Project's potential impacts to previously-discovered historical resources on the Project site would be cumulatively considerable prior to mitigation.

As discussed under the analysis of Thresholds c. and d., only one archaeological site, three prehistoric recorded cultural resources (P-33-011089, P-33-011090, and P-33-011091), are located within the Project's impact limits. The previously recorded isolates (P-33-011089, P-33-011090, and P-33-011091) were collected through monitoring at the time of their recording, and by their nature, are not considered significant. As such, the Project would not result in any cumulatively-considerable impacts to known archaeological sites and would not cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulation, Section 15064.5. However, there is a possibility that previously-undiscovered subsurface archaeological resources may be impacted by development of the Project as proposed. Other cumulative developments resulting from buildout of the Riverside County General Plan and the general plans of cities within the County also have the potential to result in impacts to archaeological sites or resources, including sites or resources that may be buried beneath the ground surface. As such, the Project's potential impacts to archaeological sites or resources would be cumulatively considerable prior to mitigation.

As discussed under Threshold e., although the Project would be subject to compliance with the provisions of California Health and Safety Code § 7050.5 as well as Public Resources Code § 5097 et. seq., there is a potential that buried human remains could be uncovered during construction of the proposed Project. Other cumulative developments similarly would have the potential to uncover buried human remains. Accordingly, the Project's potential impacts to human remains would be cumulatively considerable prior to mitigation.

4.5.6 Significance of Impacts Before Mitigation

Thresholds a. and b.: Significant Direct and Cumulatively-Considerable Impact. The Project would not impact known historical resources. Although not significant, RIV-4111H, contains an official CHL plaque, and measures to mitigate the removal or relocation of the monuments and tanning vats have previously been developed under the Serrano Commerce Center Specific Plan EIR No. 492 (SCH No. 2006081015). As such, it is recommended that the general requirements of the previously approved Conditions of Approval tied to RIV-4111H as part of the Serrano Commerce Center Specific Plan project be implemented as part of the proposed Project. Additionally, there is a potential for previously-undiscovered historical resources to occur on the site surface or beneath the surface of areas planned for physical impact (i.e., grading) as part of the Project. Potential impacts to previously-undiscovered historical resources on site or within the off-site

improvement areas would be significant on both a direct and cumulatively-considerable basis prior to mitigation.

Threshold c. and d.: Significant Direct and Cumulatively-Considerable Impact. The Project would not impact any known archaeological sites and would not cause a substantial adverse change in the significance of any known archaeological resources pursuant to California Code of Regulation, Section 15064.5. However, there is a possibility that previously-undiscovered subsurface archaeological resources may be impacted by development of the Project as proposed. Therefore, Project impacts to previously-undiscovered archaeological resources that may occur in the on- or off-site impact areas of the proposed Project would be significant prior to mitigation.

Threshold e.: Significant Direct and Cumulatively-Considerable Impact. The Project site does not contain a cemetery and no known cemeteries are located within the immediate site vicinity. Although the Project Applicant would be required to comply with the applicable provisions of California Health and Safety Code § 7050.5 and California Public Resources Code § 5097 et. seq., the Project's potential impacts to buried human remains would be significant on a direct and cumulatively-considerable basis prior to mitigation.

4.5.7 County Regulations, Design Requirements, and Mitigation

Applicable County Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable County regulations and design requirements.

- 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 Section 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 Section 6254 (r).

Mitigation

MM 4.5-1 **060 – Planning-CUL.1**: **Cultural Resource Monitoring Program**. The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A CRMP 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. This document shall be provided to the County Archaeologist for review and approval prior to issuance of the grading permit. The CRMP shall contain at a minimum the following:

- *Archaeological Monitor*: An adequate number of qualified archaeological monitors shall be onsite to ensure all earth moving activities are observed for areas being monitored. This includes all grubbing, grading and trenching onsite and for all offsite 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 sand directed by the Project Archaeologist.
- *Cultural Sensitivity Training*: The Project Archaeologist and if required, a representative designated by the Tribe shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; the areas to be avoided during grading activities; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event unanticipated cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. This is a mandatory training and all construction personnel must attend prior to beginning work on the project site. A sign-in sheet for attendees of this training shall be included in the Phase IV Monitoring Report.
- *Unanticipated Resources*: In the event that previously unidentified potentially significant cultural resources are discovered, the Archaeological and/or Tribal Monitor(s) shall have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources. The Project Archaeologist, in consultation with the Tribal monitor, shall determine the significance of the discovered resources. The County Archaeologist must concur with the evaluation before construction activities will be allowed to resume in the affected area. Further, before construction activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The Project Archaeologist shall determine the amount of material to be recovered for an adequate artifact sample for analysis. Isolates and clearly non-significant deposits shall be minimally documented in the field and the monitored grading can proceed.
- *Artifact Disposition*: the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery.
- *Modifications*: The Professional Archaeologist may submit a detailed letter to the County of Riverside during grading requesting a modification to the monitoring program if circumstances are encountered that reduce the need for monitoring.

MM 4.5-2 **060-Planning-CUL.2: Cultural Mitigation Monitoring and Reporting Program (MMRP).** Monitoring during ground-disturbing activities, such as grading or trenching, by a qualified archaeologist is required to ensure that if buried archaeological artifacts or deposits are present, they will be handled in a timely and proper manner. A MMRP to mitigate potential impacts to RIV-4111H as well as undiscovered buried cultural resources within the Temescal Canyon

Business Park Project shall be implemented to the satisfaction of the Lead Agency. This program shall include, but not be limited to, the following actions:

1. The project proponent shall make an effort to contact the Billy Holcomb Chapter of E Clampus Vitus to inform them of the impacts to the monuments and reconstructed tanning vats.
    a. E Clampus Vitus shall be provided the option of collecting the plaques found on the three monuments, as they provided partial funding for them, or allow the plaques to remain with the tanning vats.
    b. E Clampus Vitus shall also be provided the option of relocating the tanning vats.
        i. In the event that E Clampus Vitus cannot be contacted or is uninterested, relocation shall be performed by the project proponent.
        ii. If relocation is chosen, either by E Clampus Vitus and/or by the project proponent, a suitable location shall be selected near the original location and the official State-approved forms shall be submitted to the California Office of Historic Preservation (OHP) to reassess the California Historical Landmark (CHL) landmark status, as well as outline the relocation process including how and where the monuments and tanning vats will be relocated.
        iii. In accordance with the OHP, authorization from the OHP is only required for moving the single official plaque for the tanning vats (CHL No. 186). The other monuments may be moved without OHP approval.
2. In the event that the CHL landmark status is confirmed and relocation is approved, the tanning vats and monuments shall be relocated per the OHP-approved plan immediately and in coordination between the project proponent and E Clampus Vitus.
3. In the event that the CHL landmark status is denied, the project proponent shall attempt to relocate them to an area for their historic interpretation value to the public.
    a. Relocation may include donation of the tanning vats to a local museum or historical society who would be willing to display the artifacts or, if an appropriate museum or historical society is not located, the tanning vats may be suitably relocated within the currently proposed development.
4. Prior to the removal process detailed drawings, measurements, and photos shall be taken of the vats to aid in the reconstruction of the feature at its new location.
5. Once relocated and updated California Department of Parks and Recreation (DPR) form for the resource shall be filed with the Eastern Information Center (EIC) at University of California, Riverside (UCR).

MM 4.5-3 **060-Planning-CUL.2: Native American Monitor**. Prior to the issuance of grading permits, the developer/permit applicant shall enter into agreement(s) with the consulting tribe(s) for Native American Monitor(s). In conjunction with the Archaeological Monitor(s), the Native

American Monitor(s) shall attend a pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. In addition, the Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the Project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this requirement. Upon verification, the Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.

MM 4.5-4 **Planning-CUL.1: Artifact Disposition**. In the event cultural resources are identified during ground disturbing activities, the landowner(s) shall relinquish ownership of all cultural resources and provide evidence to the satisfaction of the County Archaeologist that all archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), have been handled through the following methods.

1. *Historic Resources*. All historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), have been 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. Evidence shall be in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.
2. *Prehistoric and/or Tribal Cultural Resources.* One of the following treatments shall be applied in the event prehistoric and/or tribal cultural resources are uncovered.
    a. Preservation–in-place, if feasible is the preferred option. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.
    b. Reburial of the resources on the Project property. The measures for reburial shall be culturally appropriate as determined through consultation with the consulting Tribe(s)and include, at least, the following:
        i. Measures to protect the reburial area from any future impacts in perpetuity. Reburial shall not occur until all required cataloguing (including a complete photographic record) and analysis have been completed on the cultural resources, with the exception that sacred and ceremonial items, burial goods, and Native American human remains are excluded.
        ii. No cataloguing, analysis, or other studies may occur on human remains, grave goods, and sacred and ceremonial items.

iii. Any reburial processes shall be culturally appropriate and approved by the consulting tribe(s).

iv. 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 County under a confidential cover and not subject to a Public Records Request.

c. *Human Remains*. Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to 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 their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted by the Coroner within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant." The Most Likely Descendant shall then make recommendations and engage in consultation with the property owner concerning the treatment of the remains and any associated items as provided in Public Resources Code Section 5097.98.

MM 4.5-5 **070 – Planning-CUL.2: Phase IV Monitoring Report**. Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance to procedures stipulated in the Cultural Resources Management Plan.

4.5.8 Significance of Impact After Mitigation

Thresholds a. and b.: Less-than-Significant Impact with Mitigation Incorporated. Although not considered a significant historic resource pursuant to CEQA, implementation of Mitigation Measure MM 4.5-1 would ensure appropriate treatment of the two reconstructed early nineteenth century tanning vats and three historical monuments. Implementation of the required mitigation would further ensure that Project impacts to Site RIV-4111H remain below a level of significance. Additionally, implementation of Mitigation Measures MM 4.5-2 through MM 4.5-5 would ensure that any historical resources identified on site during ground-disturbing activities are appropriately treated, including if necessary curation of the historical artifact(s) at the EIC at UCR or as directed by the County Archaeologist. Implementation of the required mitigation would ensure that any potential impacts to subsurface historical sites or resources would be reduced to less-than-significant levels.

Thresholds c. and d.: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measures MM 4.5-2 through MM 4.5-5 would ensure that any archaeological sites or resources identified on site during ground-disturbing activities are appropriately treated as directed by the Archaeological Monitor, County Archaeologist, and Native American Monitor. Implementation of the required mitigation would reduce the Project's potential impacts to subsurface archaeological sites or resources to below a level of significance.

Threshold e.: Less-than-Significant Impact with Mitigation Incorporated. In the event that human remains are discovered during construction activities, provision 2.c of Mitigation Measure MM 4.5-4 would require the Project Applicant to comply with the applicable provisions of California Health and Safety Code § 7050.5 and California Public Resources Code § 5097 et. seq. Mandatory compliance with Mitigation Measure MM 4.5-4, State law, and applicable regulatory requirements would reduce the Project's potential impacts to buried human remains to less-than-significant-levels.

4.6 ENERGY

This Subsection 4.6 is based in part on the information contained in the Project's Energy Analysis Report ("Energy Analysis"), titled "Temescal Valley Commerce Center (PPT 220039) Energy Analysis," dated June 27, 2023, and appended to this EIR as *Technical Appendix E* (Urban Crossroads, 2023c). It should be noted that the analyses provided in *Technical Appendix E* assumes that the Project's warehouse buildings would contain a total of 637,718 s.f. of building area, while the Project Applicant only is proposing a total of 633,607 s.f. of warehouse building area; thus, the analyses presented in *Technical Appendix E* provides a "worst-case" analysis of the Project's potential impacts due to energy consumption. Refer to Section 7.0, *References*, for a complete list of reference sources.

4.6.1 EXISTING CONDITIONS

A. Overview

The most recent data for California's estimated total energy consumption and natural gas consumption is from 2020, released by the United States (U.S.) Energy Information Administration's (EIA) California State Profile and Energy Estimates in 2021 and included the following consumption estimates (Urban Crossroads, 2023c, p. 7):

- As of 2020, approximately 6,923 trillion British Thermal Unit (BTU) of energy was consumed
- As of 2021, approximately 605 million barrels of petroleum
- As of 2021, approximately 2,101 billion cubic feet of natural gas
- As of 2021, approximately 1 million short tons of coal

According to the EIA, in 2021 the U.S. petroleum consumption comprised about 77% of all transportation energy use, excluding fuel consumed for aviation and most marine vessels. In 2022, about 251,923 million gallons (or about 5.99 million barrels) of finished petroleum products were consumed in the U.S., an average of about 690 million gallons per day (or about 16.4 million barrels per day). In 2021, California consumed approximately 12,157 million gallons in motor gasoline (33.31 million per day) and approximately 3,541 million gallons of diesel fuel (9.7 million per day). (Urban Crossroads, 2023c, p. 7)

The most recent data provided by the EIA for energy use in California is reported from 2021 and provided by demand sectors as follows (Urban Crossroads, 2023c, p. 7):

- Approximately 37.8% transportation sector;
- Approximately 23.2% industrial sector;
- Approximately 20.0% residential sector; and
- Approximately 19.0% commercial sector.

According to the EIA, California used approximately 247,250 gigawatt hours of electricity in 2021. By sector in 2021, residential uses utilized 36.5% of the State's electricity, followed by 43.9% for commercial uses, 19.2% for industrial uses, and 0.3% for transportation. Electricity usage in California for differing land uses

varies substantially by the type of uses in a building, type of construction materials used in a building, and the efficiency of all electricity-consuming devices within a building. (Urban Crossroads, 2023c, p. 7)

According to the EIA, California used approximately 200,871 million therms of natural gas in 2021. In 2021 (the most recent year for which data is available), by sector, industrial uses utilized 33% of the state's natural gas, followed by 30% used as fuel in the electric power sector, 21% from residential, 11% from commercial, 1% from transportation uses and the remaining 3% was utilized for the operations, processing and production of natural gas itself. While the supply of natural gas in the United States and production in the lower 48 states has increased greatly since 2008, California produces little, and imports 90% of its supply of natural gas. (Urban Crossroads, 2023c, p. 7)

In 2021, total system electric generation for California was 277,764 gigawatt hours (GWh). California's massive electricity in-state generation system generated approximately 194,127 GWh which accounted for approximately 70% of the electricity it uses; the rest was imported from the Pacific Northwest (12%) and the U.S. Southwest (18%). Natural gas is the main source for electricity generation at 50.19% of the total in-state electric generation system power as shown in Table 4.6-1, *Total Electricity System Power (California 2021)*. (Urban Crossroads, 2023c, p. 8)

Table 4.6-1 Total Electricity System Power (California 2021)

Fuel Type	California In-State Generation (GWh)	% of California In-State Generation	Northwest Imports (GWh)	Southwest Imports (GWh)	Total Imports (GWh)	% of Imports	Total California Energy Mix (GWh)	Total California Power Mix
Coal	303	0.2%	181	7,788	7,969	9.5%	8,272	3.0%
Natural Gas	97,431	50.2%	45	7,880	7,925	9.5%	105,356	379.0%
Oil	37	0.0%	-	-	-	0.0%	37	0.0%
Other (Waste Heat/Petroleum Coke)	382	0.2%	68	15	83	0.1%	465	0.2%
Nuclear	16,477	8.5%	524	8,756	9,281	11.1%	25,758	9.3%
Large Hydro	12,036	6.2%	12,042	1,578	13,620	16.3%	25,656	9.2%
Unspecified	-	0.0%	8,156	10,731	18,887	22.6%	18,887	6.8%
Total Thermal and Non-Renewables	**126,666**	**65.2%**	**21,017**	**36,748**	**57,764**	**6910.0%**	**184,431**	**66.4%**
Biomass	5,381	2.8%	864	26	890	1.1%	6,271	2.3%
Geothermal	11,116	5.7%	192	1,906	2,098	2.5%	13,214	4.8%
Small Hydro	2,531	1.3%	304	1	304	0.4%	2,835	1.0%
Solar	33,260	17.1%	220	5,979	6,199	7.4%	39,458	14.2%
Wind	15,173	7.8%	9,976	6,405	16,381	19.6%	31,555	11.4%
Total Renewables	**67,461**	**34.8%**	**11,555**	**14,317**	**25,872**	**3090.0%**	**93,333**	**33.6%**
SYSTEM TOTALS	***194,127***	***100.0%***	***32,572***	***51,064***	***83,636***	***100.0%***	***277,764***	***100.0%***

Source: CECs 2021 Total System Electric Generation
(Urban Crossroads, 2023c, Table 2-1)

An updated summary of, and context for, energy consumption and energy demand within the State is presented in "U.S. Energy Information Administration, California State Profile and Energy Estimates, Quick Facts" excerpted below (Urban Crossroads, 2023c, p. 8):

- In 2022, California was the seventh-largest producer of crude oil among the 50 states, and, as of January 2022, it 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, but the state was also the nation's third-largest consumer of electricity, and additional needed electricity supplies came from out-of-state generators.

As indicated above, 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 (Urban Crossroads, 2023c, p. 8).

B. Electricity

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 (San Onofre). 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 San Onofre complicated the situation. The California Independent Service Operator (ISO) studies revealed the extent to which the South California Air Basin (SCAB) and the San Diego Air Basin (SDAB) 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 2021 IEPR provides information and policy recommendations on advancing a clean, reliable, and affordable energy system. (Urban Crossroads, 2023c, p. 10)

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 and is the impartial operator of the State's wholesale power grid and is charged with maintaining grid reliability, and to direct 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 these ends, every five 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. (Urban Crossroads, 2023c, p. 10)

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, annual transmission expansion/modification plans are filed 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 assured to existing and new consumers throughout California. (Urban Crossroads, 2023c, p. 10)

Electricity currently is provided to the Project area by Southern California Edison (SCE). SCE provides electric power to more than 15 million persons in 15 counties and in 180 incorporated cities, within a service area encompassing approximately 50,000 square miles. Based on SCE's 2021 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. (Urban Crossroads, 2023c, p. 10)

Table 4.6-2, *SCE 2021 Power Content Mix*, identifies SCE's specific proportional shares of electricity sources in 2021. As indicated in Table 4.6-2, the 2021 SCE Power Mix has renewable energy at 33.4% of the overall energy resources. Geothermal resources are at 5.7%, wind power is at 10.2%, large hydroelectric sources are at 2.3%, solar energy is at 14.9%, and coal is at 0%. (Urban Crossroads, 2023c, pp. 10-11)

C. *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) (Urban Crossroads, 2023c, pp. 11-14).

> "*The CPUC regulates natural gas utility service for approximately 10.8 million customers that receive natural gas from Pacific Gas and Electric (PG&E), Southern California Gas (SoCalGas), San Diego Gas & Electric (SDG&E), Southwest Gas, and several smaller natural gas utilities. The CPUC also regulates independent storage operators: Lodi Gas Storage, Wild Goose Storage, Central Valley Storage and Gill Ranch Storage.*
>
> *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 4740 million cubic feet per day (MMcfd) of gas to their customers, on average, under normal weather conditions.*

Table 4.6-2 SCE 2021 Power Content Mix

Energy Resources	2020 SCE Power Mix
Eligible Renewable	**30.9%**
Biomass & Waste	0.1%
Geothermal	5.5%
Eligible Hydroelectric	0.8%
Solar	15.1%
Wind	9.4%
Coal	**0.0%**
Large Hydroelectric	**3.3%**
Natural Gas	**15.2%**
Nuclear	**8.4%**
Other	**0.3%**
Unspecified Sources of power*	42.0%
Total	**100%**

* "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources

(Urban Crossroads, 2023c, Table 2-2)

The overwhelming majority of natural gas utility customers in California are residential and small commercials customers, referred to as "core" customers. Larger volume gas customers, like electric generators and industrial customers, are called "noncore" customers. Although very small in number relative to core customers, noncore customers consume about 65% of the natural gas delivered by the state's natural gas utilities, while core customers consume about 35%.

A significant amount of gas (about 19%, or 1131 MMcfd, of the total forecasted California consumption in 2018) is also directly delivered to some California large volume consumers, without being transported over the regulated utility pipeline system. Those customers, referred to as "bypass" customers, take service directly from interstate pipelines or directly from California producers.

SDG&E and Southwest Gas' southern division are wholesale customers of SoCalGas, i.e. they receive deliveries of gas from SoCalGas and in turn deliver that gas to their own customers. (Southwest Gas also provides natural gas distribution service in the Lake Tahoe area.) Similarly, West Coast Gas, a small gas utility, is a wholesale customer of PG&E. Some other wholesale customers are municipalities like the cities of Palo Alto, Long Beach, and Vernon, which are not regulated by the CPUC.

Natural gas from out-of-state production basins is delivered into California via the interstate natural gas pipeline system. The major interstate pipelines that deliver out-of-state natural gas to California gas utilities are Gas Transmission Northwest Pipeline, Kern River Pipeline, Transwestern Pipeline, El Paso Pipeline, Ruby Pipeline, Mojave Pipeline, and Tuscarora. Another pipeline, the North Baja - Baja Norte Pipeline takes gas off the El Paso Pipeline at the California/Arizona border, and delivers that gas through California into Mexico. While the Federal Energy Regulatory Commission (FERC) regulates the transportation of natural gas on the interstate pipelines, and authorizes rates for that service, the California Public Utilities Commission may participate in FERC regulatory proceedings to represent the interests of California natural gas consumers.

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.

Bypass customers take most of their deliveries directly off the Kern/Mojave pipeline system, but they also take a significant amount of gas from California production.

PG&E and SoCalGas own and operate several natural gas storage fields that are located within their service territories in northern and southern California, respectively. These storage fields, and four independently owned storage utilities - Lodi Gas Storage, Wild Goose Storage, Central Valley Storage, and Gill Ranch Storage - help meet peak seasonal and daily natural gas demand and allow California natural gas customers to secure natural gas supplies more efficiently. PG&E is a 25% owner of the Gill Ranch Storage field. These storage fields provide a significant amount of infrastructure capacity to help meet California's natural gas requirements, and without these storage fields, California would need much more pipeline capacity in order to meet peak gas requirements.

Prior to the late 1980s, California regulated utilities provided virtually all natural gas services to all their customers. Since then, the Commission has gradually restructured the California gas industry in order to give customers more options while assuring regulatory protections for those customers that wish to, or are required to, continue receiving utility-provided services.

The option to purchase natural gas from independent suppliers is one of the results of this restructuring process. Although the regulated utilities procure natural gas supplies for most core customers, core customers have the option to purchase natural gas from independent natural gas marketers, called "core transport agents" (CTA). Contact information for core transport agents can be found on the utilities' web sites. Noncore customers, on the other hand, make natural gas supply arrangements directly with producers or with marketers.

Another option resulting from the restructuring process occurred in 1993, when the Commission removed the utilities' storage service responsibility for noncore customers, along with the cost of this service from noncore customers' transportation rates. The Commission also encouraged the development of independent storage fields, and in subsequent years, all the independent storage fields in California were established. Noncore customers and marketers may now take storage service from the utility or from an independent storage provider (if available), and pay for that service, or may opt

to take no storage service at all. For core customers, the Commission assures that the utility has adequate storage capacity set aside to meet core requirements, and core customers pay for that service.

In a 1997 decision, the Commission adopted PG&E's "Gas Accord," which unbundled PG&E's backbone transmission costs from noncore transportation rates. This decision gave customers and marketers the opportunity to obtain pipeline capacity rights on PG&E's backbone transmission pipeline system, if desired, and pay for that service at rates authorized by the Commission. The Gas Accord also required PG&E to set aside a certain amount of backbone transmission capacity in order to deliver gas to its core customers. Subsequent Commission decisions modified and extended the initial terms of the Gas Accord. The "Gas Accord" framework is still in place today for PG&E's backbone and storage rates and services and is now simply referred to as PG&E Gas Transmission and Storage (GT&S).

In a 2006 decision, the Commission adopted a similar gas transmission framework for Southern California, called the "firm access rights" system. SoCalGas and SDG&E implemented the firm access rights (FAR) system in 2008, and it is now referred to as the backbone transmission system (BTS) framework. As under the PG&E backbone transmission system, SoCalGas backbone transmission costs are unbundled from noncore transportation rates. Noncore customers and marketers may obtain, and pay for, firm backbone transmission capacity at various receipt points on the SoCalGas system. A certain amount of backbone transmission capacity is obtained for core customers to assure meeting their requirements.

Many if not most noncore customers now use a marketer to provide for several of the services formerly provided by the utility. That is, a noncore customer may simply arrange for a marketer to procure its supplies, and obtain any needed storage and backbone transmission capacity, in order to assure that it will receive its needed deliveries of natural gas supplies. Core customers still mainly rely on the utilities for procurement service, but they have the option to take procurement service from a CTA. Backbone transmission and storage capacity is either set aside or obtained for core customers in amounts to assure very high levels of service.

In order 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 discussion, 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. The 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. (Urban Crossroads, 2023c, p. 14)

D. Transportation Energy Resources

In December 2021, the Department of Motor Vehicles (DMV) identified 36.2 million registered vehicles in California, and those vehicles consume an estimated 17.2 billion gallons of fuel each year. Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to the Project patrons and employees via commercial outlets. (Urban Crossroads, 2023c, pp. 14-15)

California's on-road transportation system includes 396,616 land miles, more than 26.6 million passenger vehicles and light trucks, and almost 9.0 million medium- and heavy-duty vehicles. 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 10% of the nation's total consumption. The State is the largest U.S. consumer of motor gasoline and jet fuel, and 85% of the petroleum consumed in California is used in the transportation sector. (Urban Crossroads, 2023c, p. 15)

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 2019, about 37% of the natural gas delivered to consumers went to the state's industrial sector, and about 28% was delivered to the electric power sector. Natural gas fueled more than two-fifths of the state's utility-scale electricity generation in 2019. The residential sector, where two-thirds 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%. (Urban Crossroads, 2023c, p. 15)

4.6.2 Applicable Regulatory Requirements

The following is a brief description of the federal, State, and local environmental laws and related regulations related to energy use and conservation.

A. Federal Regulations

1. Intermodal Surface Transportation Efficiency Act (ISTEA)

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values

guiding transportation decisions. The applicable MPO for Riverside County is the Southern California Association of Governments (SCAG). SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is the applicable planning document for the area. (Congress.gov, n.d.)

B. State Regulations

1. Integrated Energy Policy Report

Senate Bill 1389 (Bowen, Chapter 568, Statutes of 2002) requires the California Energy Commission (CEC) to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing California'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 § 25301a). The CEC prepares these assessments and associated policy recommendations every two years, with updates on alternate years, as part of the Integrated Energy Policy Report (IEPR). (CEC, 2024c)

The 2021 IEPR was adopted February 2022, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2021 IEPR provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the state is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs. Additionally, the 2021 IEPR provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the state is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs (CEC, 2024c)

2. California Code Title 24, Part 6, Energy Efficiency Standards

California Code Title 24, Part 6 (also referred to as the California Energy Code) was promulgated by the CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption. To these ends, the California Energy Code provides energy efficiency standards for residential and nonresidential buildings. California's building efficiency standards are updated on an approximately three-year cycle. The 2019 Standards for building construction, which went into effect on January 1, 2020, improved upon the former 2016 Standards for residential and nonresidential buildings. The CEC anticipates that single-family homes built with the 2019 standards will use approximately 7% less energy compared to the residential homes built under the 2016 standards. Additionally, after implementation of solar PV systems, homes built under the 2019 standards will use about 53% less energy than homes built under the 2016 standards. Nonresidential buildings will use approximately 30% less energy due to lighting upgrades compared to the prior code. (CEC, 2024a)

3. California Renewable Portfolio Standards (RPS)

The California Energy Commission (CEC) implements and administers portions of California's Renewables Portfolio Standard (RPS). Under the existing RPS, 25% of retail sales are required to be from renewable sources by December 31, 2016, 33% by December 31, 2020, 40% by December 31, 2024, 45% by December 31, 2027, and 50% by December 31, 2030. SB 100 raises California's RPS requirement to 50% renewable resources target by December 31, 2026, and to achieve a 60% target by December 31, 2030. SB 100 also

requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours (kWh) of those products sold to their retail end-use customers achieve 44% of retail sales by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. In addition to targets under AB 32 and SB 32, Executive Order B-55-18 establishes a carbon neutrality goal for the state of California by 2045; and sets a goal to maintain net negative emissions thereafter. The Executive Order directs the California Natural Resources Agency (CNRA), California Environmental Protection Agency (CalEPA), the Department of Food and Agriculture (CDFA), and California Air Resources Board (CARB) to include sequestration targets in the Natural and Working Lands Climate Change Implementation Plan consistent with the carbon neutrality goal. (CEC, 2017)

4. Pavley Fuel Efficiency Standards (AB 1493)

In California, AB 1493 establishes fuel efficiency ratings for model year 2009-2016 passenger cars and light trucks. (CARB, 2025d)

5. Senate Bill 350 (SB 350) – Clean Energy and Pollution Reduction Act of 2015

In October 2015, the legislature approved, and the Governor signed, SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the renewables portfolio standard (RPS), higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Specifically, SB 350 requires the following to reduce statewide GHG emissions: (CA Legislative Info, n.d.)

- Increase the amount of electricity procured from renewable energy sources from 33 percent to 50 percent by 2030, with interim targets of 40 percent by 2024, and 25 percent by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the CEC, and local publicly owned utilities.
- Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

6. Advanced Clean Cars Program

In 2012, the California Air Resources Board (CARB) adopted a set of regulations to control emissions from passenger vehicle model years 2017 through 2025, collectively called Advanced Clean Cars. Advanced Clean Cars, developed in coordination with the United States Environmental Protection Agency (EPA) and National Highway Traffic Safety Administration (NHTSA), combined the control of smog-causing (criteria) pollutants and greenhouse gas (GHG) emissions into a single coordinated package of regulations: the Low-Emission Vehicle III Regulation for criteria (LEV III Criteria) and GHG (LEV III GHG) emissions, and a technology-forcing mandate for zero-emission vehicles (ZEV). The goal of the program is to guide the development of environmentally advanced cars that would continue to deliver the performance, utility, and safety car owners have come to expect. Advanced Clean Cars includes the following elements (CARB, 2025b):

LEV III Criteria: Reducing Smog-Forming Pollution. CARB adopted new emission standards to reduce smog-forming emissions (also known as "criteria pollutants") beginning with 2015 model year vehicles. The goal of this regulation is to have cars emit 75 percent less smog-forming pollution than the average car sold in 2012 by 2025.

LEV III GHG: Reducing GHG Emissions. California's GHG regulations are projected to reduce GHG emissions from new vehicles by approximately 40 percent (from 2012 model vehicles) in 2025.

ZEV Regulation: Promoting the Cleanest Cars. The ZEV regulation is designed to achieve the State's long-term emission reduction goals by requiring auto manufacturers to offer for sale specific numbers of the very cleanest cars available. These vehicle technologies include full battery-electric, hydrogen fuel cell, and plug-in hybrid-electric vehicles. Updated estimates using publicly available information show about 8 percent of California new vehicle sales in 2025 will be ZEVs and plug-in hybrids.

7. Senate Bill 1020 – Clean Energy, Jobs, and Affordability Act of 2022

SB 1020, also known as the Clean Energy, Jobs, and Affordability Act of 2022, revised State policy to include interim targets requiring that eligible renewable energy resources and zero-carbon resources supply 90 percent of all retail sales of electricity to California end-use customers by December 31, 2035, 95 percent of all retail sales of electricity to California end-use customers by December 31, 2040, 100 percent of all retail sales of electricity to California end-use customers by December 31, 2045, and 100 percent of electricity procured to serve all state agencies by December 31, 2035. SB 1020 also requires each State agency to ensure that zero-carbon resources and eligible renewable energy resources supply 100 percent of electricity procured to serve their agency by December 31, 2035. In addition, SB 1020 requires the State Water Project (SWP) to procure eligible renewable energy and zero-carbon resources as necessary to meet the clean energy requirements specified for all State agencies. Finally, SB 1020 requires the California Public Utilities Commission (CPUC) to develop utility affordability metrics for both electricity and gas service. (CA Legislative Info, n.d.)

C. Local Regulations

1. Riverside County Climate Action Plan (CAP)

Riverside County's most current Climate Action Plan, updated in November 2019 uses several methods to promote renewable energy and energy efficiency. The regulation most relevant to the project is R2-CE1: Clean Energy, which states:

- *On-site renewable energy production (including but not limited to solar) shall apply to any tentative tract map, plot plan, or conditional use permit that proposes to add more than 75 new dwelling units of residential development or one or more new buildings totaling more than 100,000 gross square feet of commercial, office, industrial, or manufacturing development. Renewable energy production shall be onsite generation of at least 20 percent of energy demand for commercial, office, industrial or manufacturing development, meet or exceed 20 percent of energy demand for multi-family residential development, and meet or exceed 30 percent of energy demand for single-family residential development.* (Riverside County, 2019, pp. 4-11 and 4-12)

4.6.3 Basis for Determining Significance

Section VI of Appendix G to the California Environmental Quality Act (CEQA) Guidelines addresses typical adverse effects due to energy consumption, and includes the following threshold questions to evaluate a project's impacts on energy resources (OPR, 2018a).

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

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

The following thresholds are derived directly from Section VI of Appendix G to the CEQA Guidelines and the County's Environmental Assessment form. The proposed Project would have a significant impact on energy resources if construction and/or operation of the Project would:

a. *Result in potentially significant environmental impacts 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.*

4.6.4 Impact Analysis

A. *Methodology for Calculating Project Energy Demands*

Information from the CalEEMod Version 2022.1 outputs for the Project's Air Quality Impact Analysis ("AQIA"; *Technical Appendix B1*) was utilized in the analysis, detailing Project-related construction equipment, transportation energy demands, and facility energy demands. (Urban Crossroads, 2023c, p. 21)

In May 2022, the SCAQMD, in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the CalEEMod Version 2022.1. The purpose of this model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources as well as energy usage. Accordingly, the latest version of CalEEMod has been used to determine the proposed Project's anticipated transportation and facility energy demands. Output from the annual construction model runs are provided in Appendices 4.1 and 4.2 to the Project's Energy Analysis (*Technical Appendix E*). (Urban Crossroads, 2023c, p. 21)

On May 2, 2022, the 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, vehicle miles traveled (VMT) from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB to project changes in future emissions from on-road mobile sources. The Project's Energy Analysis utilizes the different fuel types for each vehicle class from the annual EMFAC2021 emission inventory in order to derive the average vehicle fuel economy which 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 2023 and 2024 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 4.3 to the Project's Energy Analysis (*Technical Appendix E*). (Urban Crossroads, 2023c, pp. 21-22)

Threshold a.: ***Would the Project result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?***

A. Construction Energy Demands

1. Construction Power Cost and Electricity Usage

The focus within this section is the energy implications of the construction process, specifically the power cost from on-site electricity consumption during construction of the proposed Project.

Construction is expected to commence in May 2023 and would last through December 2024. The construction schedule utilized in the analysis, which was previously shown in EIR Table 3-2, represents a "worst-case" analysis scenario. Should construction occur any time after the respective dates, impacts would be reduced since emission factors for construction decrease as time passes due to emission regulations becoming more stringent. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per CEQA Guidelines. (Urban Crossroads, 2023c, p. 22)

Based on the 2022 National Construction Estimator, the typical power cost per 1,000 sf of construction per month is estimated to be $2.41, which was used to calculate the Project's total construction power cost. The proposed Project includes the development of up to 637,718 s.f. of light industrial warehouse building area and associated channel and parking areas. As shown on Table 4.6-3, *Construction Power Cost*, the total power cost of the on-site electricity usage during the construction of the Project is estimated to be approximately $69,501.94. (Urban Crossroads, 2023c, p. 22)

The total Project construction electricity usage is the summation of the products of the power cost (estimated in Table 4.6-3) by the utility provider cost per kilowatt hour (kWh) of electricity. The SCE's general service rate schedule were used to determine the Project's electrical usage. As of June 1, 2022, SCE's general service rate is $0.13 per kilowatt hours (kWh) of electricity for industrial services. As shown on Table 4.6-4, *Construction Electricity Usage*, the total electricity usage from on-site Project construction related activities is estimated to be approximately 554,286 kWh. (Urban Crossroads, 2023c, p. 23)

2. Construction Equipment Fuel Estimates

Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction. A summary of construction equipment assumptions by phase was previously presented

Table 4.6-3 Construction Power Cost

Land Use	Power Cost (per 1,000 SF of construction per month)	Size (1,000 SF)	Construction Duration (months)	Project Construction Power Cost
Industrial Park	$2.41	637.718	19	$29,201.11
Landscape	$2.41	151.780	19	$6,950.01
Parking	$2.41	279.655	19	$12,805.40
Other Asphalt Surfaces	$2.41	448.688	19	$20,545.42
			CONSTRUCTION POWER COST	***$69,501.94***

(Urban Crossroads, 2023c, Table 4-2)

Table 4.6-4 Construction Electricity Usage

Land Use	Cost per kWh	Project Construction Electricity Usage (kWh)
Industrial Park	$0.13	232,882
Landscape	$0.13	55,427
Parking	$0.13	102,125
Other Asphalt Surfaces	$0.13	163,852
CONSTRUCTION ELECTRICITY USAGE		***554,286***

(Urban Crossroads, 2023c, Table 4-3)

in EIR Table 3-3. Consistent with industry standards and typical construction practices, it is assumed that each piece of equipment 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 pursuant to Riverside County Ordinance No. 847. It should be noted that most pieces of equipment would likely operate for fewer hours per day. (Urban Crossroads, 2023c, p. 23)

Project construction activity timeline estimates, construction equipment schedules, equipment power ratings, load factors, and associated fuel consumption estimates are presented in Table 4.6-5, *Construction Equipment Fuel Consumption Estimates*. The aggregate fuel consumption rate for all equipment is estimated at 18.5 horsepower hour per gallon (hp-hr-gal.), obtained from CARB 2018 Emissions Factors Tables and cited fuel consumption rate factors presented in Table D-24 of the Moyer guidelines. 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 County and region[1]. As presented in Table 4.6-5, Project construction activities would consume an estimated 136,890 gallons of

[1] 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.

diesel fuel. Project construction would represent a "single-event" diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose. (Urban Crossroads, 2023c, p. 24)

Table 4.6-5 Construction Equipment Fuel Consumption Estimates

Construction Activity	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption
Site Preparation/Grading	180	Crawler Tractors	87	2	8	0.41	571	5,553
		Excavators	36	2	8	0.38	219	2,130
		Graders	148	1	8	0.43	509	4,954
		Scrapers	423	2	8	0.48	3,249	31,608
		Rubber Tired Dozers	367	1	8	0.4	1,174	11,427
Building Construction	250	Cranes	367	2	8	0.2	1,174	15,870
		Tractors/Loaders/Backhoes	84	6	8	0.74	2,984	40,320
		Forklifts	82	6	8	0.29	1,141	15,425
		Generator Sets	14	2	8	0.45	101	1,362
		Welders	46	2	8	0.37	272	3,680
Paving	55	Pavers	81	2	8	0.42	544	1,618
		Paving Equipment	89	2	8	0.36	513	1,524
		Rollers	36	2	8	0.38	219	651
Architectural Coating	100	Air Compressors	37	1	8	0.48	142	768
							CONSTRUCTION FUEL DEMAND (GALLONS DIESEL FUEL)	***136,890***

(Urban Crossroads, 2023c, Table 4-5)

3. Construction Trips and Vehicle Miles Traveled (VMT)

Construction generates on-road vehicle emissions from vehicle usage for workers, vendors, and haul truck commuting to and from the site. The number of workers and vendor trips are presented below in Table 4.6-6, *Construction Trips and VMT*. 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. (Urban Crossroads, 2023c, p. 26)

Table 4.6-6 Construction Trips and VMT

Construction Activity	Worker Trips Per Day	Vendor Trips Per Day	Hauling Trips Per Day
Site Preparation/Grading	20	44	0
Building Construction	268	61	0
Paving	15	0	0
Architectural Coating	54	0	0

(Urban Crossroads, 2023c, Table 4-6)

4. 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 2,842,525 VMT during the 19 months of construction. Based on CalEEMod methodology, it is assumed that 50% of all vendor trips are from light-duty-auto vehicles (LDA), 25% are from light-duty-trucks (LDT1[2]), and 25% are from light-duty-trucks (LDT2[3]). Data regarding Project related construction worker trips were based on CalEEMod defaults utilized within the Project's AQIA (*Technical Appendix B1*). (Urban Crossroads, 2023c, p. 26)

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 the CARB to project changes in future emissions from on-road mobile sources. EMFAC2021 was run for the LDA, LDT1, and LDT2 vehicle class within the California sub-area for the 2021 and 2022 calendar years. Data from EMFAC2021 is shown in Appendix 4.3 to the Project's Energy Analysis (*Technical Appendix E*). (Urban Crossroads, 2023c, p. 26)

As shown in Table 4.6-7, *Construction Worker Fuel Consumption Estimates*, the estimated annual fuel consumption resulting from Project construction worker trips is 103,015 gallons during full construction of the Project. 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. (Urban Crossroads, 2023c, p. 26)

5. Construction Vendor Fuel Estimates

With respect to estimated VMT, the construction vendor trips (vehicles that deliver materials to the site during construction) would generate an estimated 472,668 VMT along area roadways for the Project over the duration of construction activity. It is assumed that 50% of all vendor trips are from medium-heavy duty trucks (MHD) and 50% are from heavy-heavy duty trucks (HHD). These assumptions are consistent with the CalEEMod defaults utilized within the Project's AQIA (EIR *Technical Appendix B1*). Vehicle fuel efficiencies for MHD and HHD vehicles were estimated using information generated within EMFAC2021. EMFAC2021 was run for the MHD and HHD vehicle classes within the California sub-area for the 2023 and 2024 calendar years. Data from EMFAC2021 is shown in Appendix 4.3 to the Project's Energy Analysis (*Technical Appendix E*). (Urban Crossroads, 2023c, pp. 27-28)

[2] 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.
[3] Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.

Table 4.6-7 Construction Worker Fuel Consumption Estimates

Year	Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2023	LDA						
	Site Preparation/Grading	174	20	18.5	64,380	30.60	2,104
	LDT1						
	Site Preparation/Grading	174	10	18.5	32,190	24.15	1,333
	LDT2						
	Site Preparation/Grading	174	10	18.5	32,190	23.88	1,348
2024	LDA						
	Site Preparation/Grading	6	20	18.5	2,220	31.51	70
	Building Construction	250	268	18.5	1,239,500	31.51	39,341
	Paving	55	15	18.5	15,263	31.51	484
	Architectural Coating	100	54	18.5	99,900	31.51	3,171
	LDT1						
	Site Preparation/Grading	6	10	18.5	1,110	24.62	45
	Building Construction	250	134	18.5	619,750	24.62	25,170
	Paving	55	8	18.5	7,631	24.62	310
	Architectural Coating	100	27	18.5	49,950	24.62	2,029
	LDT2						
	Site Preparation/Grading	6	10	18.5	1,110	24.57	45
	Building Construction	250	134	18.5	619,750	24.57	25,221
	Paving	55	7.5	18.5	7,631	24.57	311
	Architectural Coating	100	27	18.5	49,950	24.57	2,033
TOTAL CONSTRUCTION WORKER FUEL CONSUMPTION							***103,015***

(Urban Crossroads, 2023c, Table 4-7)

Based on Table 4.6-8, *Construction Vendor Fuel Consumption Estimates*, it is estimated that 66,680 gallons of fuel will be consumed related to construction vendor trips during full construction of the Project. It should be noted that Project construction vendor trips would represent a "single-event" diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose. (Urban Crossroads, 2023c, p. 28)

Table 4.6-8 Construction Vendor Fuel Consumption Estimates

Year	Construction Activity	Duration (Days)	Vendor Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2023	MHD						
	Site Preparation/Grading	174	44	10.2	78,091	8.42	9,273
	HHD (Vendor)						
	Site Preparation/Grading	174	44	10.2	78,091	6.04	12,923
2024	MHD						
	Site Preparation/Grading	6	44	10.2	2,693	8.49	317
	Building Construction	250	61	10.2	155,550	8.49	18,314
	Paving	55	0	10.2	0	8.49	0
	Architectural Coating	100	0	10.2	0	8.49	0
	HHD (Vendor)						
	Site Preparation/Grading	6	44	10.2	2,693	6.12	440
	Building Construction	250	61	10.2	155,550	6.12	25,413
	Paving	55	0	10.2	0	6.12	0
	Architectural Coating	100	0	10.2	0	6.12	0
TOTAL CONSTRUCTION VENDOR FUEL CONSUMPTION							***66,680***

(Urban Crossroads, 2023c, Table 4-8)

6. Construction Energy Efficiency/Conservation Measures

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 construction of the Project would therefore not result in inefficient, wasteful, or unnecessary consumption of fuel. (Urban Crossroads, 2023c, pp. 28-29)

Construction contractors would be required to comply with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order 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. (Urban Crossroads, 2023c, p. 29)

Additional construction-source energy efficiencies would occur due to required California regulations and best available control measures (BACM). For example, CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five 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 five 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 five minutes of idling. Enforcement of idling limitations is realized through periodic site inspections conducted by County building officials, and/or in response to citizen complaints. (Urban Crossroads, 2023c, p. 29)

A full analysis related to the energy needed to form construction materials is not included in this analysis due to a lack of detailed Project-specific information on construction materials. At this time, an analysis of the energy needed to create Project-related construction materials would be extremely speculative and thus has not been prepared. (Urban Crossroads, 2023c, p. 29)

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. (Urban Crossroads, 2023c, p. 29)

B. Operational Energy Demands

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) (Urban Crossroads, 2023c, p. 29).

1. 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 evaluated in 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 the Riverside County area for the 2024 calendar year. Data from EMFAC2021 is shown in Appendix 4.3 to the Project's Energy Analysis (EIR *Technical Appendix E*). The estimated transportation energy demands are summarized on Table 4.6-9, *Total Project-Generated Traffic Annual Fuel*

Consumption. As summarized on Table 4.6-9, the Project would result in 18,274,594 annual VMT and an estimated annual fuel consumption of 1,032,762 gallons of fuel. (Urban Crossroads, 2023c, p. 30)

Table 4.6-9 Total Project-Generated Traffic Annual Fuel Consumption

Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual VMT	Estimated Annual Fuel Consumption (gallons)
LDA	31.51	7,958,685	252,607
LDT1	24.62	644,583	26,179
LDT2	24.57	3,164,877	128,798
MDV	19.79	2,583,528	130,571
MCY	41.75	380,620	9,116
LHD1	16.16	462,930	28,644
LHD2	15.52	130,698	8,424
MHD	8.49	729,870	85,931
HHD	6.12	2,218,805	362,494
	TOTAL (ALL VEHICLES)	***18,274,594***	***1,032,762***

(Urban Crossroads, 2023c, Table 4-9)

2. 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. In accordance with the County of Riverside *Good Neighbor Policy for Logistics and Warehouse/Distribution Uses*, it is assumed that all on-site cargo handling equipment would be electrically powered. (Urban Crossroads, 2023c, p. 30)

3. Facility Energy Demands

Project building operations activities would result in the consumption of natural gas and electricity, which would be supplied to the Project by SCE and SoCalGas. Annual natural gas and electricity demands of the Project are summarized in Table 4.6-10, *Project Annual Operational Energy Demand Summary*. As summarized on Table 4.6-10 the Project would result in 17,592,506 kBTU/year of natural gas and 11,368,688 kWh/year of electricity. (Urban Crossroads, 2023c, p. 30)

4. Operational Energy Efficiency/Conservation Measures

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., Title24, California Green Building Standards Code). (Urban Crossroads, 2023c, p. 31)

Project annual fuel consumption estimates presented previously in Table 4.6-9 represent likely potential maximums that would occur for the Project. Under subsequent future conditions, average fuel economies of

Table 4.6-10 Project Annual Operational Energy Demand Summary

Land Use	Natural Gas Demand (kBTU/year)	Electricity Demand (kWh/year)
Industrial Park	17,592,506	11,123,825
Parking	0	244,863
TOTAL PROJECT ENERGY DEMAND	***17,592,506***	***11,368,688***

(Urban Crossroads, 2023c, Table 4-10)

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. (Urban Crossroads, 2023c, p. 31)

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. (Urban Crossroads, 2023c, p. 31)

C. Conclusion

As supported by the preceding analyses, Project construction and operations would not result in the inefficient, wasteful, or unnecessary consumption of energy. Further, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. Future building permit applications associated with the Project would be required to comply with the applicable Title 24 standards. As such, energy consumed by the Project's operation is calculated to be comparable to, or less than, energy consumed by other older warehouse uses of similar scale and intensity that are constructed and operating in California. Additionally, the Project's proximity to the Interstate freeway system would reduce VMT and therefore decrease reliance on fossil fuels. On this basis, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California.

Implementation of the Project would increase the demand for electricity at the Project site and petroleum consumption in the region during operation. However, the electrical consumption demands of the Project during operation would conform to the State's Title 24 and to CALGreen standards, which implement conservation measures. Further, the proposed Project would not directly require the construction of new energy generation or supply facilities and providers of electricity are in compliance with regulatory requirements that assist in conservation, including requirements that electrical providers achieve state-mandated renewal energy production requirements. With compliance with Title 24 conservation standards and other regulatory requirements, the Project would not be wasteful or inefficient or unnecessarily consume energy resources during construction or operation and would result in a less-than-significant impact with respect to consumption of energy resources. Lastly, the Project would comply with the applicable 2022 Title 24 standards. Compliance

with applicable Title 24 standards will ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary.

Therefore, and based on the foregoing analysis, the Project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, and impacts would be less than significant.

Threshold b.: ***Would the Project conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?***

A summary of the Project's consistency with applicable regulations and requirements is provided below.

Consistency with Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

Transportation and access to the Project site is provided primarily 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 ISTEA because SCAG is not planning for intermodal facilities on or through the Project site. (Urban Crossroads, 2023c, p. 36)

Transportation Equity Act for the 21st Century (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 vehicle miles traveled, 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. (Urban Crossroads, 2023c, p. 36)

Consistency with 2019 Integrated Energy Policy Report (IEPR)

Electricity would be provided to the Project site by SCE, and SoCalGas would provide natural gas. SCE's *Clean Power and Electrification Pathway* (CPEP) 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 the goals presented in the 2021 IEPR. Additionally, the Project would comply with the applicable Title 24 standards which would ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. As such, development of the proposed Project would support the goals presented in the 2021 IEPR. (Urban Crossroads, 2023c, p. 36)

Consistency with Energy Action 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, acts to reduce VMT, and takes advantage of existing infrastructure systems. The Project therefore supports urban design and planning processes identified under the Energy Action Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Action Plan. Although the Project would increase VMT within the County, as detailed in the Project's VMT Analysis (EIR *Technical Appendix K1*), and as required by Mitigation

Measure 4.18-2 in EIR subsection 4.18.7, the Project would implement several transportation demand management (TDM) strategies which would help reduce VMT to the maximum extent possible. These measures include pre-tax transit pass benefits; carpool and vanpool ride-matching services; bicycle parking; guaranteed ride home program; and commuter benefits marketing for new and existing employees. (Urban Crossroads, 2023c, p. 38)

Consistency with California Code Title 24, Part 6, Energy Efficiency Standards

The 2022 version of Title 24 was adopted by the CEC and will become effective on January 1, 2023, and the Project would be subject to all applicable Title 24 requirements. Further, the Project would not cause or result in the need for additional energy producing facilities or energy delivery systems and would reduce mobile based fossil fuel reliance. As such, the Project would not conflict with or obstruct implementation of the 2022 Title 24 standards. (Urban Crossroads, 2023c, p. 38)

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. (Urban Crossroads, 2023c, p. 38)

Consistency with Renewable Portfolio Standard (RPS)

California's Renewable Portfolio Standard 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 RPS. (Urban Crossroads, 2023c, p. 38)

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. (Urban Crossroads, 2023c, p. 38)

Conclusion

As indicated in the preceding analysis, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Thus, impacts would be less than significant.

4.6.5 Cumulative Impact Analysis

As indicated under the analysis of Threshold a., there are no components of the proposed Project that would result in the wasteful, inefficient, or unnecessary consumption of energy resources. Although it is possible other cumulative developments could result in the wasteful, inefficient, or unnecessary consumption of energy

resources, the Project's projected energy demand during operations would be less-than-cumulatively considerable with mandatory compliance with applicable regulations.

As indicated under the analysis of Threshold b., the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. As such, the Project has no potential to result in cumulatively-considerable impacts due to a conflict with or obstruction of such plans.

4.6.6 Significance of Impacts Before Mitigation

Threshold a.: Less-than-Significant Impact. Project construction and operations would not result in the inefficient, wasteful, or unnecessary consumption of energy. Further, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. As such, Project impacts due to wasteful, inefficient, or unnecessary consumption of energy resources would be less than significant requiring no mitigation.

Threshold b.: Less-than-Significant Impact. Energy consumed by the Project's operation is calculated to be comparable to, or less than, energy consumed by other warehouse projects of similar scale and intensity that are operating in California, as the Project would be subject to current regulatory requirements, such as the 2022 version of Title 24, which was not in effect when most existing developments were constructed. Based on the analysis presented herein, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

4.6.7 County Regulations, Design Requirements, and Mitigation

Applicable County Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable City regulations and design requirements.

- Pavley Fuel Efficiency Standards (AB1493). Establishes fuel efficiency ratings for new vehicles.

- Renewable Portfolio Standards (SB 100). Increases California's RPS requirement to 50% renewable resources target by December 31, 2026, and to achieve a 60% target by December 31, 2030. SB 100 also requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours (kWh) of those products sold to their retail end-use customers achieve 44% of retail sales by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. In addition to targets under AB 32 and SB 32, Executive Order B-55-18 establishes a carbon neutrality goal for the state of California by 2045; and sets a goal to maintain net negative emissions thereafter. The Executive Order directs the California Natural Resources Agency (CNRA), California Environmental Protection Agency (CalEPA), the Department of Food and Agriculture (CDFA), and CARB to include sequestration

targets in the Natural and Working Lands Climate Change Implementation Plan consistent with the carbon neutrality goal.

- CCR Title 13, Motor Vehicles, Section 2449(d)(3), *Idling*. 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 five minutes of idling.

Mitigation

Project impacts due to energy consumption would be less than significant; therefore, mitigation measures are not required.

4.7 GEOLOGY AND SOILS

This Subsection 4.7 assesses the existing surface and subsurface geologic conditions and features of the Project site and determines the potential for impacts associated with these features. The analysis in this subsection is based, in part, on information from the report titled, "Geotechnical Investigation, Proposed Warehouse Development, Temescal Canyon Road and Park Canyon Road, Corona, County of Riverside, California," prepared by NorCal Engineering (herein, "NorCal"), dated October 12, 2020, and included as EIR *Technical Appendix F1* (NorCal, 2020). It should be noted that the Project's Geotechnical Investigation encompasses lands to the east of the Project site that are not proposed for development or disturbance as part of the Project.

4.7.1 EXISTING CONDITIONS

A. Regional and Local Geology

The property is located in the Peninsular Ranges geomorphic province of California. The Peninsular Ranges province extends from the Los Angeles Basin southeast to Baja California and from the Pacific Ocean eastward to the Coachella Valley and Colorado Desert. The province consists of numerous northwest to southeast-trending mountain ranges and valleys that are geologically controlled by several major active faults. The Project site is located within and near the southwestern edge part of the Perris block, a generally stable area situated roughly midway between two of these major faults: the Chino /Elsinore and San Jacinto fault zones. More specifically, the Project site is situated on the ancient flood plain of the Temescal Wash drainage. (NorCal, 2020, p. 2)

The USGS Open File Reports for the Lake Mathews 7.5' Quadrangle assigns the soil materials underlying the site as early Pleistocene to Holocene alluvial deposits. These sediments are, in turn, underlain by Cretaceous volcanic rocks and older metamorphic rocks. Relatively minor amounts of Paleocene sediments are mapped south of the site. The alluvium is described in general as unconsolidated to mostly well-dissected and well-indurated silt, sand, and gravel deposits. Figure 1 of the Project's Geotechnical Investigation (*Technical Appendix F1*) shows the distribution of the alluvial sediments and bedrock in the vicinity of the Project site. (NorCal, 2020, p. 2)

B. Site Topography

As previously shown on EIR Figure 2-8, *USGS Topographic Map*, the topography of the Project site is characterized by relatively flat lands that have been subject to heavy disturbance due to the past uses of the site as a concrete pipe manufacturing facility. Elevations on site range from approximately 915 feet above mean sea level (amsl) in the northern portion of the Project site (within the Temescal Wash) to approximately 971 feet amsl at the southwest corner of the site. Overall topographic relief is approximately 56 feet.

C. Faulting

The Project site is not located in an Alquist-Priolo (AP) earthquake fault zone. Several stereo pair aerial photographs from the years 1948 to 2014 were reviewed by NorCal to evaluate for any lineaments or fault-related geomorphic features within, adjacent to, or trending towards the Project site. No indications of natural

lineaments or other fault-related features indicative of Holocene or older faulting were noted. No indications of faulting were noted during the reconnaissance at and in the vicinity of the site. No faults are shown trending towards or through the Project site on the referenced geologic maps. Based on the evaluation conducted by NorCal, it is concluded that there are no active or potentially active faults trending towards or through the Project site, and additional fault investigations are not necessary. The potential for surface fault rupture to occur at the site is considered low. (NorCal, 2020, p. 3)

The site is situated roughly 3,500 feet northeast of the active Elsinore fault zone. The Elsinore Fault (Glen Ivy) is capable of producing a Magnitude 6.8 earthquake. Ground shaking originating from earthquakes along other active faults in the region is expected to induce lower horizontal accelerations due to smaller anticipated earthquakes and/or greater distances to other faults. As is the case with most of southern California, the Project site is expected to experience strong ground shaking during the lifetime of the Project. (NorCal, 2020, pp. 3-4)

D. Shrinkage and Subsidence

Subsidence in Riverside County has been linked to significant fluctuations in groundwater levels within deep alluvial basins, and generally the subsidence occurs throughout the valley region. Three areas have been identified with documented subsidence: the Elsinore Trough, the San Jacinto Valley, and the southern Coachella Valley. The Project site is not situated within any of the three areas of Riverside County associated with documented subsidence. The potential for subsidence to impact the site is considered low. (NorCal, 2020, p. 3)

Results of in-place density tests conducted by NorCal reveal that the soil shrinkage is on the order of 10 to 15% due to excavation and recompaction, based upon the assumption that the fill is compacted to 92% of the maximum dry density per American Society for Testing and Materials (ASTM) standards. Subsidence is estimated at 0.15 feet due to earthwork operations. (NorCal, 2020, p. 11)

E. Liquefaction

The site is expected to experience ground shaking and earthquake activity that is typical of the Southern California area. It is during severe ground shaking that loose, granular soils below groundwater can liquify. Based on the Riverside County Generalized Liquefaction Map, dated December 13, 2013, the Project site is situated in an area of generalized low/very low liquefaction potential. (NorCal, 2020, p. 5)

F. Soils

NorCal conducted subsurface excavations within the Project site by backhoe. Explorations extended to a maximum depth of 20.5 feet below current ground elevations. The soils encountered are described as follows (NorCal, 2020, p. 6):

- **Fill Soils**: Fill soils generally classifying as silty sand to sandy silt with some gravel, cobbles, concrete pieces, and other minor debris were encountered in the explorations to depths ranging from 1.5 to 12 feet. These soils were noted to be variable in density and damp to moist. (NorCal, 2020, p. 6)

- **Native Soils**: Native soils classifying as slightly silty to silty sand and sandy silt with gravel and occasional cobbles were encountered beneath the upper fill soils. Cobble content increased with depth in some of the excavations and some boulders were also encountered with depth. These soils were noted to be medium dense/stiff to dense/stiff and damp. Some lenses of silts and clays were noted in some of the excavations as well. It also appears bedrock may be located at approximately 10 feet below grade in the southern portion of the site. Backhoe pits met refusal at this depth in the area and this is the area where some perched water was found at the contact. (NorCal, 2020, p. 6)

G. Groundwater

Groundwater in the Project vicinity is in excess of 50 feet below grade. Some minor seeping of perched water was found in the excavations conducted by NorCal at 9 to 10 feet below grade. (NorCal, 2020, p. 6)

H. Expansive Soils

Sites with expansive soils (Expansion Index > 20) require special attention during project design and maintenance. Expansion index tests (ASTM: D-4829-11) were performed by NorCal on remolded samples of the upper soils to determine the expansive characteristics and to provide any necessary recommendations for reinforcement of the slabs-on-grade and the foundations. The upper soils at the site are very low (Expansion Index = 0-20) to low (21-50) in expansion potential. (NorCal, 2020, pp. 7, 16)

I. Seiches

A seiche is an underwater wave that oscillates through a body of water which may be triggered by earthquakes or landslides. In general, seiches are small (on the order of a few inches) and are present in larger lakes as a result of the depth, temperature, and contours of the body of water. Although the Temescal Wash traverses the northern portions of the Project site, the Temescal Wash is not an enclosed body of water and therefore is not subject to seiche hazards. Due to the lack of an on-site enclosed body of water capable of producing seiches, the potential for the Project site to be impacted by seiches is considered low.

J. Soil Types and Erosion Potential

EIR Table 2-1 (previously presented) provides a summary of the soils present on the Project site, and identifies the attendant rate of runoff and erosion susceptibility. As shown, approximately 11.9% of the Project site contains soils with a very low rate of runoff and a high susceptibility to erosion, 17.1% of the Project site contains soils with a low rate of runoff and a high susceptibility to erosion, 70.7% of the Project site contains soils that have a medium rate of runoff and a moderately high to high susceptibility to erosion, and approximately 0.3% of the Project site is not rated in terms of runoff or erosion susceptibility. (USDA, 1971, pp. 24-25, 34, and 60; USDA, 2019)

4.7.2 Applicable Regulatory Requirements

The following is a brief description of the federal, State, and local environmental laws and related regulations governing issues related to geology and soils.

A. Federal Regulations

1. Clean Water Act

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was substantially reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972. Under the CWA, the Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industry, and also has set water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. (EPA, 2024f)

B. State Regulations

1. Alquist-Priolo Earthquake Fault Zoning Act (A-P Act)

The Alquist-Priolo Earthquake Fault Zoning Act (A-P Act) was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The A-P Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The A-P Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. (CA Legislative Info, n.d.)

The A-P Act requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue appropriate maps. ("Earthquake Fault Zones" were called "Special Studies Zones" prior to January 1, 1994.) The maps are distributed to all affected cities, counties, and State agencies for their use in planning and controlling new or renewed construction. Local agencies must regulate most development projects within the zones. Projects include all land divisions and most structures for human occupancy. Single family wood-frame and steel-frame dwellings up to two stories, not part of a development of four units or more, are exempt. However, local agencies can be more restrictive than State law requires. (CA Legislative Info, n.d.)

Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults. An evaluation and written report of a specific site must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy

cannot be placed over the trace of the fault and must be set back from the fault (generally 50 feet). (CA Legislative Info, n.d.)

2. Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) of 1990 (Public Resources Code, Chapter 7.8, § 2690-2699.6) directs the Department of Conservation, California Geological Survey to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. The purpose of the SHMA is to minimize loss of life and property through the identification, evaluation, and mitigation of seismic hazards. (CDC, 2024c)

Staff geologists in the Seismic Hazard Zonation Program gather existing geological, geophysical, and geotechnical data from numerous sources to produce the Seismic Hazard Zone Maps. They integrate and interpret data regionally in order to evaluate the severity of the seismic hazards and designate as Zones of Required Investigation (ZORI) those areas prone to liquefaction and earthquake-induced landslides. Cities and counties are then required to use the Seismic Hazard Zone Maps in their land use planning and building permit processes. (CDC, 2024c)

The SHMA requires that site-specific geotechnical investigations be conducted within the ZORI to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. (CDC, 2024c)

3. Natural Hazards Disclosure Act

The Natural Hazards Disclosure Act, effective June 1, 1998 (as amended June 9, 1998), 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, including a Seismic Hazard Zone. (CA Legislative Info, n.d.)

The law requires the State Geologist to establish regulatory zones (ZORI) and to issue appropriate maps (Seismic Hazard Zone maps). These maps are distributed to all affected cities, counties, and State agencies for their use in planning and controlling construction and development. Single-family frame dwellings up to two stories, not part of a development of four or more units, are exempt from the State requirements. However, local agencies can be more restrictive than state law requires. (CA Legislative Info, n.d.)

Before a development permit can be issued or a subdivision approved, cities and counties must require a site-specific investigation to determine whether a significant hazard exists at the site and, if so, recommend measures to reduce the risk to an acceptable level. The investigation must be performed by State-licensed engineering geologists and/or civil engineers. (CA Legislative Info, n.d.)

4. Essential Services Buildings Seismic Safety Act

In 1986, the California Legislature determined that buildings providing essential services should be capable of providing those services to the public after a disaster. Their intent in this regard was defined in legislation known as the Essential Services Buildings Seismic Safety Act of 1986 and includes requirements that such buildings shall be "…designed and constructed to minimize fire hazards and to resist…the forces generated by earthquakes, gravity, and winds." This enabling legislation can be found in the California Health and Safety Code, Chapter 2, Sections 16000 through 16022. In addition, the California Building Code defines how the intent of the act is to be implemented in Title 24, Part 1 of the California Building Standards Administrative Code, Chapter 4, Articles 1 through 3. (CA Legislative Info, n.d.)

5. California Building Standards Code (CBSC) (CCR Title 24)

California Code of Regulations (CCR) Title 24 is reserved for State regulations that govern the design and construction of buildings, associated facilities, and equipment. These regulations are also known as building standards (reference California Health and Safety Code § 18909). Health and Safety Code (State law) § 18902 gives CCR Title 24 the name California Building Standards Code (CBSC). (CBSC, 2022, p. 1)

The CBSC is published by the California Building Standards Commission and it applies to all building occupancies (see Health and Safety Code §§ 18908 and 18938) throughout the State of California. Cities and counties are required by State law to enforce CCR Title 24 (reference Health and Safety Code §§ 17958, 17960, 18938(b), and 18948). Cities and counties may adopt ordinances making more restrictive requirements than provided by CCR Title 24, because of local climatic, geological, or topographical conditions. Such adoptions and a finding of need statement must be filed with the California Building Standards Commission (reference Health and Safety Code §§ 17958.7 and 18941.5). (CBSC, 2022, p. 1)

6. Porter-Cologne Water Control Act

The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and groundwater and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act (California Water Code § 13000 *et seq*.), the policy of the State is as follows:

- That the quality of all the waters of the State shall be protected;
- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason; and
- That the State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation. (SWRCB, 2024a)

The Porter-Cologne Act established nine Regional Water Boards (based on hydrogeologic barriers) and the State Water Board, which are charged with implementing its provisions and which have primary responsibility

for protecting water quality in California. The State Water Board provides program guidance and oversight, allocates funds, and reviews Regional Water Boards decisions. In addition, the State Water Board allocates rights to the use of surface water. The Regional Water Boards have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrologic regions. The State Water Board and Regional Water Boards have numerous non-point source (NPS) related responsibilities, including monitoring and assessment, planning, financial assistance, and management.

The Regional Water Boards regulate discharges under the Porter-Cologne Act primarily through issuance of NPDES permits for point source discharges and waste discharge requirements (WDRs) for NPS discharges. Anyone discharging or proposing to discharge materials that could affect water quality (other than to a community sanitary sewer system regulated by an NPDES permit) must file a report of waste discharge. The State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCBs) can make their own investigations or may require dischargers to carry out water quality investigations and report on water quality issues. The Porter-Cologne Act provides several options for enforcing WDRs and other orders, including cease and desist orders, cleanup and abatement orders, administrative civil liability orders, civil court actions, and criminal prosecutions. (SWRCB, 2024a)

The Porter-Cologne Act also implements many provisions of the CWA, such as the NPDES permitting program. The Porter-Cologne Act also requires adoption of water quality control plans that contain the guiding policies of water pollution management in California. In addition, regional water quality control plans (basin plans) have been adopted by each of the RWQCBs and get updated as necessary and practical. These plans identify the existing and potential beneficial uses of waters of the State and establish water quality objectives to protect these uses. The basin plans also contain implementation, surveillance, and monitoring plans (SWRCB, 2024a). The Project site is located in the Santa Ana River Watershed, which is within the purview of the Santa Ana RWQCB. The Santa Ana Region Basin Plan, as most recently updated in June 2019, is the governing water quality plan for the region (SARWQCB, 2024).

C. Local Regulations

1. Riverside County Ordinance No. 457 - Riverside County Building and Fire Codes

Every three years, Riverside County's Building and Fire Codes are adapted from the CBSC (CCR Title 24), which includes both building and fire codes. These codes establish site-specific investigation requirements, construction standards, and inspection procedures to ensure that development authorized by Riverside County does not pose a threat to the health, safety, or welfare of the public. The CBSC contains minimum baseline standards to guard against unsafe development. Riverside County Ordinance No. 457 also adopts, in some cases with modification to a stricter standard, a number of California State's Title 24 codes (fire, building, plumbing, electrical, etc.). The Riverside County Department of Building and Safety provides technical expertise in reviewing and enforcing these codes. (Riverside County, 2015a, p. 4.12-25)

2. *Riverside County Ordinance No. 547 – Implementation of the Alquist-Priolo Earthquake Fault Zoning Act*

This ordinance establishes the policies and procedures used by Riverside County to implement the A-P Act. Among other things, it requires all projects proposed within an "earthquake fault zone," as shown on the maps prepared by the State Geologist to comply with the provisions of the A-P Act. It establishes regulations for construction, including for grading, slopes and compaction, erosion control, retaining wall design, and earthquake fault zone setbacks. (Riverside County, 2015a, p. 4.12-25)

3. *Riverside County Ordinance No. 484 – Control of Blowing Dust*

This ordinance establishes requirements for the control of blowing sand within county-designated "Agricultural Dust Control Areas." It defines activities that may contribute to wind erosion, identifies restrictions on activities within these areas, establishes penalties for violation of the ordinance, and identifies procedures necessary to obtain a valid permit. (Riverside County, 2015a, p. 4.12-25)

4.7.3 Basis for Determining Significance

Section VII of Appendix G to the CEQA Guidelines addresses typical adverse effects due to geological conditions, and includes the following threshold questions to evaluate a project's impacts resulting from geologic or soil conditions (OPR, 2018a):

- 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, 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?
    - Strong seismic ground shaking?
    - Seismic-related ground failure, including liquefaction?
    - Landslides?
- Would the project result in substantial soil erosion or the loss of topsoil?
- 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?
- 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?
- Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

- Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Significance thresholds are set forth in Riverside County's Environmental Assessment Checklist, as modified based on the 2018 updates to Section VII of Appendix G to the CEQA Guidelines (listed above), and indicate significant impacts would occur if the Project or any Project-related component would:

a. *Be subject to 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;*

b. *Be subject to seismic-related ground failure, including liquefaction;*

c. *Be subject to strong seismic ground shaking;*

d. *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, collapse, or rockfall hazards;*

e. *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 ground subsidence;*

f. *Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard;*

g. *Change topography or ground surface relief features;*

h. *Create cut or fill slopes greater than 2:1 or higher than 10 feet;*

i. *Result in grading that affects or negates subsurface sewage disposal systems;*

j. *Result in substantial soil erosion or the loss of topsoil;*

k. *Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), creating substantial direct or indirect risks to life or property;*

l. *Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water;*

m. *Be impacted by or result in an increase in wind erosion and blow sand, either on or off site.*

The significance thresholds set forth in Riverside County's Environmental Assessment Checklist, as modified by the 2018 updates to the CEQA Guidelines, were used to evaluate the significance of the proposed Project's impacts on geology and soils. Impacts to paleontological resources and unique geologic features are addressed separately in EIR Subsection 4.14, *Paleontological Resources*.

4.7.4 IMPACT ANALYSIS

Threshold a.: ***Would the Project be subject to 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?***

Threshold c.: ***Would the Project be subject to strong seismic ground shaking?***

The Project site is not located in an Alquist-Priolo (AP) earthquake fault zone. The Project site is situated roughly 3,500 feet northeast of the active Elsinore fault zone. The Elsinore Fault (Glen Ivy) is capable of producing a Magnitude 6.8 earthquake. Based on the evaluation conducted by NorCal, it is concluded that there are no active or potentially active faults trending towards or through the Project site, and additional fault investigations are not necessary. The potential for surface fault rupture to occur at the site is considered low. Impacts due to rupture of a known earthquake would therefore be less than significant. (NorCal, 2020, pp. 3-4)

The Project site is located in a seismically-active area of southern California and is expected to experience moderate to severe ground shaking during the lifetime of the Project. The risk is not considered substantially different than that of other similar properties in the southern California area. The Project would be required to construct all proposed structures in accordance with the CBSC and the Riverside County Building Code. The CBSC and Riverside County Building Code have been designed to preclude significant adverse effects associated with strong seismic ground shaking. Additionally, the Project's Geotechnical Investigation (*Technical Appendix F1*) includes site-specific recommendations to attenuate seismic-related hazards.

However, a significant impact could occur if the Project did not comply with the site-specific recommendations of the Project's Geotechnical Investigation (*Technical Appendix F1*). The Project's Geotechnical Investigation includes recommendations that would reduce seismic risks to an "acceptable level" as defined by the California Code of Regulations. Accordingly, prior to mitigation implementing the geotechnical study recommendations, the proposed Project has the potential to expose people or structures to substantial adverse effects, including loss, injury, or death, as a result of strong seismic ground shaking. This is evaluated as a significant impact for which mitigation is required.

Threshold b.: ***Would the Project be subject to seismic-related ground failure, including liquefaction?***

The Project site is situated in an area of generalized low/very low liquefaction potential. Site-specific geotechnical evaluations would be required for future implementing developments within the Project site (i.e., grading and building permits). Grading plans would be required to implement the Project, and proposed grading plans would be required to incorporate the recommendations of the future-required site-specific geotechnical evaluations. However, a significant impact due to localized liquefaction hazards could occur if future developments failed to incorporate the site-specific recommendations of the future-required geotechnical studies. This is evaluated as a potentially significant direct impact of the proposed Project for which mitigation would be required.

Threshold d.: ***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, collapse, or rockfall hazards?***

Landslide Hazards

The Project site and areas immediately surrounding the Project site do not contain steep slopes capable of producing landslide hazards that could affect future development on site. Although hillsides occur to the northeast, the Project site is separated from these hillsides by the Temescal Wash, and any localized landslide events would be confined to the Temescal Wash drainage channel and would not affect future development on the site. Accordingly, impacts due to landslide hazards would be less than significant.

Lateral Spreading

Lateral spreading is a type of liquefaction-induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the earthquake inertial forces may cause the mass to move downslope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages pipelines, utilities, bridges, and structures. Due to the low probability of liquefaction to occur on site, the potential for lateral spreading is also considered low. Nonetheless, impacts could occur if proposed grading activities are not conducted in accordance with the site-specific recommendations of the future-required geotechnical studies. This is evaluated as a potentially significant direct impact of the proposed Project for which mitigation would be required.

Collapse Hazards

Static settlement of the site would be induced by subjecting the existing grades to design grades (adding fill) and by the proposed structural building loads. Impacts due to collapse hazards could occur if proposed grading activities are not conducted in accordance with the site-specific recommendations of the future geotechnical studies that would be required in association with Project grading and building permits. This is evaluated as a potentially significant direct impact of the proposed Project for which mitigation would be required.

Rockfall Hazards

A rockfall is a fragment of rock, or block of rocks, that detaches from a vertical to sub-vertical cliff or bluff in a downward motion. There are no hill forms in the Project vicinity that contain boulder outcrops that could adversely affect future development on site. Accordingly, impacts due to rockfall hazards would be less than significant.

Threshold e.: ***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 ground subsidence?***

As previously indicated, the Project site is not situated within any of the three areas of Riverside County associated with documented subsidence. The potential for subsidence to impact the site is considered low. (NorCal, 2020, p. 3) As such, the Project would not 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 ground subsidence, and impacts would therefore be less than significant.

Threshold f.: ***Would the Project be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?***

There are no volcanoes in the Project region; thus, no impacts due to volcanic hazards would occur.

A seiche is an underwater wave that oscillates through a body of water which may be triggered by earthquakes or landslides. In general, seiches are small (on the order of a few inches) and are present in larger lakes as a result of the depth, temperature, and contours of the body of water. Due to the lack of an on-site enclosed body of water or other bodies of water within close proximity to the site that have the potential to result in site inundation, the potential for the subject site to be impacted by seiches is considered low. As such, impacts due to seiches would be less than significant.

Although several existing hill forms occur to the northeast of the Project site, the Project site is separated from these hill forms by the Temescal Wash. In the unlikely event of a mudflow hazard, mudflow would be confined to the Temescal Wash channel and would not impact the Project site. As such, impacts due to mudflow hazards would be less than significant.

Threshold g.: ***Would the Project change topography or ground surface relief features?***

As discussed in EIR Section 3.0, the Project site would be graded in a manner that largely approximates the site's existing topographic conditions. The Project would require a total of 98,788 cubic yards (cy) of cut and 98,788 cy of fill. Earthwork activities are expected to balance on site and no import or export of soils would be required. Thus, the Project would not result in a substantial change in topography or ground surface relief features, and impacts would be less than significant.

Threshold h.: ***Would the Project create cut or fill slopes greater than 2:1 or higher than 10 feet?***

As discussed in EIR Section 3.0, proposed manufactured slopes would be limited to the west-central portions of the Project site, along the realigned drainage channel for the Coldwater Canyon Wash in the southeastern portion of the Project site, and to the northwest of proposed Building 7. Along the site's frontage with Temescal Canyon Road, manufactured slopes would be constructed at a gradient of 2:1 (horizontal:vertical), and would extend up to 13 feet in height. The proposed manufactured slopes along the realigned Coldwater Canyon Wash drainage channel also would be constructed at a 2:1 gradient, with a maximum height of approximately 12

feet. Manufactured slopes to the northwest of Building 7 would be constructed at a gradient of 2:1 and would measure up to seven feet in height. The slopes along the site's frontage with Temescal Canyon Road and Coldwater Canyon Wash drainage would exceed a height of 10 feet. Thus, a potentially significant impact could occur if proposed grading activities are not conducted in accordance with the site-specific recommendations of the future-required geotechnical studies. This is evaluated as a potentially significant direct impact of the proposed Project for which mitigation would be required.

Threshold i.: ***Would the Project result in grading that affects or negates subsurface sewage disposal systems?***

Septic systems were previously utilized on site in association with the prior use of the site for concrete pipe manufacturing. However, the site was subsequently subjected to substantial ground disturbance, and it is anticipated that all prior septic systems on site were removed. However, there is a remote potential that components of the prior septic system could still occur on site, and therefore may be uncovered during grading activities. This is evaluated as a potentially significant impact for which mitigation is required.

Threshold l.: ***Would the Project have soils incapable of adequately supporting use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?***

Sewer service to the proposed Project would be provided by the Temescal Valley Water District (TVWD), and no septic tanks or alternative wastewater disposal systems are proposed as part of the Project. Accordingly, no impact would occur.

Threshold j.: ***Would the Project result in substantial soil erosion or the loss of topsoil?***

Threshold m.: ***Would the Project be impacted by or result in an increase in wind erosion and blow sand, either on or off site?***

Implementation of the Project has the potential to result in soil erosion. The analysis below summarizes the likelihood of the Project to result in substantial soil erosion during temporary construction activities and long-term operation.

Construction-Related Impacts

Proposed grading and construction activities at the Project site would expose underlying soils and disturb surficial soils. Exposed soils would be subject to erosion during rainfall events or high winds due to the removal of stabilizing vegetation and exposure of these erodible materials to wind and water.

Pursuant to the requirements of the SWRCB, the Project Applicant is required to obtain a NPDES permit for construction activities, including proposed grading. The NPDES permit is required for all projects that include construction activities such as clearing, grading, and/or excavation that disturb at least one acre of total land area. The County's Municipal Separate Storm Sewer System (MS4) NPDES Permit requires the Project

Applicant to prepare and submit to the County for approval a Project-specific Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would identify a combination of erosion control and sediment control measure (i.e., Best Management Practices (BMPs)) to reduce or eliminate sediment discharge to surface water from stormwater and non-stormwater source discharges during construction.

In addition, proposed construction activities would be required to comply with South Coast Air Quality Management District (SCAQMD) Rule 403, which would reduce the amount of particulate matter in the air and minimize the potential for wind erosion. Rule 403 requires that certain construction practices be following that limit dust and dirt from leaving the construction site. For example, no dust is allowed to be tracked out of the site by more than 25 feet. In addition, proposed construction activities would be required to comply with applicable County ordinances (i.e., Ordinance Nos. 457 and 460) to protect and enhance the water quality of the County, which requires the Project Applicant to prepare an erosion control plan to be used during the rainy season. With mandatory compliance to the requirements noted in the Project's SWPPP, as well as mandatory compliance to applicable regulatory requirements including but not limited to SCAQMD Rule 403 and Riverside County Ordinance Nos. 457 and 460, the potential for water and/or wind erosion impacts during Project construction would be reduced to less-than-significant levels.

Long-Term Operational Impacts

Following construction, wind and water erosion on the Project site would be minimized, as the disturbed areas would be landscaped or covered with impervious surfaces, and drainage would be controlled through a storm drain system. As discussed in detail in EIR Subsection 4.10, *Hydrology and Water Quality*, the Project is not anticipated to substantially increase the rate or amount of runoff leaving the site, as compared to existing conditions. With implementation of the proposed Project, runoff generated on site would be conveyed to proposed Line "A", which would discharge into the existing double 12-foot-wide x 7-foot-tall reinforced concrete box (RCB) that extends beneath the intersection of Temescal Canyon Road and Dawson Canyon Road North and conveys runoff via an existing channel north of Dawson Canyon Road North that discharges into the Temescal Wash. All runoff generated on site would be subject to water quality treatment prior to ultimate discharge into Temescal Wash. Specifically, all runoff would be conveyed to Continuous Deflective Separator (CDS) and Stormtech underground retention/infiltration chambers. With implementation of the proposed Project's stormwater drainage system, runoff discharging from the Project site would increase from 43.2 cfs to 95.7 cfs for the 100-year design storm event. Although this represents an increase in the rate of runoff from the site, these flows would be conveyed to drainage facilities associated with the existing CCW alignment near the northwest corner of the Project site. Because flows associated with the CCW would be diverted along the southeastern Project boundary, the total amount of runoff discharged into the existing box culvert drainage facilities associated with the CCW that cross under Dawson Canyon Road would be decreased from the existing conditions capacity of 2,561 cfs (as calculated by JE Fuller (Fuller, 2018b, p. Table 12)) to a 100-year storm event of 330.2 cfs (as calculated by Rick Engineering (Rick, 2021)). The 327.4 cfs includes drainage from 30.91 acres of the Project site in addition to 97.3 acres off site. This is an approximately 87% reduction of peak flow rate as compared to existing conditions. As such, this reduction would more than offset the projected increase in peak runoff from the Project site that would be conveyed to the existing box culvert drainage facilities associated with the Coldwater Canyon Wash that cross under Dawson Canyon Road and

discharge to the Temescal Wash. Accordingly, because peak runoff would decrease under the proposed Project, implementation of the Project would not increase the risk of siltation or erosion in stormwater discharged from the Project site. In addition, a Water Quality Management Plan (WQMP) would be required in conjunction with future grading and building permits, which would identify post-construction measures to ensure on-going protection against erosion. Compliance with the WQMP would be required as a condition of approval for future implementing developments, and long-term maintenance of on-site water quality features also would be required. Based on the foregoing, implementation of the Project would not significantly increase the risk of long-term wind or water erosion on- or off-site, and impacts would be less than significant.

Threshold k.: ***Would the Project be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), creating substantial risks to life or property?***

Expansion index tests (ASTM: D-4829-11) were performed by NorCal on remolded samples of the upper soils to determine the expansive characteristics and to provide any necessary recommendations for reinforcement of the slabs-on-grade and the foundations. The upper soils at the site are very low (Expansion Index = 0-20) to low (21-50) in expansion potential (NorCal, 2020, pp. 7, 16). As such, the Project would not be located on expansive soil and would not create substantial risks to life or property, and impacts would be less than significant.

4.7.5 Cumulative Impact Analysis

With the exception of erosion hazards, potential effects due to geology and soils are inherently restricted to the areas proposed for development and would not contribute to cumulative impacts associated with other existing, planned, or proposed development. That is, thresholds including fault rupture, seismic ground shaking, liquefaction, landslides, expansive soils, and other geologic hazards would involve effects to (and not from) the proposed development, and are specific to on-site conditions. Accordingly, addressing these potential hazards for the proposed development would involve using measures to conform to existing requirements, and/or site-specific design and construction efforts that have no relationship to, or impact on, off-site areas. Because of the site-specific nature of these potential hazards and the measures to address them, there would be no connection to similar potential issues or cumulative effects to or from other properties. Cumulatively-considerable impacts would be less than significant.

As discussed under Thresholds j. and m., during both near-term construction and long-term operation, measures would be incorporated into the Project's design to ensure that significant erosion hazards do not occur. Other developments within the cumulative study area would be required to comply with similar requirements, such as the need to obtain an NPDES permit and mandatory compliance with the resulting SWPPPs. All projects in the cumulative study area also would be required to demonstrate that measures have been incorporated to ensure that development does not result in substantial increases in the amount or rate of runoff under long-term operating conditions, which could in turn increase soil erosion. Further, all projects in the cumulative study area also would be required to comply with Riverside County Ordinance Nos. 457 and 460, as well as SCAQMD Rule 403, which would preclude water- and wind-related erosion hazards during construction. Therefore, because the Project would result in less-than-significant erosion impacts, and because

other projects within the cumulative study area would be subject to similar requirements to control erosion hazards during construction and long-term operation, cumulatively-considerable impacts associated with wind and water erosion hazards are evaluated as less than significant.

4.7.6 Significance of Impacts Before Mitigation

Thresholds a. and c.: Significant Direct Impact. The potential for surface fault rupture to occur at the site is considered low. Impacts due to rupture of a known earthquake would therefore be less than significant. However, the Project site is located in a seismically active area of southern California and is expected to experience moderate to severe ground shaking during the lifetime of the Project. A significant impact could occur if the Project did not comply with the site-specific recommendations of the Project's Geotechnical Investigation (*Technical Appendix F1*). Therefore, impacts would be potentially significant and mitigation is required to ensure compliance with the site-specific recommendations of the Project's Geotechnical Investigation.

Threshold b.: Significant Direct Impact. The Project site is situated in an area of generalized low/very low liquefaction potential. However, a significant impact due to localized liquefaction hazards could occur if the Project's development practices fail to incorporate site-specific recommendations of geotechnical studies that the County requires to be prepared in association with Project grading and building permits. This is evaluated as a potentially significant direct impact of the proposed Project for which mitigation would be required.

Threshold d.: Significant Direct Impact. Although hillsides occur to the northeast, the Project site is separated from these hillsides by Temescal Wash, and any localized landslide events would be confined to the Temescal Wash drainage channel and would not affect future development on the site. Due to the low probability of liquefaction to occur on site, the potential for lateral spreading is also considered low. Nonetheless, impacts could occur if proposed grading activities are not conducted in accordance with the site-specific recommendations of required geotechnical studies. This is determined to be a potentially significant direct impact of the proposed Project. Additionally, impacts due to collapse hazards could occur if proposed grading activities are not conducted in accordance with the site-specific recommendations of geotechnical studies that the County requires to be prepared in association with Project grading and building permits. This is determined to be a potentially significant direct impact of the proposed Project. There are no hill forms in the Project vicinity that contain boulder outcrops that could adversely affect future development on site. Accordingly, impacts due to rockfall hazards would be less than significant.

Threshold e.: Less-than-Significant Impact. The Project site is not situated within any of the three areas of Riverside County associated with documented subsidence. The potential for subsidence to impact the site is considered low. As such, the Project would not 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 ground subsidence, and impacts would therefore be less than significant.

Threshold f.: Less-than-Significant Impact. There are no volcanoes in the Project region; thus, no impacts due to volcanic hazards would occur. Due to the lack of an on-site enclosed body of water or other bodies of water

within close proximity to the site that have the potential to result in site inundation, the potential for the Project site to be impacted by seiches is considered low. As such, impacts due to seiches would be less than significant. Additionally, although several existing hill forms occur to the northeast of the Project site, the Project site is separated from these hill forms by Temescal Wash. In the unlikely event of a mudflow hazard, mudflow would be confined to the Temescal Wash channel and would not impact the Project site. As such, impacts due to mudflow hazards would be less than significant.

Threshold g.: Less-than-Significant Impact. The Project site would be graded in a manner that largely approximates the site's existing topographic conditions. The Project would require a total of 97,245 cubic yards (cy) of cut and 97,245 cy of fill. Earthwork activities are expected to balance on site and no import or export of soils would be required. Thus, the Project would not result in a substantial change in topography or ground surface relief features, and impacts would be less than significant.

Threshold h.: Significant Direct Impact. All proposed slopes on site would be constructed at a maximum gradient of 2:1. However, the slopes along the site's frontage with Temescal Canyon Road and Coldwater Canyon Wash drainage would exceed a height of 10 feet. Thus, a potentially significant impact could occur if proposed grading activities are not conducted in accordance with the site-specific recommendations of the future-required geotechnical studies. This is evaluated as a potentially significant direct impact of the proposed Project for which mitigation would be required..

Threshold i.: Significant Direct Impact. Septic systems were previously utilized on site in association with the prior use of the site for concrete pipe manufacturing. However, the site was subsequently subjected to substantial ground disturbance, and it is anticipated that all prior septic systems on site were removed. However, there is a remote potential that components of the prior septic system could still occur on site and therefore may be uncovered during grading activities. This is evaluated as a potentially significant impact for which mitigation is required.

Threshold l.: No Impact. Sewer service to the proposed Project would be provided by the TVWD, and no septic tanks or alternative wastewater disposal systems are proposed as part of the Project. Accordingly, no impact would occur.

Thresholds j. and m.: Less-than-Significant Impacts. The Project would not result in substantial soil erosion or loss of topsoil. The Project Applicant would be required to obtain a NPDES permit for construction activities and adhere to a Stormwater Pollution Prevention Plan (SWPPP) as well as SCAQMD Rule 403 and Riverside County Ordinance Nos. 457 and 460. With mandatory compliance to these regulatory requirements, the potential for water and wind erosion impacts during construction would be less than significant. Following development, wind and water erosion on the Project site would be minimized, as the areas disturbed during construction would be landscaped or covered with impervious surfaces and drainage would be controlled through a storm drain system. Furthermore, the Project is required by law to implement a WQMP during operation, which would preclude substantial erosion impacts in the long-term.

Threshold k.: Less-than-Significant Impact. The upper soils at the site are very low (Expansion Index = 0-20) to low (21-50) in expansion potential. As such, the Project would not be located on expansive soil and would not create substantial risks to life or property, and impacts would be less than significant.

4.7.7 County Regulations, Design Requirements, and Mitigation

Applicable County Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable County regulations and design requirements.

- The Project is required to comply with the provisions of County Ordinance Nos. 457, 460, and 547. Ordinance No. 457 requires that all projects comply with California Building Codes and the International Building Codes. These codes establish site-specific investigation requirements, construction standards, and inspection procedures to ensure that development does not pose a threat to the health, safety, and welfare of the public, and includes requirements related to erosion. Ordinance No. 460 sets forth soil erosion control requirements and requires preparation and implementation of a wind erosion control plan. In addition, Ordinance No. 547 requires that cases where a proposed project falls within an earthquake fault zone as shown on the maps prepared by the State Geologist, this ordinance requires compliance with all of the provisions of the Alquist-Priolo Act and the adopted policies and criteria of Ordinance No. 547.

- The Project is required to comply with the provisions of SCAQMD Rule 403 by addressing blowing dust from the Project's construction activities.

- The Project is required to comply with the provisions of the Project's National Pollution Discharge Elimination System (NPDES) permit, and the Project's Storm Water Pollution Prevention Plan (SWPPP). Compliance with the NPDES permit and the SWPPP would identify and implement an effective combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate discharge to surface water from stormwater and non-stormwater discharges.

Mitigation

MM 4.7-1 Prior to issuance of grading or building permits, the Project Applicant shall have prepared an updated Geotechnical Investigation that addresses the site-specific design included as part of the grading and building permits. The Riverside County Building and Safety Department shall verify that all of the recommendations given in the future-required Geotechnical Investigation in order to reduce the Project's potential impacts due to strong seismic ground shaking, liquefaction hazards, lateral spreading, collapse hazards, and slopes taller than 10 feet in height are incorporated into the construction and grading plans. Recommendations related to grading and building construction typically include but are not limited to: a) site grading

recommendations; b) removal/recompaction recommendations; c) fill blanket recommendations; d) recommendations related to shrinkage and subsidence; e) recommendations related to temporary excavations and shoring design; f) recommendations related to foundation design; g) recommendations to address site settlement; h) recommendations to address lateral resistance; i) design parameters for retaining walls; j) measures related to floor slab design; k) measures to address expansive soils; l) recommendations related to utility trench and excavation backfill; m) design criteria to address potential corrosion hazards; and n) pavement design recommendations. Prior to issuance of grading or building permits, Riverside County shall review the grading and construction plans for compliance with the future-required site-specific geotechnical investigation(s) required for grading and building permits.

MM 4.7-2 In the event that any remnant septic systems are identified on site during ground-disturbing activities, such septic systems shall be removed in accordance with Section H1101.0 (Abandoned Sewers and Sewage Disposal Facilities) of the 2022 California Plumbing Code, as required pursuant to Section 5 of Riverside County Ordinance No. 592 (Sewer Use). Prior to final grading inspection, the Project Applicant shall provide evidence to the Riverside County Department of Environmental Health (DEH) that either no remnant septic systems were identified, or that any identified septic systems have been removed in conformance with the 2022 California Plumbing Code.

4.7.8 Significance of Impacts After Mitigation

Thresholds a. and c.: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.7-1 would ensure that the Project implements the recommendations of a future-required site- and design-specific geotechnical investigation, which would be based on the preliminary recommendations contained in the Project's Geotechnical Investigation (*Technical Appendix F1*). Implementation of the required mitigation would ensure measures are implemented to address potential impacts due to the exposure of people or structures to adverse effects, including loss, injury, or death as a result of strong seismic ground shaking. Implementation of the required mitigation would ensure that impacts are reduced to less-than-significant levels.

Threshold b.: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.7-1 would ensure that the Project implements the recommendations of a future-required site- and design-specific geotechnical investigation, which would be based on the preliminary recommendations contained in the Project's Geotechnical Investigation (*Technical Appendix F1*). Implementation of the required mitigation would ensure measures are implemented to address potential impacts due to liquefaction potential and would reduce impacts to less-than-significant levels.

Threshold d.: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.7-1 would ensure that the Project implements the recommendations of a future-required site- and design-specific geotechnical investigation, which would be based on the preliminary recommendations

contained in the Project's Geotechnical Investigation (*Technical Appendix F1*). Implementation of the required mitigation would ensure measures are implemented to address potential impacts due to lateral spreading and collapse hazards and would reduce potential impacts to less-than-significant levels.

Threshold h.: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.7-1 would ensure that the Project implements the recommendations of a future-required site- and design-specific geotechnical investigation, which would be based on the preliminary recommendations contained in the Project's Geotechnical Investigation (*Technical Appendix F1*). Implementation of the required mitigation would ensure measures are implemented to address potential impacts due to manufactured slopes exceeding 10 feet in height. and would reduce Project impacts to less-than-significant levels.

Threshold i.: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.7-2 would ensure that any remnant septic systems that may be uncovered during ground-disturbing activities are removed in accordance with Section H1101.0 (Abandoned Sewers and Sewage Disposal Facilities) of the 2022 California Plumbing Code, and would reduce Project impacts to less-than-significant levels.

4.8 GREENHOUSE GAS EMISSIONS

The analysis in this Subsection 4.8 is based in part on a greenhouse gas (GHG) analysis prepared for the Project by Urban Crossroads, Inc. (herein, Urban Crossroads), titled, "Temescal Valley Commerce Center (PPT 220039) Greenhouse Gas Analysis" (herein, "GHGA"), dated July 27, 2023, and included as EIR *Technical Appendix G* (Urban Crossroads, 2023d). It should be noted that the analyses provided in *Technical Appendix G* assumes that the Project's warehouse buildings would contain a total of 637,718 s.f. of building area, while the Project Applicant only is proposing a total of 633,607 s.f. of warehouse building area; thus, the analyses presented in *Technical Appendix G* provides a "worst-case" analysis of the Project's potential impacts due to GHG emissions. Refer to Section 7.0, *References*, for a complete list of reference sources.

4.8.1 EXISTING CONDITIONS

A. *Introduction to Global Climate Change*

Global Climate Change (GCC) is defined as the change in average meteorological conditions on Earth with respect to temperature, precipitation, and storms. The majority of scientists believe that the climate shift taking place since the Industrial Revolution is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of GHGs in Earth's atmosphere, including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated gases. The majority of scientists believe that this increased rate of climate change is the result of GHGs resulting from human activity and industrialization over the past 200 years. (Urban Crossroads, 2023d, p. 9)

An individual project like the proposed Project cannot generate enough GHG emissions to affect a discernible change in global climate. However, the proposed Project may participate in the potential for GCC by its incremental contribution of GHGs combined with the cumulative increase of all other sources of GHGs, which when taken together constitute potential influences on GCC. (Urban Crossroads, 2023d, p. 9)

GCC refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation, and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO_2, N_2O, CH_4, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into Earth's atmosphere, but prevent radiant heat from escaping, thus warming Earth's atmosphere. GCC can occur naturally as it has in the past with the previous ice ages. (Urban Crossroads, 2023d, p. 9)

Gases that trap heat in the atmosphere are often referred to as GHGs. GHGs are released into the atmosphere by both natural and anthropogenic activity. Without the natural GHG effect, Earth's average temperature would be approximately 61 degrees Fahrenheit (°F) cooler than it is currently. The cumulative accumulation of these gases in Earth's atmosphere is considered to be the cause for the observed increase in Earth's temperature. (Urban Crossroads, 2023d, p. 9)

B. Greenhouse Gases

1. Greenhouse Gases and Health Effects

GHGs trap heat in the atmosphere, creating a GHG effect that results in global warming and climate change. Many gases demonstrate these properties and are discussed below. For the purposes of analysis, emissions of CO_2, CH_4, and N_2O were evaluated because these gases are the primary contributors to GCC from development projects. Although there are other substances such as fluorinated gases that also contribute to GCC, fluorinated gases were not evaluated as their sources are not well-defined and do not contain accepted emissions factors or methodology to accurately calculate these gases. (Urban Crossroads, 2023d, pp. 9-10)

❑ Water

Water is the most abundant, important, and variable GHG in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration primarily are considered to be a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. A climate feedback is an indirect, or secondary, change, either positive or negative, that occurs within the climate system in response to a forcing mechanism. The feedback loop in which water is involved is critically important to projecting future climate change. (Urban Crossroads, 2023d, Table 2-1)

As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to 'hold' more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on. This is referred to as a "positive feedback loop." The extent to which this positive feedback loop will continue is unknown as there are also dynamics that hold the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it will eventually condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the Earth's surface and heat it up). (Urban Crossroads, 2023d, Table 2-1)

The main source of water vapor is evaporation from the oceans (approximately 85%). Other sources include evaporation from other water bodies, sublimation (change from solid to gas) from sea ice and snow, and transpiration from plant leaves. (Urban Crossroads, 2023d, Table 2-1)

There are no known direct health effects related to water vapor at this time. It should be noted however that when some pollutants react with water vapor, the reaction forms a transport mechanism for some of these pollutants to enter the human body through water vapor. (Urban Crossroads, 2023d, Table 2-1)

❑ Carbon Dioxide (CO_2)

Carbon Dioxide (CO_2) is an odorless and colorless GHG. Since the industrial revolution began in the mid-1700s, the sort of human activity that increases GHG emissions has increased dramatically in scale and distribution. Data from the past 50 years suggests a corollary increase in levels and concentrations. Prior to the

industrial revolution, CO_2 concentrations were fairly stable at 280 parts per million (ppm). Today, they are around 370 ppm, an increase of more than 30%. Left unchecked, the concentration of CO_2 in the atmosphere is projected to increase to a minimum of 540 ppm by the year 2100 as a direct result of anthropogenic sources. (Urban Crossroads, 2023d, Table 2-1)

CO_2 is emitted from natural and man-made sources. Natural sources include the decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources include the burning of coal, oil, natural gas, and wood. CO_2 is naturally removed from the air by photosynthesis, dissolution into ocean water, transfer to soils and ice caps, and chemical weathering of carbonate rocks. (Urban Crossroads, 2023d, Table 2-1)

Outdoor levels of CO_2 are not high enough to result in negative health effects. According to the National Institute for Occupational Safety and Health (NIOSH), high concentrations of CO_2 can result in health effects such as headaches, dizziness, restlessness, difficulty breathing, sweating, increased heart rate, increased cardiac output, increased blood pressure, coma, asphyxia, and/or convulsions. While current concentrations of CO_2 in the Earth's atmosphere are estimated to be approximately 370 ppm, the actual reference exposure level (level at which adverse health effects typically occur) is at exposure levels of 5,000 ppm averaged over 10 hours in a 40-hour work week and short-term reference exposure levels of 30,000 ppm averaged over a 15-minute period. (Urban Crossroads, 2023d, Table 2-1)

❑ Methane (CH_4)

Methane (CH_4) is an extremely effective absorber of radiation, although its atmospheric concentration is less than CO_2 and its lifetime in the atmosphere is brief (10-12 years) compared to other GHGs. CH_4 in the atmosphere is generated by many different sources, such as fossil fuel production, transport and use, from the decay of organic matter in wetlands, and as a byproduct of digestion by ruminant animals such as cows. Determining which specific sources are responsible for variations in annual increases of CH_4 is complex, but scientists estimate that fossil fuel production and use contributes roughly 30% of the total CH_4 emissions. These industrial sources of CH_4 are relatively simple to pinpoint and control using current technology. (Urban Crossroads, 2023d, Table 2-1)

CH_4 is extremely reactive with oxidizers, halogens, and other halogen-containing compounds. Exposure to high levels of CH_4 can cause asphyxiation, loss of consciousness, headache, dizziness, nausea, vomiting, weakness, loss of coordination, and an increased breathing rate. (Urban Crossroads, 2023d, Table 2-1)

❑ Nitrous Oxide (N_2O)

Nitrous oxide (N_2O), also known as laughing gas, is a colorless GHG. Concentrations of N_2O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration was 314 parts per billion (ppb). N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used as an aerosol spray propellant (i.e., in whipped cream bottles), in potato chip bags

to keep chips fresh, and in rocket engines and race cars. N_2O can be transported into the stratosphere, be deposited on Earth's surface, or be converted to other compounds by chemical reaction. (Urban Crossroads, 2023d, Table 2-1)

N_2O can cause dizziness, euphoria, and sometimes slight hallucinations. In small doses, it is considered harmless. However, in some cases, heavy and extended use can cause Olney's Lesions (brain damage). (Urban Crossroads, 2023d, Table 2-1)

❑ Chlorofluorocarbons (CFCs)

Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in CH_4 or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at Earth's surface). CFCs have no natural source. They are found in aerosol sprays, blowing agents for foams and packing materials, as solvents, and as refrigerants. (Urban Crossroads, 2023d, Table 2-1)

In confined indoor locations, working with CFC-113 or other CFCs is thought to result in death by cardiac arrhythmia (heart frequency too high or too low) or asphyxiation. (Urban Crossroads, 2023d, Table 2-1)

❑ Hydrofluorocarbons (HFCs)

Hydrofluorocarbons (HFCs) are synthetic, man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential (GWP, described below). The HFCs with the largest measured atmospheric abundances are (in order), fluoroform (CHF_3), 1,1,1,2-tetrafluoroethane (CH_2FCF), and 1,1-difluoroethane (CH_3CF_2). Prior to 1990, the only significant emissions were of CHF_3. CH_2FCF emissions are increasing due to its use as a refrigerant. HFCs are man-made for applications such as automobile air conditioners and refrigerants. No health effects are known to result from exposure to HFCs. (Urban Crossroads, 2023d, Table 2-1)

❑ Perfluorocarbons (PFCs)

Perfluorocarbons (PFCs) have stable molecular structures and do not break down through chemical processes in the lower atmosphere. High-energy ultraviolet rays, which occur about 60 kilometers above Earth's surface, are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF_4) and hexafluoroethane (C_2F_6). The United States Environmental Protection Agency (EPA) estimates that concentrations of CF_4 in the atmosphere are over 70 parts per trillion (ppt). The two main sources of PFCs are primary aluminum production and semiconductor manufacture. No health effects are known to result from exposure to PFCs. (Urban Crossroads, 2023d, Table 2-1)

❑ Sulfur Hexafluoride (SF_6)

Sulfur Hexafluoride (SF_6) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated (23,900). The EPA indicates that concentrations in the 1990s were about 4

ppt. SF_6 is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection. In high concentrations in confined areas, the gas presents the hazard of suffocation because it displaces the oxygen needed for breathing. (Urban Crossroads, 2023d, Table 2-1)

❑ **Nitrogen Trifluoride (NF_3)**

Nitrogen Trifluoride (NF_3) is a colorless gas with a distinctly moldy odor. The World Resources Institute (WRI) indicates that NF_3 has a 100-year GWP of 17,200. NF_3 is used in industrial processes and is produced in the manufacturing of semiconductors, Liquid Crystal Display (LCD) panels, types of solar panels, and chemical lasers. Long-term or repeated exposure may affect the liver and kidneys and may cause fluorosis. (Urban Crossroads, 2023d, Table 2-1)

2. Potential Global Warming Effects

The potential health effects related directly to the emissions of CO_2, CH_4, and N_2O as they relate to development projects are still being debated in the scientific community. Their cumulative effects to GCC have the potential to cause adverse effects to human health. Increases in Earth's ambient temperatures would result in more intense heat waves, causing more heat-related deaths. Scientists also purport that higher ambient temperatures would increase disease survival rates and result in more widespread disease. Climate change will likely cause shifts in weather patterns, potentially resulting in devastating droughts and food shortages in some areas. Figure 4.8-1, *Summary of Projected Global Warming Impact (2070-2099)*, presents the potential impacts of global warming. (Urban Crossroads, 2023d, p. 15)

3. Global Warming Potential (GWP)

GHGs have varying Global Warming Potential (GWP) values. GWP of a GHG indicates the amount of warming a gas causes over a given period of time and represents the potential of a gas to trap heat in the atmosphere. CO_2 is utilized as the reference gas for GWP, and thus has a GWP value of 1. CO_2 equivalent (CO_2e) is a term used for describing the difference between GHGs in a common unit. CO_2e signifies the amount of CO_2 which would have the equivalent GWP. (Urban Crossroads, 2023d, p. 16)

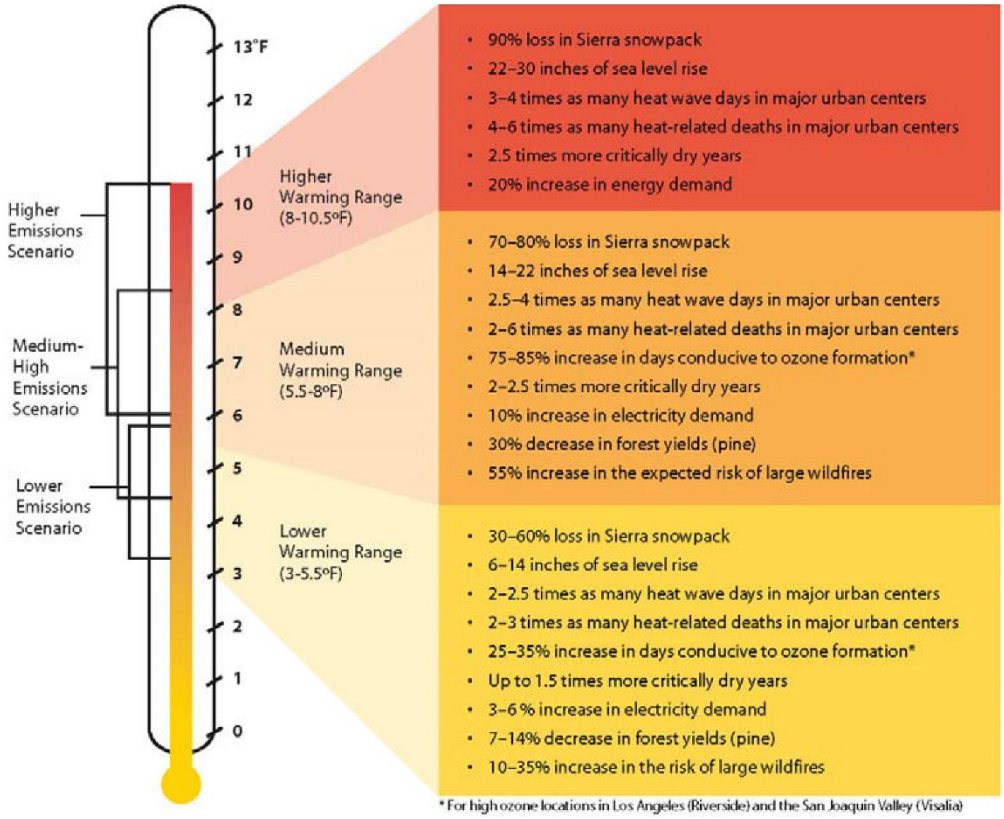
The atmospheric lifetime and GWP of selected GHGs are summarized at Table 4.8-1, *Global Warming Potential and Atmospheric Lifetime of Select GHGs*. As shown in Table 4.8-1, GWP for the Second Assessment Report, the Intergovernmental Panel on Climate Change (IPCC)'s scientific and socio-economic assessment on climate change, range from 1 for CO_2 to 23,900 for SF_6 and GWP for the IPCC's 5th Assessment Report range from 1 for CO_2 to 23,500 for SF_6. (Urban Crossroads, 2023d, p. 16)

C. GHG Emissions Inventories

1. Global

Worldwide anthropogenic GHG emissions are tracked by the IPCC for industrialized nations (referred to as Annex I) and developing nations (referred to as Non-Annex I). Human GHG emissions data for Annex I nations

Figure 4.8-1 Summary of Projected Global Warming Impact (2070-2099)



(Urban Crossroads, 2023d, Exhibit 2-A)

Table 4.8-1 Global Warming Potential and Atmospheric Lifetime of Select GHGs

Gas	Atmospheric Lifetime (years)	GWP (100-year time horizon)	
		2nd Assessment Report	5th Assessment Report
CO_2	See*	1	1
CH_4	12 .4	21	28
N_2O	121	310	265
HFC-23	222	11,700	12,400
HFC-134a	13.4	1,300	1,300
HFC-152a	1.5	140	138
SF_6	3,200	23,900	23,500

*As per Appendix 8.A. of IPCC's 5th Assessment Report, no single lifetime can be given.
Source: Table 2.14 of the IPCC Fourth Assessment Report, 2007
(Urban Crossroads, 2023d, Table 2-2)

are available through 2018. Based on the latest available data, the sum of these emissions totaled approximately 28,768,440 gigagram (Gg) CO_2e[1] as summarized in Table 4.8-2, *Top GHG Producing Countries and the European Union*. (Urban Crossroads, 2023d, p. 16)

Table 4.8-2 Top GHG Producing Countries and the European Union

Emitting Countries	GHG Emissions (Gg CO_2e)
China	12,300,200
United States	6,676,650
European Union (28-member countries)	4,232,274
Russian Federation	2,220,123
India	2,100,850
Japan	1,238,343
Total	**28,768,440**

(Urban Crossroads, 2023d, Table 2-3)

2. United States

As noted in Table 4.8-2, the United States, as a single country, was the number two producer of GHG emissions in 2018. (Urban Crossroads, 2023d, p. 17)

3. State of California

California has significantly slowed the rate of growth of GHG emissions due to the implementation of energy efficiency programs as well as adoption of strict emission controls, but is still a substantial contributor to the United States emissions inventory total. The California Air Resource Board (CARB) compiles GHG inventories for the State of California. Based upon the 2021 GHG inventory data (i.e., the latest year for which data are available) for the 2000-2019 GHG emissions period, California emitted an average 418.2 million metric tons of carbon dioxide equivalent (CO_2e) per year ($MMTCO_2e/yr$), representing approximately 6.26% of the total United States GHG emissions. (Urban Crossroads, 2023d, p. 17)

D. Effects of Climate Change in California

1. Public Health

Higher temperatures may increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation could increase from 25 to 35% under the lower warming range to 75 to 85% under the medium warming range. In addition, if global

[1] The global emissions are the sum of Annex I and non-Annex I countries, without counting Land-Use, Land-Use Change and Forestry (LULUCF). For countries without 2018 data, the United Nations' Framework Convention on Climate Change (UNFCCC) data for the most recent year were used. The most recent GHG emissions for China and India are from 2014 and 2010, respectively.

background ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances, depending on wind conditions. The Climate Scenarios report indicates that large wildfires could become up to 55% more frequent if GHG emissions are not significantly reduced. (Urban Crossroads, 2023d, p. 17)

In addition, under the higher warming range scenario, there could be up to 100 more days per year with temperatures above 90°F in Los Angeles and 95°F in Sacramento by 2100. This is a significant increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures could increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat. (Urban Crossroads, 2023d, pp. 17-18)

2. Water Resources

A vast network of man-made reservoirs and aqueducts captures and transports water throughout the State from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages. (Urban Crossroads, 2023d, p. 18)

If temperatures continue to increase, more precipitation could fall as rain instead of snow, and the snow that does fall could melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90%. Under the lower warming range scenario, snowpack losses could be only half as large as those possible if temperatures were to rise to the higher warming range. How much snowpack could be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snowpack could pose challenges to water managers and hamper hydropower generation. It could also adversely affect winter tourism. Under the lower warming range, the ski season at lower elevations could be reduced by as much as a month. If temperatures reach the higher warming range and precipitation declines, there might be many years with insufficient snow for skiing and snowboarding. (Urban Crossroads, 2023d, p. 18)

The State's water supplies are also at risk from rising sea levels. An influx of saltwater could degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta, a major fresh water supply. (Urban Crossroads, 2023d, p. 18)

3. Agriculture

Increased temperatures could cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products Statewide. First, California farmers could possibly lose as much as 25% of the water supply needed. Although higher CO_2 levels can stimulate plant production and increase plant water-use efficiency, California's farmers could face greater water demand for crops and a less reliable water supply as

temperatures rise. Crop growth and development could change, as could the intensity and frequency of pest and disease outbreaks. Rising temperatures could aggravate ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth. (Urban Crossroads, 2023d, p. 18)

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures could worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits, and nuts. (Urban Crossroads, 2023d, p. 18)

In addition, continued GCC could shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion could occur in many species while range contractions may be less likely in rapidly evolving species with significant populations already established. Should range contractions occur, new or different weed species could fill the emerging gaps. Continued GCC could alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates. (Urban Crossroads, 2023d, p. 19)

4. Forests and Landscapes

GCC has the potential to intensify the current threat to forests and landscapes by increasing the risk of wildfire and altering the distribution and character of natural vegetation. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55%, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, and landscape and vegetation conditions, future risks will not be uniform throughout the State. In contrast, wildfires in northern California could increase by up to 90% due to decreased precipitation. (Urban Crossroads, 2023d, p. 19)

Moreover, continued GCC has the potential to alter natural ecosystems and biological diversity within the State. For example, alpine and subalpine ecosystems could decline by as much as 60 to 80% by the end of the century as a result of increasing temperatures. The productivity of the State's forests has the potential to decrease as a result of GCC. (Urban Crossroads, 2023d, p. 19)

5. Rising Sea Levels

Rising sea levels, more intense coastal storms, and warmer water temperatures could increasingly threaten the State's coastal regions. Under the higher warming range scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Elevations of this magnitude would inundate low-lying coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats. Under the lower warming range scenario, sea level could rise 12 to 14 inches. (Urban Crossroads, 2023d, p. 19)

4.8.2 Applicable Regulatory Requirements

The following is a brief description of the federal, state, and local environmental laws and related regulations related to GHG emissions.

A. International Regulations

1. Kyoto Protocol

The Kyoto Protocol is an international agreement linked to the United Nations Framework Convention on Climate Change, which commits its Parties by setting internationally binding emission reduction targets. Recognizing that developed countries are principally responsible for the current high levels of GHG emissions in the atmosphere as a result of more than 150 years of industrial activity, the Protocol places a heavier burden on developed nations under the principle of "common but differentiated responsibilities."

The Kyoto Protocol was adopted in Kyoto, Japan, on December 11, 1997 and entered into force on February 16, 2005. On December 8, 2012, in Doha, Qatar, the "Doha Amendment to the Kyoto Protocol" was adopted. The amendment includes:

- New commitments for Annex I Parties to the Kyoto Protocol who agreed to take on commitments in a second commitment period from January 1, 2013 to December 31, 2020;
- A revised list of greenhouse gases (GHG) to be reported on by Parties in the second commitment period; and
- Amendments to several articles of the Kyoto Protocol which specifically referenced issues pertaining to the first commitment period and which needed to be updated for the second commitment period.

On December 21, 2012, the amendment was circulated by the Secretary-General of the United Nations, acting in his capacity as Depositary, to all Parties to the Kyoto Protocol in accordance with Articles 20 and 21 of the Protocol. During the first commitment period, 37 industrialized countries and the European Community committed to reduce GHG emissions to an average of 5% against 1990 levels. During the second commitment period, Parties committed to reduce GHG emissions by at least 18 percent below 1990 levels in the eight-year period from 2013 to 2020; however, the composition of Parties in the second commitment period is different from the first. (UNFCCC, n.d.)

2. The Paris Agreement

The Paris Agreement builds upon the Convention and – for the first time – brings all nations into a common cause to undertake ambitious efforts to combat climate change and adapt to its effects, with enhanced support to assist developing countries to do so. The Paris Agreement's central aim is to strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius. Additionally, the agreement aims to strengthen the ability of countries to deal with the impacts of climate change. The Paris Agreement requires all Parties to put forward their best efforts through "nationally determined contributions" (NDCs) and to strengthen these efforts in the years ahead. This includes requirements that all Parties report regularly on their emissions and on their implementation efforts. The Paris Agreement entered into force on November 4, 2016, thirty days after the date on which at least 55 Parties to the Convention accounting in total for at least an estimated 55% of the total global greenhouse gas emissions have deposited their instruments of ratification, acceptance, approval, or accession with the Depositary. (UNFCCC, n.d.)

On June 1, 2017, President Donald Trump announced he would begin the process of withdrawing the United States from the Paris Agreement. In accordance with articles within the Paris Agreement, the earliest effective date for the United States' withdrawal from the Agreement was November 4, 2020, at which time the withdraw became official. On January 20, 2021, President Biden signed the executive order for the United States to rejoin the Paris Agreement, which became official on February 19, 2021.

B. Federal Regulations

1. Clean Air Act

Coinciding with the 2009 meeting of international leaders in Copenhagen, on December 7, 2009, the EPA issued an Endangerment Finding under § 202(a) of the Clean Air Act (CAA), opening the door to federal regulation of GHGs. The Endangerment Finding notes that GHGs threaten public health and welfare and are subject to regulation under the CAA. To date, the EPA has not promulgated regulations on GHG emissions, but it has begun to develop them. (EPA, 2024e; Justia, 2025c)

Previously the EPA had not regulated GHGs under the CAA because it asserted that the Act did not authorize it to issue mandatory regulations to address Global Climate Change (GCC) and that such regulation would be unwise without an unequivocally established causal link between GHGs and the increase in global surface air temperatures. In Massachusetts v. Environmental Protection Agency et al. (127 S. Ct. 1438 [2007]); however, the U.S. Supreme Court held that GHGs are pollutants under the CAA and directed the EPA to decide whether the gases endangered public health or welfare. The EPA had also not moved aggressively to regulate GHGs because it expected Congress to make progress on GHG legislation, primarily from the standpoint of a cap-and-trade system. However, proposals circulated in both the House of Representative and Senate have been controversial and it may be some time before the U.S. Congress adopts major climate change legislation. The EPA's Endangerment Finding paves the way for federal regulation of GHGs with or without Congress. (EPA, 2024e; Justia, 2025c)

C. State Regulations

1. Title 24 Building Energy Standards

The California Energy Commission (CEC) first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods. The latest revisions (2022 Building Energy Efficiency Standards) became effective on January 1, 2023. focuses on four key areas in newly constructed homes and businesses: 1) encouraging electric heat pump technology for space and water heating, which consumes less energy and produces fewer emissions than gas-powered units; 2) establishing electric-ready requirements for single-family homes to position owners to use cleaner electric heating, cooking and electric vehicle (EV) charging options whenever they choose to adopt

those technologies; 3) expanding solar photovoltaic (PV) system and battery storage standards to make clean energy available onsite and complement the State's progress toward a 100 percent clean electricity grid; and strengthening ventilation standards to improve indoor air quality. (CEC, 2024a)

Part 11 of Title 24 is referred to as the California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality." The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). Unless otherwise noted in the regulation, all newly constructed buildings in California are subject of the requirements of the CALGreen Code. (CEC, 2018)

2. California Assembly Bill No. 1493 (AB 1493)

AB 1493 required the California Air Resources Board (CARB) to adopt the nation's first GHG emission standards for automobiles. On September 24, 2009, CARB adopted amendments to the "Pavley" regulations that reduced GHG emissions in new passenger vehicles from model year 2009 through 2016. The U.S. EPA granted California the authority to implement GHG emission reduction standards for new passenger cars, pickup trucks, and sport utility vehicles on June 30, 2009. It is expected that the Pavley regulations reduced GHG emissions from California passenger vehicles by about 22 percent in 2012 and about 30 percent in 2016, all while improving fuel efficiency and reducing motorists' costs. CARB has since adopted a new approach to cars and light trucks by combining the control of smog-causing pollutants and GHG emissions into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emission vehicles in California. (CARB, 2025d)

The United States EPA granted California the authority to implement GHG emission reduction standards for new passenger cars, pickup trucks, and sport utility vehicles on June 30, 2009. The first California request to implement GHG standards for passenger vehicles, known as a waiver request, was made in December 2005, and was denied by the EPA in March 2008. That decision was based on a finding that California's request to reduce GHG emissions from passenger vehicles did not meet the CAA requirement of showing that the waiver was needed to meet "compelling and extraordinary conditions." (CARB, 2025d)

CARB originally approved regulations to reduce GHGs from passenger vehicles in September 2004, with the regulations to take effect in 2009. These regulations were authorized by the 2002 legislation AB 1493 (Pavley). (CARB, 2025d)

The regulations had been threatened by automaker lawsuits and were stalled by the EPA's delay in reviewing and then initially denying California's waiver request. The parties involved entered a May 19, 2009 agreement to resolve these issues. With the granting of the waiver on June 30, 2009, it is expected that the Pavley

regulations reduced GHG emissions from California passenger vehicles by about 22% in 2012 and about 30% in 2016, all while improving fuel efficiency and reducing motorists' costs. (CARB, 2025d)

The CARB has adopted a new approach to passenger vehicles – cars and light trucks – by combining the control of smog-causing pollutants and GHGs into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emission vehicles in California. (CARB, 2025d)

3. Executive Order S-3-05

Executive Order (EO) S-3-05 documents GHG emission reduction goals, creates the Climate Action Team and directs the Secretary of the California EPA to coordinate efforts with meeting the GHG reduction targets with the heads of other state agencies. The EO requires the Secretary to report back to the Governor and Legislature biannually to report: progress toward meeting the GHG goals; GHG impacts to California; and applicable Mitigation and Adaptation Plans. EO S-3-05 goals for GHG emissions reductions include: reducing GHG emissions to 2000 levels by the year 2010; reducing GHG emissions to 1990 levels by the year 2020; and reducing GHG emissions to 80 percent below 1990 levels by 2050. (CA State Library, 2005)

4. California Assembly Bill 32 – Global Warming Solutions Act of 2006

In September 2006, Governor Schwarzenegger signed Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006. AB 32 required California to reduce its GHG emissions to 1990 levels by 2020, which represented a reduction of approximately 15% below emissions expected under a "business as usual (BAU)" scenario. Pursuant to AB 32, the CARB must adopt regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. The full implementation of AB 32 was estimated to help mitigate risks associated with climate change, while improving energy efficiency, expanding the use of renewable energy resources, cleaner transportation, and reducing waste. (CARB, 2025a)

AB 32 specifically required that the CARB do the following: (CARB, 2007)

- Prepare and approve a Scoping Plan for achieving the maximum technologically feasible and cost-effective reductions in GHG emissions from sources or categories of sources of GHGs by 2020, and update the Scoping Plan every five years.
- Maintain and continue reductions in emissions of GHG beyond 2020.
- Identify the Statewide level of GHG emissions in 1990 to serve as the emissions limit to be achieved by 2020.
- Identify and adopt regulations for discrete early actions that could be enforceable on or before January 1, 2010.
- Adopt a regulation that establishes a system of market-based declining annual aggregate emission limits for sources or categories of sources that emit GHG emissions.
- Convene an Environmental Justice Advisory Committee to advise the Board in developing and updating the Scoping Plan and any other pertinent matter in implementing AB 32.

- Appoint an Economic and Technology Advancement Advisory Committee to provide recommendations for technologies, research, and GHG emission reduction measures.

In November 2007, the CARB completed its estimated calculations of Statewide 1990 GHG levels. Net emission 1990 levels were estimated at 427 million metric tons (MMTs) (emission sources by sector were: transportation – 35%; electricity generation – 26%; industrial – 24%; residential – 7%; agriculture – 5%; and commercial – 3%). Accordingly, 427 $MMTCO_2e$ was established as the emissions limit for 2020. For comparison, the CARB's estimate for baseline GHG emissions was 473 $MMTCO_2e$ for 2000 and without emissions reduction measures 2010 emissions were projected to be 532 $MMTCO_2e$. BAU conditions (without the reductions to be implemented by CARB regulations) for 2020 were projected to be 596 $MMTCO_2e$. (CARB, 2007)

5. California Senate Bill No. 1368 (SB 1368)

In 2006, the State Legislature adopted Senate Bill (SB) 1368 (Perata, Chapter 598, Statutes of 2006), which directs the California Public Utilities Commission (CPUC) to adopt a GHG emission performance standard (EPS) for the future power purchases of California utilities. SB 1368 seeks to limit carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than five years from resources that exceed specified emissions criteria. Accordingly, SB 1368 effectively prevents California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. SB 1368 will lead to dramatically lower GHG emissions associated with California energy demand. (CEC, 2024b)

6. Executive Order S-01-07, Low Carbon Fuel Standard (LCFS)

Executive Order (EO) S-01-07 is effectively known as the Low Carbon Fuel Standard (LCFS). The Executive Order seeks to reduce the carbon intensity of California's passenger vehicle fuels by at least 10 percent by 2020. The LCFS requires fuel providers in California to ensure that the mix of fuel they sell into the California market meet, on average, a declining standard for GHG emissions measured in CO2e grams per unit of fuel energy sold. (CA State Library, 2007)

7. Senate Bill 1078

Senate Bill (SB) 1078 establishes the California Renewables Portfolio Standard Program, which requires electric utilities and other entities under the jurisdiction of the California Public Utilities Commission to meet 20% of their renewable power by December 31, 2017 for the purposes of increasing the diversity, reliability, public health, and environmental benefits of the energy mix. (CA Legislative Info, n.d.)

8. Senate Bill 107

SB 107 directed California Public Utilities Commission's Renewable Energy Resources Program to increase the amount of renewable electricity (Renewable Portfolio Standard) generated per year, from 17% to an amount that equals at least 20% of the total electricity sold to retail customers in California per year by December 31, 2010. (CA Legislative Info, n.d.)

9. Executive Order S-14-08

On November 17, 2008, Governor Schwarzenegger signed Executive Order S-14-08, revising California's existing Renewable Portfolio Standard (RPS) upward to require all retail sellers of electricity to serve 33% of their load from renewable energy sources by 2020. In order to meet this new goal, a substantial increase in the development of wind, solar, geothermal, and other "RPS eligible" energy projects would be needed. Executive Order S-14-08 sought to accelerate such development by streamlining the siting, permitting, and procurement processes for renewable energy generation facilities. To this end, S-14-08 issued two directives: (1) the existing Renewable Energy Transmission Initiative will identify renewable energy zones that can be developed as such with little environmental impact, and (2) the California Energy Commission (CEC) and the California Department of Fish and Wildlife (CDFW) will collaborate to expedite the review, permitting, and licensing process for proposed RPS-eligible renewable energy projects. (CA State Library, 2008)

10. Senate Bill 97

By enacting Senate Bill 97 (SB 97) in 2007, California's lawmakers expressly recognized the need to analyze GHGs as a part of the California Environmental Quality Act (CEQA) process. SB 97 required the Governor's Office of Planning and Research (OPR) to develop, and the Natural Resources Agency to adopt, amendments to the CEQA Guidelines addressing the analysis and mitigation of GHG emissions. Those CEQA Guidelines amendments clarified several points, including the following (CA Legislative Info, n.d.):

- Lead agencies must analyze the GHG emissions of proposed projects, and must reach a conclusion regarding the significance of those emissions. (See CEQA Guidelines § 15064.4.)
- When a project's GHG emissions may be significant, lead agencies must consider a range of potential mitigation measures to reduce those emissions. (See CEQA Guidelines § 15126.4(c).)
- Lead agencies must analyze potentially significant impacts associated with placing projects in hazardous locations, including locations potentially affected by climate change. (See CEQA Guidelines § 15126.2(a).)
- Lead agencies may significantly streamline the analysis of GHGs on a project level by using a programmatic GHG emissions reduction plan meeting certain criteria. (See CEQA Guidelines § 15183.5(b).)
- CEQA mandates analysis of a proposed project's potential energy use (including transportation-related energy), sources of energy supply, and ways to reduce energy demand, including through the use of efficient transportation alternatives. (See CEQA Guidelines, Appendix F.)

As part of the administrative rulemaking process, the Natural Resources Agency developed a Final Statement of Reasons explaining the legal and factual bases, intent, and purpose of the CEQA Guidelines amendments. The amendments to the CEQA Guidelines implementing SB 97 became effective on March 18, 2010. (CA Legislative Info, n.d.)

Of note, the new guidelines state that a lead agency shall have discretion to determine whether to use a quantitative model or methodology, or in the alternative, rely on a qualitative analysis or performance-based

standards. Pursuant to CEQA Guidelines § 15064.4(a), "A lead agency shall have discretion to determine, in the context of a particular project, whether to: (1) Use a model or methodology to quantify GHGs resulting from a project, and which model or methodology to use; or (2) Rely on a qualitative analysis or performance-based standards." (CA Legislative Info, n.d.)

CEQA emphasizes that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis. (See CEQA Guidelines § 15130(f)).

CEQA Guidelines § 15064.4(b) provides direction to lead agencies for assessing the significance of impacts of GHG emissions:

1. The extent to which the project may increase or reduce greenhouse gas 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; or
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 greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

The CEQA Guideline amendments do not identify a threshold of significance for GHG emissions, nor do they prescribe assessment methodologies or specific mitigation measures. Instead, they call for a "good-faith effort, based on available information, to describe, calculate, or estimate the amount of GHG emissions resulting from a project." The amendments encourage lead agencies to consider many factors in performing a CEQA analysis and preserve lead agencies' discretion to make their own determinations based on substantial evidence. The amendments also encourage public agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses.

11. Senate Bill 375 (SB 375)

The Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008) supports the State's climate action goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of more sustainable communities. Under the Sustainable Communities Act, CARB set regional targets for GHG emissions reductions from passenger vehicle use. In 2010, CARB established these targets for 2020 and 2035 for each region covered by one of the State's metropolitan planning organizations (MPO). CARB periodically reviews and updates the targets, as needed. (CARB, 2025f)

Each of California's MPOs must prepare a "sustainable communities strategy" (SCS) as an integral part of its regional transportation plan (RTP). The SCS contains land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emission reduction targets. Once adopted by the MPO, the RTP/SCS guides the transportation policies and investments for the region. CARB must review the adopted SCS to confirm and accept the MPO's determination that the SCS, if implemented, would meet the regional GHG targets. If the combination of measures in the SCS would not meet the regional targets, the MPO must prepare a separate "alternative planning strategy" (APS) to meet the targets. The APS is not a part of the RTP. (CARB, 2025f)

The Sustainable Communities Act also establishes incentives to encourage local governments and developers to implement the SCS or the APS. Developers can get relief from certain environmental review requirements under CEQA if their new residential and mixed-use projects are consistent with a region's SCS (or APS) that meets the targets (see Public Resources Code §§ 21155, 21155.1, 21155.2, and 21159.28.). (CARB, 2025f)

12. Executive Order B-30-15

On April 29, 2015, Governor Brown issued Executive Order B-30-15, which sets a goal to reduce GHG emissions in California to 40 percent below 1990 levels by 2030. The 2030 target serves as a benchmark goal on the way to achieving the GHG reductions goal set by former Governor Schwarzenegger via Executive Order S-3-05 (i.e., 80 percent below 1990 greenhouse gas emissions levels by 2050). (CA State Library, 2015)

13. Senate Bill 32 (SB 32)

On September 8, 2016, Governor Jerry Brown signed SB 32 and its companion bill, Assembly Bill 197 (AB 197). SB 32 requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide greenhouse gas reduction target of 80% below 1990 levels by 2050. (CA Legislative Info, n.d.)

14. California Climate Crisis Act (AB 1279)

AB 1279, also known as the California Climate Crisis Act, declares that it is the policy of the State to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045; to achieve and maintain net negative greenhouse gas emissions thereafter; and to ensure that by 2045, Statewide anthropogenic greenhouse gas emissions are reduced to at least 85% below the 1990 levels. The bill requires the California Air Resources Board (CARB) to work with relevant State agencies to ensure that updates to the CARB Scoping Plan identify and recommend measures to achieve these policy goals and to identify and implement a variety of policies and strategies that enable carbon dioxide removal solutions and carbon capture, utilization, and storage technologies in California. AB 1279 also requires CARB to submit an annual report evaluating progress towards these policies. (CA Legislative Info, n.d.)

15. CARB Scoping Plan

AB 32 required CARB to develop a Scoping Plan which identified California's strategy for meeting the AB 32 reduction goals for 2020. The Scoping Plan must be updated every five years. In December 2008, CARB approved the initial Scoping Plan, which included a suite of measures to sharply cut GHG emissions to achieve the AB 32 GHG reduction target. (CARB, 2025a)

In May 2014, CARB approved the First Update to the Climate Change Scoping Plan (Update), which builds upon the initial Scoping Plan with new strategies and recommendations. The Update highlighted California's progress toward meeting the near-term 2020 GHG emission reduction goals, highlights the latest climate change science and provides direction on how to achieve long-term emission reduction goal described in Executive Order S-3-05. The Update recalculated 1990 GHG emissions using new global warming potentials identified in the IPCC Fourth Assessment Report released in 2007. Using those GWPs, the 427 $MTCO_2e$ 1990 emissions level and 2020 GHG emissions limit identified in the 2008 Scoping Plan would be slightly higher, at 431 $MTCO_2e$. Based on the revised 2020 emissions level projection identified in the 2011 Final Supplement and the updated 1990 emissions levels identified in the discussion draft of the First Update, achieving the 1990 emissions level in 2020 would require a reduction of 78 $MTCO_2e$ (down from 509 $MTCO_2e$), or approximately 15.3 percent (down from 28.5 percent), from the BAU condition. (CARB, 2025a; CARB, 2017)

In November 2017, CARB released the Final 2017 Scoping Plan Update, which identifies the State's post-2020 reduction strategy. The Final 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Key programs that the proposed Second Update builds upon include the Cap-and-Trade Regulation, the LCFS, and much cleaner cars, trucks, and freight movement, utilizing cleaner, renewable energy, and strategies to reduce CH_4 emissions from agricultural and other wastes.

The Final 2017 Scoping Plan Update establishes a new emissions limit of 260 $MMTCO_2e$ for the year 2030, which corresponds to a 40% decrease in 1990 levels by 2030.

California's climate strategy will require contributions from all sectors of the economy, including the land base, and will include enhanced focus on zero- and near-zero-emission (ZE/NZE) vehicle technologies; continued investment in renewables, including solar roofs, wind, and other distributed generation; greater use of low carbon fuels; integrated land conservation and development strategies; coordinated efforts to reduce emissions of short-lived climate pollutants (CH_4, black carbon, and fluorinated gases); and an increased focus on integrated land use planning to support livable, transit-connected communities and conservation of agricultural and other lands. Requirements for direct GHG reductions at refineries will further support air quality co-benefits in neighborhoods, including in disadvantaged communities historically located adjacent to these large stationary sources, as well as efforts with California's local air pollution control and air quality management districts (air districts) to tighten emission limits on a broad spectrum of industrial sources. Major elements of the Final 2017 Scoping Plan Update framework include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing ZEV buses and trucks.

- LCFS, with an increased stringency (18% by 2030).
- Implementing SB 350, which expands the RPS to 50% RPS and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of zero-emission vehicles (ZEV) trucks.
- Implementing the proposed Short-Lived Climate Pollutant Strategy (SLPS), which focuses on reducing CH4 and hydrofluorocarbon emissions by 40% and anthropogenic black carbon emissions by 50% by year 2030.
- Continued implementation of SB 375.
- Post-2020 Cap-and-Trade Program that includes declining caps.
- 20% reduction in GHG emissions from refineries by 2030.
- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

Note, however, that the Final 2017 Scoping Plan Update acknowledges that:

> *"[a]chieving net zero increases in GHG emissions, resulting in no contribution to GHG impacts, may not be feasible or appropriate for every project, however, and the inability of a project to mitigate its GHG emissions to net zero does not imply the project results in a substantial contribution to the cumulatively significant environmental impact of climate change under CEQA."*

In addition to the statewide strategies listed above, the Final 2017 Scoping Plan Update also identifies local governments as essential partners in achieving the State's long-term GHG reduction goals and identifies local actions to reduce GHG emissions. As part of the recommended actions, CARB recommends that local governments achieve a community-wide goal to achieve emissions of no more than 6 metric tons of CO_2e ($MTCO_2e$) or less per capita by 2030 and 2 $MTCO_2e$ or less per capita by 2050. For CEQA projects, CARB states that lead agencies may develop evidenced-based bright-line numeric thresholds – consistent with the Scoping Plan and the State's long-term GHG goals – and projects with emissions over that amount may be required to incorporate on-site design features and mitigation measures that avoid or minimize project emissions to the degree feasible; or, a performance-based metric using a CAP or other plan to reduce GHG emissions is appropriate.

According to research conducted by the Lawrence Berkeley National Laboratory (LBNL) and supported by CARB, California, under its existing and proposed GHG reduction policies, could achieve the 2030 goals under SB 32. The research utilized a new, validated model known as the California LBNL GHG Analysis of Policies Spreadsheet (CALGAPS), which simulates GHG and criteria pollutant emissions in California from 2010 to 2050 in accordance to existing and future GHG-reducing policies. The CALGAPS model showed that by 2030, emissions could range from 211 to 428 $MTCO_2e$ per year, indicating that "even if all modeled policies are not implemented, reductions could be sufficient to reduce emissions 40% below the 1990 level [of SB 32]." CALGAPS analyzed emissions through 2050 even though it did not generally account for policies that might be put in place after 2030. Although the research indicated that the emissions would not meet the State's 80%

reduction goal by 2050, various combinations of policies could allow California's cumulative emissions to remain very low through 2050.

On December 15, 2022, CARB adopted the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan). The 2022 Scoping Plan builds on the 2017 Scoping Plan as well as the requirements set forth by AB 1279, which directs the state to become carbon neutral no later than 2045. To achieve this statutory objective, the 2022 Scoping Plan lays out how California can reduce GHG emissions by 85% below 1990 levels and achieve carbon neutrality by 2045. The Scoping Plan scenario to do this is to "deploy a broad portfolio of existing and emerging fossil fuel alternatives and clean technologies, and align with statutes, Executive Orders, Board direction, and direction from the governor." The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (CAP) consistent with CEQA Guidelines section 15183.5.

Included in the 2022 Scoping Plan is a set of Local Actions (Appendix D to the 2022 Scoping Plan) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development in order to determine consistency with the 2022 Scoping Plan. Notably, this section is focused on Residential and Mixed-Use Projects, in fact CARB states in Appendix D (page 4): "…focuses primarily on climate action plans (CAPs) and local authority over new residential development. It does not address other land use types (e.g., industrial) or air permitting."

Additionally on Page 21 in Appendix D, CARB states: "The recommendations outlined in this section apply only to residential and mixed-use development project types. 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 plans to continue to explore new approaches for other land use types in the future." As such, it would be inappropriate to apply the requirements contained in Appendix D of the 2022 Scoping Plan to any land use types other than residential or mixed-use residential development.

16. Clean Energy, Jobs, and Affordability Act of 2022 (Senate Bill 1020)

SB 1020, also known as the Clean Energy, Jobs, and Affordability Act of 2022, revised State policy to include interim targets requiring that eligible renewable energy resources and zero-carbon resources supply 90 percent of all retail sales of electricity to California end-use customers by December 31, 2035, 95 percent of all retail sales of electricity to California end-use customers by December 31, 2040, 100 percent of all retail sales of electricity to California end-use customers by December 31, 2045, and 100 percent of electricity procured to serve all state agencies by December 31, 2035. SB 1020 also requires each State agency to ensure that zero-carbon resources and eligible renewable energy resources supply 100 percent of electricity procured to serve their agency by December 31, 2035. In addition, SB 1020 requires the State Water Project (SWP) to procure eligible renewable energy and zero-carbon resources as necessary to meet the clean energy requirements

specified for all State agencies. Finally, SB 1020 requires the California Public Utilities Commission (CPUC) to develop utility affordability metrics for both electricity and gas service. (CA Legislative Info, n.d.)

17. Carbon sequestration: Carbon Capture, Removal, Utilization, and Storage Program (Senate Bill 905 (SB 905))

SB 905 requires CARB to establish a Carbon Capture, Removal, Utilization, and Storage (CCRUS) Program and adopt regulations for a model unified permit program for the construction and operation of CCRUS projects. SB 905 is intended to accelerate the deployment of carbon management technologies and ensuring they are deployed in a safe and equitable way. SB 905 requires the CCRUS Program to ensure that carbon dioxide capture, removal, and sequestration projects include specified components including, among others, certain monitoring activities. In addition, SB 905 requires that by January 1, 2025, CARB shall adopt regulations for a unified permit application for the construction and operation of carbon dioxide capture, removal, or sequestration projects to expedite the issuance of permits or other authorizations for the construction and operation of those projects. SB 905 also requires the establishment of a centralized public database to track the deployment of carbon capture, utilization, or storage (CCUS) technologies and carbon dioxide removal (CDR) technologies. (CA Legislative Info, n.d.)

18. Assembly Bill 1757

AB 1757 directs the California Natural Resources Agency (CNRA) to determine an ambitious range of targets for natural carbon sequestration, and for nature-based climate solutions, that reduce GHG emissions for 2030, 2038, and 2045 to support State goals to achieve carbon neutrality and foster climate adaptation and resilience. Additionally, AB 1757 requires these targets to be integrated into the CARB Scoping Plan and other State policies. It also includes provisions to avoid double counting emission reductions, updates the Natural and Working Lands Climate Smart Strategy, develops GHG tracking protocols, and biennially post progress made in achieving the targets on CNRA's internet website. In addition, AB 1757 requires CARB to develop standard methods for State agencies to consistently track greenhouse gas emissions and reductions, carbon sequestration, and, where feasible, additional benefits from natural and working lands over time. (CA Legislative Info, n.d.)

D. Regional Regulations

1. Connect SoCal 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The Southern California Association of Governments (SCAG) is a regional agency established pursuant to California Government Code § 6500, also referred to as the Joint Powers Authority law. SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). The Project site is within SCAG's regional authority. In April 2024, SCAG adopted the *2024-2050 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)* ("RTP/SCS"); also referred to herein as "Connect SoCal" with goals to: 1) build and maintain an integrated multimodal transportation network; 2) develop, connect and sustain communities that are livable and thriving; 3) create a healthy region for the people of today and tomorrow; and 4) support a sustainable, efficient and

productive regional economic environment that provides opportunities for all residents. Performance measures and funding strategies also are included to ensure that the adopted goals are achieved through implementation of the RTP.

Connect SoCal includes long-range regional transportation plans, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. Connect SoCal also provides objectives for meeting emissions reduction targets set forth by the California Air Resources Board (CARB); these objectives were provided in a direct response to SB 375 which was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing, and environmental planning. Connect SoCal is updated periodically to allow for the consideration and inclusion of new transportation strategies and methods.

E. Local Regulations

1. Riverside County Climate Action Plan (CAP)

The Riverside County Climate Action Plan (CAP), which was adopted in December 2015 and most recently updated in November 2019 ("CAP Update"), was designed under the premise that Riverside County, and the community it represents, is uniquely capable of addressing emissions associated with sources under Riverside County's jurisdiction, and that Riverside County's emission reduction efforts should coordinate with the State strategies of reducing emissions in order to accomplish these reductions in an efficient and cost-effective manner. The 2019 CAP Update establishes GHG emission reduction programs and regulations that correlate with and support evolving State GHG emissions reduction goals and strategies. The CAP Update includes reduction targets for year 2030 and year 2050. These reduction targets require the County to reduce emissions by at least 525,511 $MTCO_2e$/yr below the Adjusted Business As Usual (ABAU) scenario by 2030 and at least 2,982,948 $MTCO_2e$/yr below the ABAU scenario by 2050. To evaluate consistency with the CAP Update, the County has implemented CAP Update Screening Tables (Screening Tables) to aid in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated in development projects. To this end, the Screening Tables establish categories of GHG Implementation Measures. Under each Implementation Measure category, mitigation or project design features (collectively "features") are assigned point values that correspond to the minimum GHG emissions reduction that would result from each feature. Projects that yield at least 100 points are considered to be consistent with the GHG emissions reduction quantities anticipated in the County's GHG Technical Report and support the GHG emissions reduction targets established under the CAP Update. The potential for such projects to generate direct or indirect GHG emissions that would result in a significant impact on the environment; or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG would be considered less than significant. (Riverside County, 2019)

4.8.3 Basis for Determining Significance

While estimated Project-related GHG emissions can be quantified, the direct impacts of such emissions on GCC and global warming cannot be determined on the basis of available science. There is no evidence at this time that would indicate that the emissions from a project the size of the proposed Project would directly or indirectly affect the global climate.

AB 32 states, in part, that "[g]lobal warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California." Because global warming is the result of GHG emissions, and GHGs are emitted by innumerable sources worldwide, the proposed Project would have no potential to result in a direct impact to global warming; rather, Project-related contributions to GCC, if any, only have potential significance on a cumulative basis. Therefore, the analysis below focuses on the Project's potential to contribute to GCC in a cumulatively-considerable way.

Section VIII of Appendix G to the State CEQA Guidelines addresses typical adverse effects due to GHGs, and includes the following threshold questions (OPR, 2018a):

- Would the project generate GHGs, either directly or indirectly, that may have a significant impact on the environment?

- Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

The following thresholds are derived directly from Section VIII of Appendix G to the State CEQA Guidelines and the County's Environmental Assessment form, and address typical adverse effects associated with GHG emissions. The proposed Project would have a significant impact on GHG emissions if the Project or any Project-related component would:

a. *Generate GHGs, either directly or indirectly, that may have a significant impact on the environment; or*

b. *Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.*

The above-listed thresholds for GHGs 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 State 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. With respect to GHG emissions, State 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 State CEQA Guidelines note that an agency has the discretion to either quantify a project's GHG emissions or rely on a "qualitative analysis or other performance-based standards." 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." Section 15064.4(b) provides that the lead agency should consider the following when determining the significance of impacts from GHG emissions on the environment:

1. The extent 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.
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)).

In addition, Section 15064.7(c) of the State CEQA Guidelines specifies that "[w]hen 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." The State CEQA Guidelines also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis. As a note, the State CEQA Guidelines were amended in response to SB 97. In particular, the State CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.

Per State CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans, [and] plans or regulations for the reduction of greenhouse gas emissions." Put another way, State CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of less than significant for GHG emissions if a project complies with adopted programs, plans, policies, and/or other regulatory strategies to reduce GHG emissions.

The significance of the Project's GHG emissions is evaluated consistent with State CEQA Guidelines Section 15064.4(b)(2) by considering whether the Project complies with applicable plans, policies, regulations, and requirements adopted to implement a Statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

The Riverside County 2019 CAP Update aims to reduce GHG emissions from development projects under County jurisdiction. The CAP Update builds on State and regional policies aimed at reducing GHG emissions consistent with the SB 32 2030 GHG reduction target and Statewide post-2030 reduction goals. The CAP Update identifies a two-step approach in evaluating GHG emissions. First, a screening threshold of 3,000 $MTCO_2e$/yr is used to determine if additional analysis is required. Projects that exceed 3,000 $MTCO_2e$/yr will be required to quantify and disclose the anticipated GHG emissions then either 1) demonstrate GHG emissions at project buildout year levels of efficiency and include project design features and/or mitigation measures to

reduce GHG emissions or 2) garner 100 points through the CAP Update Screening Tables. Projects that garner at least 100 points (equivalent to an approximate 49% reduction in GHG emissions) are determined to be consistent with the reduction quantities anticipated in the County's GHG Technical Report, and consequently would be consistent with the CAP Update. As such, projects that achieve a total of 100 points or more normally are considered to have a less-than-significant individual and cumulative impact on GHG emissions. However, and in an effort to provide a conservative evaluation of the Project's potential GHG impacts, for purposes of analysis herein, Project impacts due to GHG emissions would be cumulatively considerable if the Project's emissions exceed the 3,000 $MTCO_2e$/yr screening threshold identified in the CAP Update.

4.8.4 IMPACT ANALYSIS

A. *Greenhouse Gas Emissions Modeling*

In May 2022, the SCAQMD, in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the CalEEMod Version 2022.1. The purpose of this model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for the proposed Project to determine the Project's level of GHG emissions. Output from the model runs for construction and operational activity are provided in Appendices 3.1 and 3.2 of the Project's GHGA (*Technical Appendix G*). CalEEMod includes GHG emissions from the following source categories: construction, area, energy, mobile, waste, and water. (Urban Crossroads, 2023d, p. 43)

B. *Project Impacts due to Greenhouse Gas Emissions*

Threshold a.: ***Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

❑ Construction Emissions

Project construction activities would generate CO_2 and CH_4 emissions. The Project's Air Quality Impact Analysis ("AQIA"; *Technical Appendix B1*) contains detailed information regarding Project construction activities. As discussed in the Project's AQIA, construction-related emissions are expected from the following construction activities: site preparation/grading; building construction; paving; and architectural coating. (Urban Crossroads, 2023d, p. 44)

The anticipated construction duration and anticipated construction equipment were previously summarized in EIR Tables 3-2 and 3-3, respectively. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet and durations. (Urban Crossroads, 2023d, p. 44)

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. The amortized construction emissions are presented in Table 4.8-3, *Project Amortized Annual Construction Emissions*. (Urban Crossroads, 2023d, p. 45)

Table 4.8-3 Project Amortized Annual Construction Emissions

Year	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e[5]
2023	662.00	0.02	0.02	0.17	669.00
2024	1323.00	0.05	0.05	1.08	1342.00
Total GHG Emissions	1,985.00	0.07	0.07	1.25	2,011.00
Amortized Construction Emissions	**66.17**	**2.33E-03**	**2.33E-03**	**0.04**	**67.03**

Source: CalEEMod annual construction-source emissions are presented in Appendix 3.1 of the Project's GHGA (*Technical Appendix G*).
A 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.
(Urban Crossroads, 2023d, Table 3-3)

❑ Operational Emissions

Operational activities associated with the proposed Project would result in emissions of CO_2, CH_4, and N_2O from the following primary sources: area source emissions; energy use emissions; mobile source emissions; on-site cargo handling equipment emissions; solid waste; and water supply, treatment, and distribution. Each is discussed below. (Urban Crossroads, 2023d, p. 46)

Area Source Emissions

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 as 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 2024. For purposes of analysis, the emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod. (Urban Crossroads, 2023d, p. 46)

Energy Source Emissions

Combustion Emissions Associated with Natural Gas and Electricity

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[2]. GHGs also are emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions. Natural gas and electricity usage associated with the Project were calculated by CalEEMod using default parameters. (Urban Crossroads, 2023d, p. 47)

Mobile Source Emissions

The Project-related operational GHG emissions derive primarily from vehicle trips generated by the Project, including employee and driver trips to and from the site and truck trips associated with the proposed uses. Trip characteristics available from the Project's Traffic Analysis ("TA"; *Technical Appendix K2*) were utilized in the analysis. (Urban Crossroads, 2023d, p. 47)

Approach for Estimating Mobile Source Emissions

In order to determine emissions from passenger car vehicles, CalEEMod defaults for trip length and trip purpose were utilized. Default vehicle trip lengths for primary trips will be populated using data from the local metropolitan planning organizations/Regional Transportation Planning Agencies (MPO/RTPA). Trip type percentages and trip lengths provided by MPO/RTPAs truncate data at their demonstrative borders. This analysis assumes that passenger cars include Light-Duty-Auto vehicles (LDA), Light-Duty-Trucks (LDT1[3] & LDT2[4]), Medium-Duty-Vehicles (MDV), and Motorcycles (MCY) vehicle types. In order to account for emissions generated by passenger cars, the fleet mix in Table 3-4 of the Project's GHGA (*Technical Appendix G*) was utilized. (Urban Crossroads, 2023d, p. 47)

To determine emissions from trucks for the proposed industrial uses, the analysis incorporated the SCAQMD recommended truck trip length of 15.3 miles for 2-axle (LHDT1[5], LHDT2[6]), 14.2 miles for 3-axle (MHDT) trucks, and 40 miles for 4+-axle (HHDT) trucks and weighting the average trip lengths using traffic trip percentages. The trip length function for the has been revised to 30.48 miles, and an assumption of 100% primary trips for the proposed industrial park land uses. Trucks are broken down by truck type. The truck fleet mix is estimated by rationing the trip rates for each truck type based on information provided by the SCAQMD recommended truck mix, by axle type. Heavy trucks are broken down by truck type (or axle type) and are categorized as either Light-Heavy-Duty Trucks (LHDT1 & LHDT)/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 of the Project's GHGA (*Technical Appendix G*) was utilized. (Urban Crossroads, 2023d, pp. 47-48)

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[2] 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 be installed.
[3] 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.
[4] Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.
[5] Vehicles under the LHDT1 category have a GVWR of 8,501 to 10,000 lbs.
[6] Vehicles under the LHDT2 category have a GVWR of 10,001 to 14,000 lbs.

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. In accordance with the County of Riverside Good Neighbor Policy for Logistics and Warehouse/Distribution uses it is assumed that all on-site cargo handling equipment would be electrically powered. (Urban Crossroads, 2023d, p. 48)

Water Supply, Treatment, and Distribution

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. (Urban Crossroads, 2023d, p. 48)

Solid Waste

Industrial land uses 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. (Urban Crossroads, 2023d, p. 48)

❑ Emissions Summary

The estimated Project-related GHG emissions are summarized on Table 4.8-4, *Project GHG Emissions*. Detailed operation model outputs for the Project are presented in Appendix 3.2 of the Project's GHGA (*Technical Appendix G*). As shown in Table 4.8-4, construction and operation of the Project would generate a 13,988.83 $MTCO_2e$/yr. (Urban Crossroads, 2023d, p. 49).

❑ Evaluation of Project Impacts due to GHGs

As previously indicated, Riverside County adopted CAP in December 2015, which was most recently updated in November 2019 ("CAP Update"). The purpose of the CAP Update is to provide guidance on how to analyze GHG emissions and determine significance during the CEQA review of proposed development projects within the County. To address the State's requirement to reduce GHG emissions, the County prepared its CAP Update with the goal of reducing GHG emissions within the County by 49% below "existing" 2008 levels by the year 2030. The County's target is consistent with the AB 32 target and ensures that the County will be providing GHG reductions locally that will complement State efforts to reduce GHG emissions. The County's target is also consistent with the SB 32 target that expands on AB 32 to reduce GHG emissions to 40% below the 1990 levels by 2030. Because the County's CAP Update addresses GHG emissions reductions and is consistent with the requirements of AB 32, SB 32, and international efforts to reduce GHG emissions, compliance with the CAP Update fulfills the description of mitigation found in the State CEQA Guidelines.

Table 4.8-4 Project GHG Emissions

Emission Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction-related emissions amortized over 30 years	66.17	0.00	0.00	0.04	67.03
Mobile Source	9,328.00	0.23	0.82	14.40	9,592.00
Area Source	12.90	< 0.005	< 0.005	0	13.30
Energy Source	3665.00	0.34	0.02	0	3680.00
Water Usage	208.00	4.81	0.12	0	362.00
Waste	70.60	7.05	0	0	247.00
Refrigerants	0	0	0	27.50	27.50
Total CO_2e (All Sources)	**13,988.83**				

Source: CalEEMod model output, See Appendix 3.2 of the Project's GHGA (*Technical Appendix G*) for detailed model outputs.
(Urban Crossroads, 2023d, Table 3-6)

The CAP Update identifies a two-step approach in evaluating GHG emissions. First, a screening threshold of 3,000 $MTCO_2e$/yr is used to determine if additional analysis is required. Projects that exceed the 3,000 $MTCO_2e$/yr are required to quantify and disclose the anticipated GHG emissions then either: 1) demonstrate GHG emissions at project buildout year levels of efficiency and includes project design features and/or mitigation measures to reduce GHG emissions; or 2) garner 100 points through the Screening Tables. (Urban Crossroads, 2023d, p. 49)

As shown on Table 4.8-4, the Project would result in approximately 13,988.83 $MTCO_2e$/yr of GHG emissions. The proposed Project would exceed the County's screening threshold of 3,000 $MTCO_2e$/yr. Although the Project would be required to achieve 100 points pursuant to the CAP Screening Tables, and in order to provide a conservative analysis of the Project's impacts due to GHGs, it is concluded that the Project's cumulatively-considerable impacts due to GHG emissions would be potentially significant prior to mitigation. (Urban Crossroads, 2023d, p. 49)

Threshold b.: ***Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

As previously stated, pursuant to Section 15604.4 of the CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. As such, the Project's consistency with the 2022 Scoping Plan is discussed below. It should be noted that the Project's consistency with the 2022 Scoping Plan also satisfies consistency with AB 32 since the 2022 Scoping Plan is based on the overall targets established by AB 32 and SB 32. Consistency with the 2008 and 2017 Scoping Plan is not necessary, since both of these plans have been superseded by the 2022

Scoping Plan. Project consistency with the 2022 Scoping Plan and County's CAP is evaluated in the following discussion.

❑ Project Consistency with Riverside County CAP Update

The purpose of the County of Riverside CAP Update is to provide guidance on how to analyze GHG emissions and determine significance during the CEQA review of proposed development projects within the County. Because the County of Riverside CAP Update addresses GHG emissions reductions and is consistent with the requirements of AB 32, SB 32, and international efforts to reduce GHG emissions, compliance with the CAP Update fulfills the description of mitigation found in the State CEQA Guidelines. (Urban Crossroads, 2023d, p. 51)

In order to evaluate consistency with the CAP Update, the County provided Screening Tables to aid in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated into development projects. Projects that garner at least 100 points (equivalent to an approximate 49% reduction in GHG emissions) are determined to be consistent with the reduction quantities anticipated in the County's GHG Technical Report, and consequently would be consistent with the CAP Update. Absent implementation of Screening Table Measures, the Project could be considered inconsistent with the County CAP Update. Accordingly, in the absence of mitigation measures, the Project has the potential to conflict with the CAP Update, resulting in a potentially significant impact. (Urban Crossroads, 2023d, p. 51)

The CAP Update also includes measure R2-CE1, which requires on-site renewable energy production. This measure is required for any tentative tract map, plot plan, or conditional use permit that proposes to add more than 100,000 gross square feet of commercial, office, industrial, or manufacturing development. Renewable energy production shall be onsite generation of at least 20% of energy demand for commercial, office, industrial or manufacturing development. Although future implementing developments within the Project site would be subject to compliance with measure R2-CE1 as a standard condition of approval, a significant impact nonetheless is identified in order to ensure that future buildings on site that exceed 100,000 s.f. in size comply with CAP Update measure R2-CE1.

❑ Project Consistency with 2022 Scoping Plan

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 would comply with (through vehicle manufacturer compliance) include: Advanced Clean Cars II, 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, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the Low Carbon Fuel Standard. Notwithstanding, and as indicated above, the Project's level of GHG emissions would exceed the CAP Update screening threshold of 3,000 $MTCO_2e$/yr. As such, and in the absence of mitigation, the Project would result in a conflict with the CAP Update, and therefore would not be consistent with the GHG

reduction mandates established by SB 32 and the 2022 Scoping Plan. Prior to mitigation, the Project's potential conflict with the County's CAP Update also represents a potential conflict with the 2022 Scoping Plan. This is evaluated as a potentially significant impact for which mitigation would be required.

4.8.5 Cumulative Impact Analysis

As discussed in Subsection 4.8.3, there is no evidence at this time that would indicate that the emissions from a project the size of the proposed Project would directly or indirectly affect the global climate. As such, Project impacts due to GHG emissions are inherently cumulative in nature.

As discussed under the analysis of Threshold a., the Project would result in approximately 13,988.83 $MTCO_2e$/yr of GHG emissions. Thus, the proposed Project would exceed the CAP Update screening threshold of 3,000 $MTCO_2e$ per year. Additionally, the Project has the potential to conflict with CAP Update measure R2-CE1. Accordingly, the Project would have the potential to result in a cumulatively-considerable impact on the environment with respect to GHG emissions.

As discussed under the analysis of Threshold b., the Project has the potential (prior to mitigation) to conflict with the Riverside County CAP Update and the CARB 2022 Scoping Plan. As other cumulative developments also have the potential to conflict with the CAP Update and/or 2022 Scoping Plan, the Project's impacts due to a conflict with the CAP Update and 2022 Scoping Plan would be cumulatively considerable prior to mitigation.

4.8.6 Significance of Impacts Before Mitigation

Threshold a.: Significant Cumulatively-Considerable Impact. The Project would emit approximately 13,988.83 $MTCO_2e$ per year; thus, the proposed Project would exceed the County's CAP Update screening threshold of 3,000 $MTCO_2e$ per year, and the Project has the potential to conflict with CAP Update Measure R2-CE1. Accordingly, prior to mitigation, Project-related GHG emissions would have the potential to result in a significant cumulatively-considerable impact on the environment.

Threshold b.: Significant Direct and Cumulatively-Considerable Impact. The Project has the potential (prior to mitigation) to conflict with the Riverside County CAP Update, which also represents a potential conflict with the CARB 2022 Scoping Plan. This is considered a direct and cumulatively-considerable impact of the proposed Project.

4.8.7 County Regulations, Design Requirements, and Mitigation

Applicable County Regulations and Design Requirements

The Project would be required to comply with all mandates imposed by the State of California and SCAQMD aimed at the reduction of air quality emissions. Those that are applicable to the Project and that would assist in the reduction of GHG emissions are listed below:

- Global Warming Solutions Act of 2006 (AB 32).

- Regional GHG Emissions Reduction Targets/Sustainable Communities Strategies (SB 375).
- Pavley Fuel Efficiency Standards (AB 1493). Establishes fuel efficiency ratings for new vehicles.
- California Green Building Standards Code (CALGreen – also referred to as Title 24, Part 11 of the California Code of Regulations (CCR)). Establishes energy efficiency requirements for new construction.
- Appliance Energy Efficiency Standards (Title 20 CCR). Establishes energy efficiency requirements for appliances.
- Low Carbon Fuel Standard (LCFS). Requires carbon content of fuel sold in California to be 10% less by 2020.
- California Water Conservation in Landscaping Act of 2006 (AB 1881). Requires local agencies to adopt the Department of Water Resources updated Water Efficient Landscape Ordinance or equivalent by January 1, 2010 to ensure efficient landscapes in new development and reduced water waste in existing landscapes.
- Statewide Retail Provider Emissions Performance Standards (SB 1368). Requires energy generators to achieve performance standards for GHG emissions.
- Renewable Portfolio Standards (SB 1078). Requires electric corporations to increase the amount of energy obtained from eligible renewable energy resources to 20 percent by 2010 and 33 percent by 2020.
- California Global Warming Solutions Act of 2006 (SB 32). Requires the state to reduce Statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15.
- SCAQMD Rule 2305. The SCAQMD adopted Rule 2305, the Warehouse Indirect Source Rule, on May 7, 2021. Owners and operators associated with warehouses 100,000 s.f. or larger are required to directly reduce nitrogen oxides (NO_X) and particulate matter emissions, or to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities.

Mitigation

MM 4.8-1 Prior to building permit issuance, the Project Applicant shall demonstrate that appropriate building construction measures shall apply to achieve a minimum of 100 points per Appendix D to the Riverside County 2019 Climate Action Plan (CAP) Update. The conceptual measures anticipated for the Project are listed in Appendix 3.3 to the Project's Greenhouse Gas Analysis (GHGA), which is appended to this EIR as *Technical Appendix G*. The conceptual measures may be replaced with other measures as listed in Appendix 3.3 to *Technical Appendix G*, as long as they are replaced at the same time with other measures that in total achieve a minimum of 100 points per Appendix D to the 2019 Riverside County CAP Update. The County shall verify implementation of the identified measures prior to final building inspection.

MM 4.8-2 Prior to issuance of building permits, and in accordance with measure R2-CE1 of the Riverside County 2019 Climate Action Plan (CAP) Update, future implementing building permits that involve more than 100,000 gross square feet of commercial, office, industrial, or manufacturing development shall be required to offset the energy demand through renewable

energy production. Renewable energy production shall be on-site generation of at least 20% of energy demand for commercial, office, industrial, or manufacturing development.

4.8.8 Significance of Impacts After Mitigation

Threshold a.: Less-than-Significant Impact with Mitigation Incorporated. The Riverside County CAP Update (November 2019) qualifies as a "Plan for the Reduction of Greenhouse Gas Emissions," pursuant to State CEQA Guidelines Section 15183.5(b). Pursuant to State CEQA Guidelines Sections 15064(h)(3) and 15130(d), a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program. Additionally, Tier 2 of the SCAQMD interim thresholds for GHG emissions indicates that if a project is consistent with a qualifying local GHG reduction plan, it would not result in a significant impact due to GHG emissions. Implementation of Mitigation Measures MM 4.8-1 and MM 4.8-2 would ensure that the proposed Project is fully consistent with the Riverside County CAP Update (November 2019) by requiring the Project Applicant to demonstrate that implementing building permit applications have incorporated measures to achieve a minimum of 100 points pursuant to the CAP Update Screening Tables, and by requiring the Project Applicant to demonstrate that a minimum of 20% of the Project's energy demand would be met through renewable energy production. Accordingly, with implementation of Mitigation Measures MM 4.8-1 and MM 4.8-2, the Project would be fully consistent with the CAP Update and the Project's cumulatively-considerable impacts due to GHG emissions would be reduced to less-than-significant levels. (Urban Crossroads, 2023d, p. 50)

Threshold b.: Less-than-Significant Impact with Mitigation Incorporated. Projects that garner at least 100 points through application of the CAP Update Screening Table measures are determined to be consistent with the reduction quantities anticipated in the County's GHG Technical Report, and consequently would be consistent with the CAP Update. Pursuant to Mitigation Measure MM 4.8-1, the Project Applicant would be required to implement Screening Table Measures that would provide a minimum of 100 points pursuant to the CAP Update Screening Tables (Appendix D to the CAP Update). Additionally, pursuant to Mitigation Measure MM 4.8-2, the Project Applicant would be required to demonstrate that at least 20% of the Project's energy demands for buildings larger than 100,000 s.f. would be met through renewable energy production, consistent with CAP Update measure R2-CE1. With implementation of Mitigation Measures MM 4.8-1 and MM 4.8-2, the Project would be fully consistent with the 2019 CAP Update. The CAP Update evaluates and quantifies reductions out to Year 2030. The CAP Update states that "Through 2050, Riverside County would continue implementation of the Screening Tables. During this time, the reduction measures implemented through the Screening Tables would continue to reduce GHG missions from new development. Additionally, it is assumed that the State measures would keep being updated and reinforced to further reduce emissions. With these assumptions, Riverside County's emissions would decrease to a level below the reduction target by 2050." Thus, compliance with the CAP Update would serve to meet and support the reduction targets established Senate Bill 32 and the CARB 2022 Scoping Plan. As such, with implementation of the required mitigation, Project impacts due to a conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs would be reduced to less-than-significant levels. (Urban Crossroads, 2023d, pp. 50-51)

4.9 HAZARDS AND HAZARDOUS MATERIALS

The information and analysis presented in this Subsection 4.9 is based in part on two technical studies that were prepared to determine the presence or absence of hazardous materials on the Project site under existing conditions. The first report is entitled, "Phase I Environmental Site Assessment, 23100 & 23200 Temescal Canyon Road Corona, CA 92883" (herein, "Phase I ESA"), prepared by Hazard Management Consulting (herein, "HMC"), dated September 12, 2019, and included as *Technical Appendix H1* to this EIR (HMC, 2019a). The second report is entitled, "Results of a Soil and Soil Gas Investigation at the Property Located at 23100 and 23200 Temescal Canyon Road Corona California" (herein, "Phase II ESA"), also prepared by HMC, dated August 29, 2019, and included as *Technical Appendix H2* to this EIR (HMC, 2019b). Refer to Section 7.0*, References*, for a complete list of these and other reference sources.

4.9.1 EXISTING CONDITIONS

A. Definition of Toxic Substances and Hazardous Waste

For purposes of this EIR, the term "toxic substance" is defined as a substance which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may present an unreasonable risk of injury to human health or the environment. Toxic substances include: chemical, biological, flammable, explosive, and radioactive substances.

"Hazardous material" is defined as a substance which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may: 1) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, disposed of, or otherwise mismanaged; or 2) cause or contribute to an increase in mortality or an increase in irreversible or incapacitating illness.

Hazardous waste is defined in the California Code of Regulations (CCR) Title 22, § 66261.3. The defining characteristics of hazardous waste are: ignitability (oxidizers, compressed gases, and extremely flammable liquids and solids), corrosivity (strong acids and bases), reactivity (explosives or generates toxic fumes when exposed to air or water), and toxicity (materials listed by the United States (U.S.) Environmental Protection Agency [EPA] as capable of inducing systemic damage to humans or animals).

Certain wastes are called "Listed Wastes" and are found in the CCR Title 22, §§ 66261.30 through 66261.35. Wastes appear on the lists because of their known hazardous nature or because the processes that generate them are known to produce hazardous wastes (which are often complex mixtures).

A Recognized Environmental Condition (REC) "means the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. The term is not intended to include de minimis conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. (HMC, 2019a, pp. 1-2)

B. Historical Review, Prior Investigations, Regulatory Review, and Field Reconnaissance

As part of the Project's Phase I ESA (*Technical Appendix H1*), HMC conducted a site walk to document the current condition of the Project site and neighboring facilities; a review of a regulatory databases; a review of previously prepared reports for the Project site; questionnaires to the current property owner; a review of historical references including aerial photographs, city directories, Sanborn Maps and topographic maps; on-line research and file review requests concerning the Project site and suspect off-site sources at the Santa Ana Regional Water Quality Control Board (RWQCB) and Department of Toxic Substances Control (DTSC) websites; a review of records maintained by the Riverside County Department of Environmental Health; and a review of building records and blueprints of the former Site buildings maintained by Riverside County. The results of the assessment are summarized below.

1. Historical Review

Past usage of the subject site was assessed through a review of historical aerial photographs, topographic maps and an Environmental Data Resources, Inc. (EDR) search of city directories and prior reports. Review of the Sanborn Map collection indicates that Sanborn Maps were not produced for the Project site. (HMC, 2019a, p. 5)

Aerial photographs covering the Site were obtained from Environmental Data Resources, Inc. (EDR). Photographs were available from the period 1938 through 2016. Copies of the aerial photographs are included in Appendix B to the Project's Phase I ESA (*Technical Appendix H1*). Table 4.9-1, *Aerial Photograph Review Results*, presents the results of the aerial photograph review conducted by HMC. (HMC, 2019a, p. 6)

Historical topographic maps were also reviewed as part of this effort and aided in interpreting the overall history of the Project site. The maps from 1967 through 2012 indicate a water well is located midway along the western border of the Site. No other information was gathered from review the topographic maps. (HMC, 2019a, p. 7)

In summary, based on the historical review conducted by HMC, the Project site was first seen as vacant land from the earliest photograph in 1938 through at least 1961. The Project site has historically been used for concrete pipe manufacturing since approximately 1970, with the Hydro Conduit Corporation facility first being observed in the 1975 aerial photograph. Corona Clay Company was indicated to have occupied and operated the facility since 2005, the earliest listing in the EDR Directory Report, until at least 2014. The facility was observed to have been completely demolished by the time of the 2016 aerial photograph. (HMC, 2019a, p. 8)

2. Prior Investigations

The Project site historically contained Underground Storage Tanks (USTs), three of which were removed under the oversight and direction of Riverside County. Two reports were found on the State Water Resources Control Board's Geotracker website and provided information regarding the investigation and closure efforts for the three USTs.

Table 4.9-1 Aerial Photograph Review Results

Year	Findings
1938	In the photograph from 1928, the Project site was observed to be vacant with Temescal Canyon Road running along its western border. The area surrounding the Project site was also observed to be vacant land.
1948-61	No changes to the Project site or the Project site vicinity were seen in these photographs.
1975	The Project site is first seen to be occupied by a concrete pipe manufacturing facility. Nine structures were observed with concrete pipe being stored throughout the site. The plant area was noted to be centrally located. The Project site appears in the approximate orientation in which it was constructed before the uses on site were demolished. No changes were seen in the Project site vicinity.
1985	No changes to the Project site or the Project vicinity were seen in this photograph.
1990	The plant area at the Project site was observed with an additional structure at its easternmost area. An industrial type structure was first seen located across Temescal Canyon Road approximately 445 feet northwest of the Project site.
1994	No changes were noted at the Project site but a driving range was first seen across Dawson Canyon Road to the northwest.
2006	No changes were seen at the Project site. An industrial complex containing three structures was first seen to be located approximately 120 feet northwest of the Project site at the intersection of Temescal Canyon Road and the northwest/southeast-oriented portion of Dawson Canyon Road.
2009	No changes were seen at the Project site. A fueling station was first noted across Temescal Canyon Road approximately 150 feet southwest of the Project site. Approximately 1,200 feet from the Project site, a paving and aggregate material supplier was first seen atop a hill to the north.
2012	No changes to the Project site or the Project vicinity were seen in this photograph.
2016	The Project site was seen to be vacant. The former concrete pipe manufacturing facility appears to have been demolished. Several stockpiles of soil or similar material were visible in the central area of the Project site. No changes to the Project vicinity were observed.

(HMC, 2019a, pp. 6-7)

Second Quarter 2001 Groundwater Monitoring and Closure Request - CSR Hydro Conduit

This report, which was prepared by Advanced GeoEnvironmental, Inc. (AGE) describes a quarterly groundwater monitoring event and a request for UST closure to the Riverside County Department of Environmental Health (RCDEH). The work was the result of the removal of two USTs from the Project site in 1998. On September 23, 1998, two 8,000-gallon USTs used to store gasoline and diesel fuel were excavated and removed from the Project site. Analytical results from samples taken within the tank cavity showed elevated concentrations of total petroleum hydrocarbons as gasoline (TPH-g), total petroleum hydrocarbons as diesel (TPH-d), and BTEX (a group of volatile organic compounds (VOCs), collectively known as BTEX, comprising benzene, toluene, ethylbenzene, and xylene) in the soil, which indicated that both tanks had leaked. Soil borings and a groundwater monitoring well were advanced and installed on July 28 and 29, 2000, to define the extent of the release and evaluate whether groundwater was impacted. The impacted soil was excavated and disposed of off site with one of the confirmation samples reported to contain an elevated concentration of diesel fuel at a concentration of 32,700 mg/kg at 26 feet below ground surface (bgs), which was allowed to remain on site. Groundwater monitoring occurred quarterly at the Project site from 2000 until 2001. With one exception in one round, TPH-g, TPH-d, and VOCs were not detectable in the groundwater samples collected from the Project site. (HMC, 2019a, pp. 8-9)

AGE recommended the RCDEH consider granting closure for the former UST site with the following considerations:

- The impacted soil was substantially removed with the exception of the report of diesel fuel at 26 feet in one sample.
- Multiple rounds of groundwater sampling only reported low concentrations of hydrocarbons in one sample in round one with the balance of data indicating no impacts from hydrocarbons or VOCs.

The report closes with the recommendation of abandoning the groundwater well in accordance with the State of California Well Standards and RCDEH requirements. The County reviewed and accepted the report and the well was abandoned on October 26, 2001. The RCDEH issued a No Further Action letter for the site dated November 7, 2001. (HMC, 2019a, p. 9)

UST Sample Analytical Review

A "review form" was found on the Geotracker website from the RCDEH describing the removal of a split UST containing diesel and gasoline on November 24, 2014. Samples taken from the excavation showed nondetectable concentrations of TPH-d and BTEX with the exception of TPH-d at 11.5 parts per million (ppm) at 14 feet below the west end of the tank. This concentration would be below any relevant screening standard. The UST removal was reviewed by the RCDEH, which concluded that a threat to human health and the environment did not exist and further sampling or remedial efforts were not required. The form was signed and dated April 9, 2015. (HMC, 2019a, pp. 9-10)

3. Field Reconnaissance

HMC conducted a reconnaissance of the Project site and vicinity on June 7, 2019. The reconnaissance was conducted in order to identify visible evidence of RECs at the Project site and to assess possible conditions off site that may impact the Project site. The Project site was observed to be vacant at the time of the visit. Centrally located on the Project site, the former plant area was observed and located. At this area several stockpiles of crushed concrete were seen. It appeared that in this area a portion of the material from these stockpiles had been spread across this area. A metal grate, indicating the presence of a sump or a drain, was observed in a low point in the grade among the crushed concrete. Its purpose or direction of flow could not be determined at the time due to material obscuring the view. The majority of the Project site was noted to be unpaved with the exception of a 50-foot by 15-foot concrete pad located along the southern border of the Project site. The pad was seen to be empty but appeared to have contained electrical equipment for the former facility. Staining was not observed on the surface of this pad. Several older concrete pads appeared to have been partially buried in the central area of the Project site, in the vicinity of the former manufacturing area. These pads appeared to be in a degraded state but did not have any staining. Along the southern border and northeast corner of the Project site, evidence of a regional stormwater system was seen to terminate at the Project site. (HMC, 2019a, p. 10)

Two areas of trash dumping were observed north and south of the concrete crush stockpiles. The area to the north contained a single dumpster and general trash though no evidence of chemicals or staining was noted. To the south of the stockpiles an area of general trash was seen with no evidence of chemicals or staining. A

single piece of heavy machinery was observed along the western portion of the Project site. The Project site also was used for parking vehicles by a local utility company though such parking and storage was not observed. Selected photographs illustrating the property and nearby off-site conditions are included in Appendix A to the Project's Phase I ESA (*Technical Appendix H1*). (HMC, 2019a, p. 10)

Based on the results of the site reconnaissance, it was determined that there was no evidence of USTs or Aboveground Storage Tanks (ASTs), and chemical use was not observed at the site. A grate for a drain or sump was seen centrally located at the Project site in the area of the spread crushed concrete material. A manhole was seen along the southern border of the Project site with two concrete pipes at the bottom approximately 10 feet below grade. In the northeast corner of the Project site, a concrete pipe was observed to extend from a slope. It appears that water from upgradient sources empties onto the Project site at this location. There were no pits, ponds, or lagoons on the Project site. The Temescal Wash was seen in the northern portion of the Project site across Dawson Canyon Road. Industrial wastewater is not generated on the site under existing conditions, although the past uses of the Project site did generate wastewater as part of the occupant's activities. No staining was observed on site. Although a well was observed in the review of the topographic map from 1967 through 2012, no wells were observed on site during the site reconnaissance. Additionally, transformers were not observed on the Project site, although past uses on site did involve the use of transformers. There were no RECs noted from the current use of the Project site with exception of the drain or sump feature that was observed on site. (HMC, 2019a, pp. 11-12)

4. Regulatory Review

Regulatory agency database information was obtained from a standard radius Site Assessment (ASTM) report by Environmental Data Resources, Inc. (EDR). The center of the search was in the approximate center of the Project site. Search distances for specific databases were one-quarter to one mile. The database search includes over 70 federal, State, local, and proprietary records. A complete copy of this report is included in Appendix B to the Project's Phase I ESA (*Technical Appendix H1*). A summary of the database search results is presented in Table 4.9-2, *Hazardous Materials Database Listings*. (HMC, 2019a, p. 12)

The listings generally indicate that chemical use, storage, and generation of hazardous waste occurred at the Project site in moderate to large quantities and some records of air pollution violations were found during the past operations at the Project site (HMC, 2019a, p. 13).

Database reports for potential off-site sources of contamination also were reviewed by HMC within the relevant search distance. Groundwater was noted to flow in an easterly direction at another nearby facility, therefore facilities located adjacent to or to the west were further considered. Table 4.9-3, *Project Vicinity Hazardous Materials Database Listings*, summarizes the findings for the off-site areas. Based on the review of the available regulatory information, the Project site is located in an area of historic commercial and industrial operations. Several facilities in the vicinity are noted to have used chemicals but none have experienced releases. Facilities in the Project vicinity are not considered to be a REC for the Project site. (HMC, 2019a, p. 14)

Table 4.9-2 Hazardous Materials Database Listings

Facility	Address	Dir	Lists	REC	Rationale
CSR Hydro Conduit	23200 Temescal Canyon Rd.	Site	HAZNET FINDS RGA LUST	YES	The review of records for this facility indicates a variety of waste streams were generated. The site is listed on the EPA Registry identifying the former facility as having a leaking UST.
Corona Clay Co	Dawson Canyon Rd. & Temescal Canyon Rd.	Site	RGA LF	YES	This record was derived from historical databases formerly available from the Department of Resources Recycling and Recovery (DRRRR). This record identifies this facility as having operated as a landfill from 1995 through 2012.
Unidentified	Dawson Canyon Rd. & Temescal Canyon Rd.	Site	CHMIRS	NO	The record describes an accidental release of diesel fuel at the Project site when a big rig pulling a tank had a blow out and lost control. The description appears to represent a surficial and de minimis condition.
Hydro Conduit Corp	23200 Temescal Canyon Rd.	Site	SWEEPS UST, HAZNET, RCRA SQG, LUST, LUST REG 8, CA FID UST, ICIS, US AIRS MINOR, HIST CORTESE, NPDES WDS, CIWGS, CERS TANKS, EMI	YES	The listings indicate that USTs were present on the Site and that certain USTs had experienced releases. In addition, the listings indicated that chemicals were used, a release was documented and air discharges occurred. Some of these listings appear to overlap listings cited above. These records indicate that at least five USTs containing diesel fuel were operated at the Project site.
Concrete Pipe Mfg. Fac.	23200 Temescal Canyon Rd.	Site	CIWQS FINDS	NO	The facility historically discharged wastewater and no violations were recorded within the previous five years. The effective date of this record was in 1999.
Rinker Materials Hydro Conduit	23200 Temescal Canyon Rd.	Site	FINDS ECHO	YES	These records identify the historic presence of USTs, manufacturing activities, and hazardous waste streams at the facility.

(HMC, 2019a, p. 13)

Table 4.9-3 Project Vicinity Hazardous Materials Database Listings

Location	Address	Dist.	Direction	Lists	REC	Rationale
WD Schock Corp.	23125 Temescal Canyon Rd.	259'	WSW	CERS HAZ WASTE, NPDES, CIWQS, CERS TANKS, RCRA SQG, US AIRS	NO	This facility is listed as operating either a UST or AST and generating hazardous waste. Records of releases or violations were not found for this facility.
Shell Service Station	23255 Temescal Canyon Rd.	285'	S	CERS HAZ WASTE, CERS TANKS HAZNET, CERS TANKS UST	NO	This facility has several compliance violations with equipment related to the permitted USTs operated at the facility. Although there are recorded compliance related violations, there is no evidence that indicated a release has occurred.
Rancho Serrano High School	Lawson Drive and Temescal Canyon Rd.	1,509'	SSW	ENVIROSTOR SCH	NO	A Phase I ESA was conducted at the property at the request of Corona-Norco Unified School District dated September 30, 2004. The report concluded that no RECs existed at the site (KFR 2004). On the DTSC website ENVIROSTOR the facility is listed as No Action Required as of 2005.

(HMC, 2019a, p. 14)

A file review was conducted at the offices of the RCDEH on June 20, 2019, to further research the status of the USTs that were operated at the Project site as well as to follow up on a potential groundwater well noted on an ALTA Map of the site. Supporting documents are included in Attachment D to the Project's Phase I ESA (*Technical Appendix H1*). The EDR Radius report indicated that up to five USTs may have operated on Project site. The County records were incomplete and did not have formal closure reports or No Further Action (NFA) letters for all of the former USTs. HMC indicates that the RCDEH did not require formal closure reports for all UST removal cases during the 1980s and 1990s and generally only required them when indications of a release were noted. Information found in the County files suggests that there may have been up to six USTs removed from the Project site but did not include a formal document indicating official closure of each UST. There were notes and annotations on maps to indicate that all of the USTs were removed. There is no information in the County files to indicate that there are current or active USTs at the Project site such as permit applications or monitoring reports. As part of the research, HMC conducted a phone interview with a representative in the records department at the RCDEH regarding the groundwater well that has been shown on an ALTA survey map of the Site. According to the RCDEH, no record exists pertaining to installation, use, or abandonment of a well at the Project site. (HMC, 2019a, p. 16)

Riverside County Department of Building and Safety building permits for the Project site also were reviewed. The review of the permits revealed information into construction and electrical work performed at the Project site and nothing of an environmental nature, with the exception of the following. A permit involving the

installation of a hydro coating machine was found indicating that painting or chemical coating was applied to products manufactured at the facility. A permit was found from 1968 for the installation of a UST used for fueling the on-site boiler. An oil tank located in one of the former buildings was found in the review of the permits. Several permits indicated that welding activities took place at the shop areas at the Project site. (HMC, 2019a, p. 17)

The Building and Safety Department also maintained building plans for the former facility. A review of the safety plans revealed that chemicals including solvents and hydrocarbons were historically used at the Project site. In a blueprint for an addition to the facility, a 500-gallon solvent tank that appeared to be located above ground was shown at a location named the centrifugal slab. Welding areas were shown at several buildings of the former plant. During the review, a report titled Foundation Investigation dated 1987 indicated that undocumented fill soil was imported to raise the Project site approximately nine to eleven feet. A vehicle maintenance building was shown on diagrams of the Site during the review of files. (HMC, 2019a, p. 17)

Based on a review of California Department of Resources Recycling and Recovery databases, the records indicated the Corona Clay Company disposed of mine tailings or overburden from clay mining performed by the company on the Project site. An inspection form dated November 23, 1993 indicated that the facility was inactive at the time of the inspection. The Approval of Alternative Certification (AAC) record from the California Integrated Waste Management Board (CIWMB), dated November 12, 1991, provided further details that the landfill only accepted overburden from clay mining activities conducted by the Corona Clay Company. Therefore, it was determined by the CIWMD not to be subject to closure and post closure requirements. The location of the "landfill" was not specified and from the description, it appears the "landfill" was only accepting clay material from previous excavations generated at the Project site. (HMC, 2019a, p. 18)

C. *Vapor Intrusion*

As part of past uses of the site, gasoline and diesel were stored in USTs. As previously noted, the documentation regarding these UST removals was not complete and the removal activities took place before vapor intrusion was considered an issue of concern. Solvents and other VOCs were historically used at the site and there have been no investigations to evaluate whether releases of VOCs have occurred to date. The Project site is located in an area of historical offsite chemical usage though there are no documented releases close enough to the Project site or in the correct orientation to pose a risk to the Project site. (HMC, 2019a, p. 18)

In addition, the Corona Clay Facility was listed as having operated as a landfill between 1995 and 2012 in records from the EDR Radius Report. While this would normally indicate concerns over potential methane gas generation, the listing appears suspicious and appears to be the result of fill soil used to backfill and raise the grade at the Project site as opposed to an actual landfill. (HMC, 2019a, p. 18)

Given these historic potential sources of vapor intrusion, there is a moderate likelihood of a vapor intrusion condition present at the Project site which is considered an REC. To address the potential for vapor intrusion, a Phase II ESA was prepared and is included as *Technical Appendix H2*. The majority of soil and soil gas samples were reported to contain either non-detectable concentrations of contaminants of concern or concentrations well below established screening levels for those parameters. There was only one area at the

Project site in the location of the former USTs that were removed from the site where a single soil sample was reported to contain a hydrocarbon product only slightly above a relevant screening level. At this location, referred to as SB-5, naphthalene was reported above the relevant screening level and soil gas samples were reported to contain low concentrations of fuel products. Step out sampling confirmed that the area was of limited extent and mostly in a gaseous phase. (HMC, 2019b, pp. 10-11)

D. Airport Hazards

The Project site is not located within two miles of a public airport or within an airport land use plan. The closest airport is the Corona Municipal Airport located roughly 10 miles northwest of the Project site. According to Map CO-1 of the Riverside County Airport Land Use Compatibility Plan Policy Document, the Project site is located outside of the compatibility zones for the Corona Municipal Airport, indicating that the Project site is not subject to airport-related hazards. (RCALUC, 2004)

4.9.2 Applicable Regulatory Requirements

The following is a brief description of the applicable environmental laws and related regulations related to hazards and hazardous materials.

A. Hazardous Materials Regulations and Plans

1. Federal Regulations

- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and Superfund Amendments and Reauthorization Act (SARA)

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) or Superfund, provides a federal "Superfund" to clean up uncontrolled or abandoned hazardous-waste sites as well as accidents, spills, and other emergency releases of pollutants and contaminants into the environment. Through CERCLA, the EPA was given power to seek out those parties responsible for any release and assure their cooperation in the cleanup. The EPA cleans up orphan sites when potentially responsible parties cannot be identified or located, or when they fail to act. Through various enforcement tools, the EPA obtains private party cleanup through orders, consent decrees, and other small party settlements. EPA also recovers costs from financially viable individuals and companies once a response action has been completed. (EPA, 2024g)

EPA is authorized to implement CERCLA in all 50 states and U.S. territories. Superfund site identification, monitoring, and response activities in states are coordinated through the state environmental protection or waste management agencies. (EPA, 2024g)

The Superfund Amendments and Reauthorization Act (SARA) of 1986 reauthorized CERCLA to continue cleanup activities around the country. Several site-specific amendments, definitions clarifications, and technical requirements were added to the legislation, including additional enforcement authorities. Also, Title III of SARA authorized the Emergency Planning and Community Right-to-Know Act (EPCRA). (EPA, 2024g)

❑ Resource Conservation and Recovery Act (RCRA)

The Resource Conservation and Recovery Act (RCRA) gives the EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. The RCRA also sets forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from USTs storing petroleum and other hazardous substances. (EPA, 2024j)

The federal Hazardous and Solid Waste Amendments (HSWA) are the 1984 amendments to RCRA that focused on waste minimization and phasing out land disposal of hazardous waste as well as corrective action for releases. Some of the other mandates of this law include increased enforcement authority for the EPA, more stringent hazardous waste management standards, and a comprehensive UST program. (EPA, 2024j)

❑ Hazardous Materials Transportation Act (HMTA)

The Hazardous Materials Transportation Act of 1975 (HMTA) empowered the Secretary of Transportation to designate as hazardous material any "particular quantity or form" of a material that "may pose an unreasonable risk to health and safety or property." (OSHA, n.d.)

Hazardous materials regulations are subdivided by function into four basic areas:

- Procedures and/or Policies 49 Code of Federal Regulations (CFR) Parts 101, 106, and 107
- Material Designations 49 CFR Part 172
- Packaging Requirements 49 CFR Parts 173, 178, 179, and 180
- Operational Rules 49 CFR Parts 171, 173, 174, 175, 176, and 177 (OSHA, n.d.)

The HMTA is enforced by use of compliance orders (49 U.S.C. 1808(a)), civil penalties (49 U.S.C. 1809(b)), and injunctive relief (49 U.S.C. 1810). The HMTA (Section 112, 40 U.S.C. 1811) preempts state and local governmental requirements that are inconsistent with the statute, unless that requirement affords an equal or greater level of protection to the public than the HMTA requirement. (OSHA, n.d.)

❑ Hazardous Materials Transportation Uniform Safety Act of 1990 (HMTUSA)

In 1990, Congress enacted the Hazardous Materials Transportation Uniform Safety Act (HMTUSA) to clarify the maze of conflicting state, local, and federal regulations. Like the HMTA, the HMTUSA requires the Secretary of Transportation to promulgate regulations for the safe transport of hazardous material in intrastate, interstate, and foreign commerce. The Secretary also retains authority to designate materials as hazardous when they pose unreasonable risks to health, safety, or property. (OSHA, n.d.)

The statute includes provisions to encourage uniformity among different state and local highway routing regulations, to develop criteria for the issuance of federal permits to motor carriers of hazardous materials, and to regulate the transport of radioactive materials. (OSHA, n.d.)

❑ Occupational Safety and Health Act (OSHA)

Congress passed the Occupational Safety and Health Act (OSHA) to ensure worker and workplace safety. Their 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. (EPA, 2024i)

In order to establish standards for workplace health and safety, the Act also created the National Institute for Occupational Safety and Health (NIOSH) as the research institution for the federal Occupational Safety and Health Administration (OSHA). OSHA is a division of the U.S. Department of Labor that oversees the administration of the OSH Act and enforces standards in all 50 states. (EPA, 2024i)

❑ Toxic Substances Control Act (TSCA)

The Toxic Substances Control Act of 1976 (TSCA) provides the EPA with the authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. Certain substances are generally excluded from the TSCA, including, among others, food, drugs, cosmetics, and pesticides. TSCA addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint. (EPA, 2024l)

Various sections of TSCA provide authority to:

- Require, under Section 5, pre-manufacture notification for "new chemical substances" before manufacture
- Require, under Section 4, testing of chemicals by manufacturers, importers, and processors where risks or exposures of concern are found.
- Issue Significant New Use Rules (SNURs), under Section 5, when it identifies a "significant new use" that could result in exposures to, or releases of, a substance of concern.
- Maintain the TSCA Inventory, under Section 8, which contains more than 83,000 chemicals. As new chemicals are commercially manufactured or imported, they are placed on the list.
- Require those importing or exporting chemicals, under Sections 12(b) and 13, to comply with certification reporting and/or other requirements.
- Require, under Section 8, reporting and record-keeping by persons who manufacture, import, process, and/or distribute chemical substances in commerce.
- Require, under Section 8(e), that any person who manufactures (including imports), processes, or distributes in commerce a chemical substance or mixture and who obtains information which reasonably supports the conclusion that such substance or mixture presents a substantial risk of injury to health or the environment to immediately inform the EPA, except where the EPA has been adequately informed of such information. The EPA screens all TSCA Section 8(e) submissions as well as voluntary "For Your Information" (FYI) submissions. The latter are not required by law, but are submitted by industry and public interest groups for a variety of reasons. (EPA, 2024l)

2. State Regulations

❑ Cal/OSHA and the California State Plan

Under an agreement with OSHA, since 1973 California has operated an occupational safety and health program in accordance with Section 18 of the federal OSH Act. The State of California's Department of Industrial Relations administers the California Occupational Safety and Health Program, commonly referred to as Cal/OSHA. The State of California's Division of Occupational Safety and Health (DOSH) is the principal agency that oversees plan enforcement and consultation. In addition, the California State program has an independent Standards Board responsible for promulgating State safety and health standards, and reviewing variances. It also has an Appeals Board to adjudicate contested citations and the Division of Labor Standards Enforcement to investigate complaints of discriminatory retaliation in the workplace. (OSHA, n.d.)

Pursuant to 29 CFR 1952.172, the California State Plan applies to all public and private sector places of employment in the State, with the exception of federal employees, the U.S. Postal Service, private sector employers on Native American lands, maritime activities on the navigable waterways of the U.S., private contractors working on land designated as exclusively under federal jurisdiction and employers that require federal security clearances. Cal/OSHA is the only agency in the State authorized to adopt, amend, or repeal occupational safety and health standards or orders. In addition, the Standards Board maintains standards for certain things not covered by federal standards or enforcement, including: elevators, aerial passenger tramways, amusement rides, pressure vessels, and mine safety training. The Cal/OSHA enforcement unit conducts inspections of California workplaces in response to a report of an industrial accident, a complaint about an occupational safety and health hazard, or as part of an inspection program targeting industries with high rates of occupational hazards, fatalities, injuries, or illnesses. (OSHA, n.d.)

❑ California Hazardous Waste Control Law

The Hazardous Waste Control Law (HWCL) (Health and Safety Code (HSC), Division 20, Chapter 6.5, Section 25100, et seq.) is the primary hazardous waste statute in California. The HWCL implements RCRA as a "cradle-to-grave" waste management system in the State. It specifies that generators have the primary duty to determine whether their wastes are hazardous and to ensure its proper management. The HWCL also establishes criteria for the reuse and recycling of hazardous wastes used or reused as raw materials. The HWCL exceeds federal requirements by mandating source reduction planning and broadening requirements for permitting facilities that treat hazardous waste. It also regulates a number of waste types and waste management activities not covered by federal law (RCRA). (CA Legislative Info, n.d.)

❑ California Code of Regulations (CCR), Titles 22 and 26

A variety of CCR titles address regulations and requirements for generators of hazardous waste. Title 22 contains detailed compliance requirements for hazardous waste generators, transporters, and facilities for treatment, storage, and disposal. Because California is a fully-authorized state according to RCRA, most regulations (i.e., 40 CFR 260, et seq.) have been duplicated and integrated into Title 22. However, because the Department of Toxic Substances Control (DTSC) regulates hazardous waste more stringently than the EPA, the integration of State and federal hazardous waste regulations that make up Title 22 does not contain as many exemptions or exclusions as does 40 CFR 260. As with the HSC, Title 22 also regulates a wider range of waste

types and waste management activities than does RCRA. To aid the regulated community, California has compiled hazardous materials, waste, and toxics-related regulations from CCR, Titles 3, 8, 13, 17, 19, 22, 23, 24, and 27 into one consolidated listing: CCR Title 26 (Toxics). However, the hazardous waste regulations are still commonly referred to collectively as "Title 22." (DTSC, 2025; DTSC, 2019)

B. Airport and Aircraft Hazards Regulations and Plans

1. State Regulations

❑ State Aeronautics Act

The State Aeronautics Commission Act of 1947 created the Division of Aeronautics ("Division"), and was later amended by statute to read the State Aeronautics Act (Aeronautics Act) in 1961. As a result of this legislation, the Division's first priorities are those mandated by the Aeronautics Act, then Caltrans guidance, then Division guidance as expressed through its Policy Element. As directed by the Aeronautics Act, the Division is a steward and advocate of aviation in California. To that end, its efforts are focused on activities that "protect the public interest in aeronautics and aeronautical progress." (§ 21002) (CA Legislative Info, n.d.)

The Aeronautics Act itself is divided into six chapters. The first chapter begins with general provisions and definitions and explains the Legislature's intent for a State aviation program. Chapter two explains Caltrans' role in administering the Division, and explains the role of the California Transportation Commission (CTC). Chapter three includes many of the safety considerations from Federal Aviation Administration (FAA) regulations that help keep airports and the surrounding communities safe and compatible with flight operations. Chapter four deals with airport and heliport permitting, air navigation facilities, noise guidelines, funding, and importantly, the formation and authority of airport land use commissions. Chapter five covers the investigations and hearings on matters covered in the Aeronautics Act. Finally, Chapter six introduces airport planning and specifically introduces the intent of the California Aviation System Plan (CASP) and how it can be used to support California aviation. (CA Legislative Info, n.d.)

❑ California Environmental Quality Act

The operation of airports and aircraft is the responsibility of the FAA, but the requirement to document potential hazards related to airports and air activities when a new project is proposed is contained in the California Environmental Quality Act (CEQA), specifically Public Resources Code § 21096, which states (CA Legislative Info, n.d.):

> *"(a) If a lead agency prepares an environmental impact report for a project situated within airport land use compatibility plan boundaries, or, if an airport land use compatibility plan has not been adopted, for a project within two nautical miles of a public airport or public use airport, the Airport Land Use Planning Handbook published by the Division of Aeronautics of the Department of Transportation, in compliance with section 21674.5 of the Public Utilities Code and other documents, shall be utilized as technical resources to assist in the preparation of the environmental impact report as the report relates to airport-related safety hazards and noise problems.*

(b) A lead agency shall not adopt a negative declaration for a project described in subdivision (a) unless the lead agency considers whether the project will result in a safety hazard or noise problem for persons using the airport or for persons residing or working in the project area."

4.9.3 Basis for Determining Significance

Section IX of Appendix G to the CEQA Guidelines addresses typical adverse effects due to hazards and hazardous materials, and includes the following threshold questions to evaluate a project's impacts due to hazards and hazardous materials (OPR, 2018a).

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

- 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?

- 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?

- Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

- 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?

- Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Significance thresholds are set forth in Riverside County's Environmental Assessment Checklist, are derived from Section IX of Appendix G to the CEQA Guidelines, and state that the proposed Project would have a significant impact from hazards and hazardous materials if construction and/or operation of 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. *Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan;*

d. *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;*

e. *Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public, or the environment;*

f. *Result in an inconsistency with an Airport Master Plan;*

g. *Require review by the Airport Land Use Commission;*

h. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area; or*

i. *For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area.*

The significance thresholds set forth in Riverside County's Environmental Assessment Checklist, which were revised to incorporate the 2018 updates to the CEQA Guidelines, were used to evaluate the significance of the proposed Project's impacts due to hazards and hazardous materials. The issue of loss, injury, or death involving wildland fires is addressed separately in EIR Subsection 4.21, *Wildfire*.

4.9.4 Impact Analysis

Threshold a.:	***Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***
Threshold b.:	***Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

Implementation of the Project would result in the construction and long-term operation of seven (7) light industrial warehouse buildings ranging in size from 33,820 square feet (s.f.) to 183,090 s.f. and with a total building area of 637,718 s.f. and associated parking areas for passenger vehicles, vans, and truck trailers. The analysis below evaluates the potential for the Project to result in a substantial hazard to people or the environment due to existing site conditions, construction activities, and long-term operation.

Impact Analysis for Existing Site Conditions

As indicated above under Subsection 4.9.1, based on the Project's Phase I ESA and Phase II ESA (*Technical Appendices H1 and H2*, respectively), the Project site contains only one potential REC under existing

conditions. Specifically, there was one area at the Project site in the location of the former USTs that were removed from the site where a single soil sample was reported to contain a hydrocarbon product only slightly above a relevant screening level. At this location, referred to as SB-5, naphthalene was reported above the relevant screening level and soil gas samples were reported to contain low concentrations of fuel products. Accordingly, the Project's potential REC represents a significant impact for which mitigation would be required.

Impact Analysis for Temporary Construction-Related Activities

Heavy equipment (e.g., dozers, excavators, tractors) would be operated on the Project site during construction of the Project. This heavy equipment likely would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be used on the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the Project than would occur on any other similar construction site. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to requirements imposed by the EPA and DTSC, as well as the Santa Ana Regional Water Quality Control Board (RWQCB) requirements pertaining to water quality as discussed in Subsection 4.10, *Hydrology and Water Quality*. With mandatory compliance with applicable hazardous materials regulations, the Project would not create significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. A less-than-significant impact would occur.

Impact Analysis for Long-Term Operation

The future occupants of the proposed warehouse buildings are not yet known. However, the future building occupants likely would include general warehousing and/or similar uses and it is possible that hazardous materials could be used during the course of a future building user's daily operations. State and federal Community-Right-to-Know laws allow public access to information about the amounts and types of chemicals in use at local businesses. Laws also are in place that require businesses to plan and prepare for possible chemical emergencies. Any business that occupies the proposed building on the Project site and that handles hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) would require a permit from the RCDEH in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to Riverside County Fire Department and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. In addition, any business handling at any one time, greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, is required, under Assembly Bill 2185 (AB 2185), to file a Hazardous Materials Business Emergency Plan (HMBEP). A HMBEP is a written set of procedures and information created to help minimize the effects and extent of a

release or threatened release of a hazardous material. The intent of the HMBEP is to satisfy federal and State Community Right-To-Know laws and to provide detailed information for use by emergency responders.

If businesses that use or store hazardous materials occupy the future building on the Project site, the business owners and operators would be required to comply with all applicable federal, State, and local regulations to ensure proper use, storage, use, emission, and disposal of hazardous substances (as described above). With mandatory regulatory compliance, the Project is not expected to pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. In addition, the Project would be required to comply with Riverside County Ordinance No. 651.5, which establishes specific requirements for the storage of hazardous materials and requirements for reporting and permitting the use, handling, storage, and transportation of hazardous materials.

With mandatory regulatory compliance, along with mandatory compliance with Riverside County Ordinance No. 651.5, potential hazardous materials impacts associated with long-term operation of the Project are determined to be less than significant and mitigation is not required.

Threshold c.: ***Would the Project impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?***

The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. Additionally, there are no emergency response plans or emergency evacuation plans in effect in the local area. During construction and long-term operation of the Project, adequate emergency access for emergency vehicles would be required to be maintained along public streets that abut the Project site. Furthermore, improvements planned as part of the Project are not anticipated to adversely affect traffic operations in the local area, including along nearby segments of Temescal Canyon Road and Dawson Canyon Road. As part of the County's discretionary review process, Riverside County reviewed the Project's application materials to ensure that appropriate emergency ingress and egress would be available to and from the Project site and that circulation on the Project site was adequate for emergency vehicles. Accordingly, implementation of the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and no impact would occur.

Threshold d.: ***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?***

There are no existing or planned schools within one-quarter mile of the Project site. The nearest school is the Temescal Valley Elementary School, located approximately 0.5-mile northwest of the Project site and west of I-15. Accordingly, the Project would not emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and impacts would be less than significant.

Threshold e.: ***Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

The list of hazardous materials sites is commonly known as the "Cortese List." According to the Department of Toxic Substances Control (DTSC, "*While Government Code Section 65962.5 makes reference to the preparation of a "list," many changes have occurred related to web-based information access since 1992 and this information is now largely available on the Internet sites of the responsible organizations. Those requesting a copy of the Cortese "list" are now referred directly to the appropriate information resources contained on the Internet web sites of the boards or departments that are referenced in the statute*."

According to the CalEPA website (accessed November 2022), below are the data resources that provide information regarding the facilities or sites identified as meeting the "Cortese List" requirements (CalEPA, 2025).

- List of Hazardous Waste and Substances sites from the Department of Toxic Substances Control EnviroStor database.
- List of Leaking Underground Storage Tank Sites by County and Fiscal Year from Water Board GeoTracker database.
- List of Solid Waste Disposal Sites identified by Water Board with waste constituents above hazardous waste levels outside the waste management unit.
- List of Active Cease and Desist Orders and Cleanup and Abatement Orders identified by the Regional Water Board.
- List of Hazardous Waste Facilities Subject to Corrective Action pursuant to § 25187.5 of the Health and Safety Code, identified by the Department of Toxic Substances Control.

Based on the results of the Project's Phase I ESA and Phase II ESA (*Technical Appendices H1 and H2*), the Project site is not located on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (HMC, 2019a; HMC, 2019b). Accordingly, no impact would occur.

Threshold f.: ***Would the Project result in an inconsistency with an Airport Master Plan?***

Threshold g.: ***Would the Project require review by the Airport Land Use Commission?***

Threshold h.: ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?***

The Project site is not located within two miles of a public airport or within an airport land use plan, and there are no components of the proposed Project that would affect airport operations. The closest airport is the Corona Municipal Airport located roughly 10 miles northwest of the Project site. According to Map CO-1 of the Riverside County Airport Land Use Compatibility Plan Policy Document, the Project site is located outside of the compatibility zones for the Corona Municipal Airport, indicating that the Project site is not subject to

airport-related hazards. The Project site also is outside of the Airport Influence Area (AIA) for the Corona Municipal Airport, which does not extend south of State Route 91 (SR 91). Therefore, the Project would not result in an inconsistency with an Airport Master Plan, would not require review by the Airport Land Use Commission, and would not result in a safety hazard for people residing or working in the Project area. No impact would occur.

Threshold i.: ***For a project within the vicinity of a private airstrip, or heliport, would the Project result in a safety hazard for people residing or working in the project area?***

There are no private airstrips in the Project vicinity. The nearest private airport facility is the Skylark Airport, located approximately 14.3 miles southeast of the Project site within the City of Lake Elsinore. Due to the distance between the Project site and the Skylark Airport, as well as the limited operations that occur at the Skylark Airport, the Project would not result in a safety hazard for people residing or working in the Project area associated with private airstrips or heliports. Accordingly, no impact would occur.

4.9.5 Cumulative Impact Analysis

Because the issue of hazards and hazardous materials tends to be site-specific in nature, the cumulative study area includes existing and planned developments within a one-mile radius of the Project site. A one-mile radius is appropriate for most of the thresholds identified herein because that is the standard distance used in regulatory database searches of properties that may generate or store toxic materials.

As discussed under the analysis of Thresholds a. and b., naphthalene was reported above the relevant screening level and soil gas samples were reported to contain low concentrations of fuel products. This is identified as an REC. However, the potential soil contamination on site is very localized, and has no potential to contribute to hazardous materials impacts off site. As such, the existing REC would represent a less-than-significant cumulatively-considerable impact. With respect to construction activities, the Project would be subject to compliance with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to requirements imposed by the EPA and DTSC, as well as the Santa Ana RWQCB pertaining to water quality. Other cumulative developments similarly would be subject to applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials. As such, cumulatively-considerable impacts would be less than significant. Similarly, under long-term operating conditions, future businesses on site that involve the storage or use of hazardous materials or substances would be subject to applicable federal, State, and local requirements related to hazardous materials. Other businesses within the Project's cumulative study area similarly would be required to comply with applicable federal, State, and local requirements related to hazardous materials. With mandatory regulatory compliance, along with mandatory compliance with Riverside County Ordinance No. 651.5 (or the applicable ordinances of other local agencies), potential hazardous materials impacts associated with long-term operation of the Project are determined to be less-than-cumulatively considerable.

As discussed under the analysis of Threshold c., the Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. Additionally, there are no emergency response plans or

emergency evacuation plans in effect in the local area. Thus, the Project would not contribute to any cumulative impacts associated with an adopted emergency response plan or emergency evacuation plan.

There are no existing or planned schools within one-quarter mile of the Project site. The nearest school is the Temescal Valley Elementary School, located approximately 0.5-mile northwest of the Project site and west of I-15. Accordingly, the Project would not result in hazardous emissions or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Cumulatively-considerable impacts would be less than significant.

Based on the results of the Project's Phase I ESA and Phase II ESA (*Technical Appendices H1 and H2*), the Project site is not located on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (HMC, 2019a; HMC, 2019b). Accordingly, cumulatively-considerable impacts would not occur.

The Project site is not located within two miles of a public airport or within an airport land use plan, and there are no components of the proposed Project that would affect airport operations. Additionally, there are no private airstrips in the Project vicinity. The closest airport is the Corona Municipal Airport located roughly 10 miles northwest of the Project site, and the nearest private airport facility is the Skylark Airport, located approximately 14.3 miles southeast of the Project site within the City of Lake Elsinore. Accordingly, the Project would not result in any cumulatively-considerable impacts associated with public or private airport-related hazards.

4.9.6 Significance of Impacts Before Mitigation

Thresholds a. and b.: Significant Direct Impact. Based on the Project's Phase I ESA and Phase II ESA (*Technical Appendices H1 and H2*, respectively), the Project site contains only one potential REC under existing conditions. Specifically, there was one area at the Project site in the location of the former USTs that were removed from the site where a single soil sample was reported to contain a hydrocarbon product only slightly above a relevant screening level. At this location, referred to as SB-5, naphthalene was reported above the relevant screening level and soil gas samples were reported to contain low concentrations of fuel products. Accordingly, the Project's potential REC represents a significant impact for which mitigation would be required.

Threshold c.: No Impact. The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. Additionally, there are no emergency response plans or emergency evacuation plans in effect in the local area. Accordingly, implementation of the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and no impact would occur.

Threshold d.: Less-than-Significant Impact. There are no existing or planned schools within one-quarter mile of the Project site. The nearest school is the Temescal Valley Elementary School, located approximately 0.5-mile northwest of the Project site and west of I-15. Accordingly, the Project would not emit hazardous

emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and impacts would be less than significant.

Threshold e.: No Impact. Based on the results of the Project's Phase I ESA and Phase II ESA (*Technical Appendices H1 and H2*), the Project site is not located on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (HMC, 2019a; HMC, 2019b). Accordingly, no impact would occur.

Thresholds f., g., and h.: No Impact. The Project site is not located within two miles of a public airport or within an airport land use plan, and there are no components of the proposed Project that would affect airport operations. The closest airport is the Corona Municipal Airport located roughly 10 miles northwest of the Project site. According to Map CO-1 of the Riverside County Airport Land Use Compatibility Plan Policy Document, the Project site is located outside of the compatibility zones for the Corona Municipal Airport, indicating that the Project site is not subject to airport-related hazards. The Project site also is outside of the Airport Influence Area (AIA) for the Corona Municipal Airport. Therefore, the Project would not result in an inconsistency with an Airport Master Plan, would not require review by the Airport Land Use Commission, and would not result in a safety hazard for people residing or working in the Project area. No impact would occur.

Threshold i.: No Impact. There are no private airstrips in the Project vicinity. The nearest private airport facility is the Skylark Airport, located approximately 14.3 miles southeast of the Project site within the City of Lake Elsinore. Due to the distance between the Project site and the Skylark Airport, as well as the limited operations that occur at the Skylark Airport, the Project would not result in a safety hazard for people residing or working in the Project area associated with private airstrips or heliports. Accordingly, no impact would occur.

4.9.7 County Regulations, Design Requirements, and Mitigation

Applicable County Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable County regulations and design requirements.

- All future businesses operating on the site would be subject to compliance with Riverside County Ordinance No. 651.1, which sets forth requirements for handling hazardous materials, requires a permit for handling certain types and quantities of hazardous materials, requires businesses to report their hazardous materials inventory, identifies different classifications of hazardous materials handlers, and requires reporting of spills or releases or threatened releases of a hazardous material to the Riverside County Department of Environmental Health (DEH) and to the Governor's Office of Emergency Services.

- All future contracts with construction contractors shall comply with all applicable regulations and requirements promulgated by the federal Occupational Safety and Health Administration (OSHA).

- The Project shall comply with Title 22, Division 4.5 of the California Code of Regulations, which requires residents and employees to dispose of household hazardous waste, including pesticides, batteries, old paint, solvents, used oil, antifreeze, and other chemicals, at a Household Hazardous Waste Collection Facility.

- The Project shall comply with Title 22, Division 4.5, Chapter 11 of the California Code of Regulations which requires fluorescent lamps, batteries, and mercury thermostats be recycled or taken to a Household Hazardous Waste Collection Facility.

Mitigation

MM 4.9-1 Prior to issuance of a shell building permit, the Project Applicant shall provide evidence to Riverside County that hydrocarbon products detected in soil located in the location of the former USTs have dissipated or have been remediated by qualified professionals to remove or lessen the hydrocarbon products concentration to below relevant screening levels. This includes but is not limited to screening levels for naphthalene and soil gas.

4.9.8 Significance of Impacts After Mitigation

Thresholds a. and b.: Less-than-Significant Impact with Mitigation Incorporated. Given the intended grading activity at the Project site, it is expected that soil gas and vapor contaminants would dissipate as part of grading activities and as such, would not require formal remedial measures (HMC, 2019b, pp. 10-11). Notwithstanding, implementation of Mitigation Measure MM 4.9-1 would ensure that any potential impacts associated with existing site contamination would be reduced to less-than-significant levels.

4.10 HYDROLOGY AND WATER QUALITY

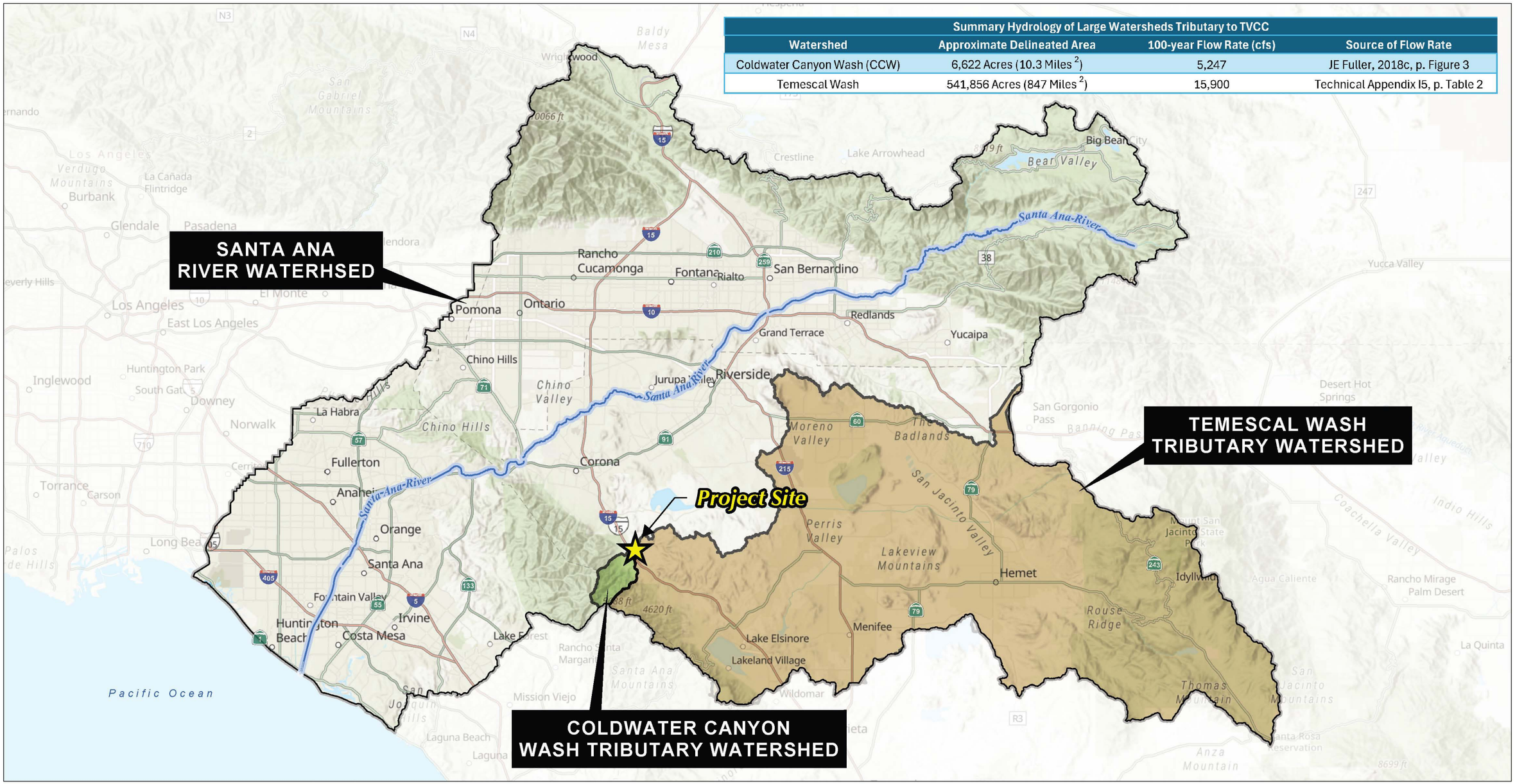
The following analysis is based on a study entitled, "Preliminary Hydrology Calculations for Temescal Valley Commerce Center," prepared by Thienes Engineering, Inc. (herein, "Thienes"), dated March 4, 2025, and included as *Technical Appendix I1* to this EIR (Thienes, 2025a). Analysis in this Subsection 4.10 also is based in part on a preliminary Water Quality Management Plan (WQMP) titled, "Project Specific Preliminary Water Quality Management Plan (P-WQMP) for Temescal Valley Commerce Center," prepared by Thienes, dated March 5, 2025, and included as *Technical Appendix I2* to this EIR (Thienes, 2025b). This Subsection also is based in part on a technical report prepared by Rick Engineering Company, entitled, "Bridge Rehabilitation Assessment, Dawson Canyon Road over Temescal Wash," is dated March 17, 2022, and is included as *Technical Appendix I3* to this EIR (Rick, 2022). Other studies relied upon in this section include a memorandum prepared by Rick Engineering titled, "Temescal Valley Commerce Center Drainage Technical Summary," dated May 2, 2024, and included as *Technical Appendix I4* (Rick, 2024a); a hydraulic analysis prepared by Rick Engineering titled, "Hydraulic Analysis Report for Temescal Valley Commerce Center," dated May 2, 2024, and included as *Technical Appendix I5* (Rick, 2024b); and a drainage study prepared by Rick Engineering related to the Project's off-site frontage roads entitled, "Drainage Study for Temescal Valley Commerce Center (Offsite and Frontage Roads) Final Engineering," dated May 2, 2024, and included as *Technical Appendix I6* (Rick, 2024c). Refer to Section 7.0*, References*, for a complete list of these and other reference sources.

4.10.1 EXISTING CONDITIONS

A. Regional Hydrology

The Project site is located within the Santa Ana River Watershed, which drains a 2,840 square-mile area and is the principal surface flow water body within the region. The Santa Ana River flows over 100 miles and drains the largest coastal stream system in Southern California. It discharges into the Pacific Ocean at the City of Huntington Beach. The total stream length of the Santa Ana River and its major tributaries is about 700 miles. (SAWPA, 2019, p. 4-1). The Project site's location within the Santa Ana River Watershed is depicted on Figure 4.10-1, *Santa Ana River Watershed Map*. The Project site is located within the Bedford Hydrologic Subarea of the Lake Mathews Hydrologic Area of the Santa Ana River Hydrologic Unit (SARWQCB, 2019, p. 4-33). The Project site is adjacent to two regional waterbodies. The Temescal Wash traverses the northern corner of the Project site, flowing from east to west, while the existing Coldwater Canyon Wash drainage occurs along the western project boundary, flowing from south to north. Figure 4.10-1 also depicts the tributary watersheds of these waterbodies. The tributary area to Temescal Wash at the Project site is delineated as approximately 847 square miles. Most of the stormwater runoff from this 847 square-mile tributary area is retained in Canyon Lake and Lake Elsinore prior to reaching Temescal Wash. The 100-year peak flow rate of Temescal Wash is approximately 15,900 cfs (Rick, 2024b, Table 2). The tributary area to Coldwater Canyon Wash is delineated as approximately 10.3 square miles. The 100-year peak flow rate of Coldwater Canyon Wash is approximately 5,247 cfs (Fuller, 2018c, Figure 3).

Summary Hydrology of Large Watersheds Tributary to TVCC			
Watershed	Approximate Delineated Area	100-year Flow Rate (cfs)	Source of Flow Rate
Coldwater Canyon Wash (CCW)	6,622 Acres (10.3 Miles ^{2})	5,247	JE Fuller, 2018c, p. Figure 3
Temescal Wash	541,856 Acres (847 Miles ^{2})	15,900	Technical Appendix I5, p. Table 2



Source(s): Esri, RCTLMA (2023)

Figure 4.10-1

Santa Ana River Watershed Map

B. Site Hydrology

The Project site is currently unpaved and barren, consisting largely of compacted soil. The site was previously part of a larger development that was partially paved, included several buildings, and was used for concrete pipe manufacturing. As depicted on Figure 4.10-2, *Existing Conditions Hydrology Map*, under existing conditions the Project site generally surface drains to the north and discharges into the Temescal Wash upstream of the Dawson Canyon Road Bridge. The existing condition 100-year peak flow rate from the Project site is approximately 46.6 cubic feet per second (cfs).

Additionally, stormwater is currently draining onto the Project site from neighboring properties and upstream areas. Under existing conditions, Coldwater Canyon Wash, which was diverted to the west in a privately maintained earthen channel adjacent to Temescal Canyon Road, occurs along the western boundary of the Project site. The channel generally traverses northwesterly along the westerly portion of the project site. There are four 66" pipes under an existing access point to the Project site. The existing Coldwater Canyon Wash is conveyed under Dawson Canyon Road via an existing double 12′ wide by 7′ high reinforce concrete box (RCB) then continues northerly, to ultimately confluence with Temescal Canyon Wash. There are other existing storm drains under Temescal Road that currently convey offsite flows to the redirected Coldwater Canyon Wash. The first set is approximately 140′ southeasterly from the intersection of Dawson Canyon Road and Temescal Canyon Road. Here, there are (2) 66″ wide by 32″ high elliptical Corrugated Metal Pipes (CMPs). Continuing southeasterly, a second set of (3) 24″ CMPs are located about 800′ from the previously-mentioned pipes. Approximately 120.9 cfs is tributary to the (2) existing elliptical CMPs at Temescal Canyon Road, while 12.4 cfs is tributary to the three (3) 24″ CMPs. The tributary area to the proposed Coldwater Canyon channel is approximately 7 square miles and a 100-year peak flow rate of approximately 5,250 cfs. (Thienes, 2025a)

C. Flood Hazards

As shown on Figure 4.10-3, *FEMA Flood Insurance Rate Map No. 06065C1390G*, according to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06065C1390G, the northern portion of the Project site is identified within Flood Zone AE, which includes "Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage," and includes floodplains where the base flood elevations have been determined (FEMA, 2008). Additionally, and as shown on Figure 4.10-4, *JE Fuller Coldwater Canyon Wash Geomorphology Study Flood Hazard Zone Exhibit*, the majority of the Project site is identified within the limits of the delineated "Flood Hazard Zone Limits." The limits marked by the red boundary lines on Figure 4.10-4 were determined by the Coldwater Canyon Wash Geomorphology study as a composite of five different analyses, and are defined as "areas of likely erosion hazard" (Fuller, 2018b, p. 85). Pursuant to Section 5 of Riverside County Ordinance No. 458, both the Temescal Wash Zone AE Floodplain (as shown on the FEMA FIRM map shown on Figure 4.10-3) and the Coldwater Canyon Wash Flood Hazard Zone limits (see the light-shaded blue limits on Figure 4.10-4) are considered to be Special Flood Hazard Areas (SFHA). Ordinance No. 458 sets forth the administration and procedure regarding development within a special flood hazard area of any map or study referred to in Section 5 of the ordinance. The process to change the SFHAs is described in Section 9.b of Ordinance 458.

Source(s): Thienes Engineering, Inc. (04-22-2021)

Figure 4.10-2

Not to Scale

Existing Conditions Hydrology Map

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 11. The **horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, N/NGS12
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at **(301) 713-3242**, or visit its website at http://www.ngs.noaa.gov.

Base map information shown on this FIRM was derived from U.S. Geological Survey Digital Orthophoto Quadrangles produced at a scale of 1:12,000 from photography dated 1994 or later.

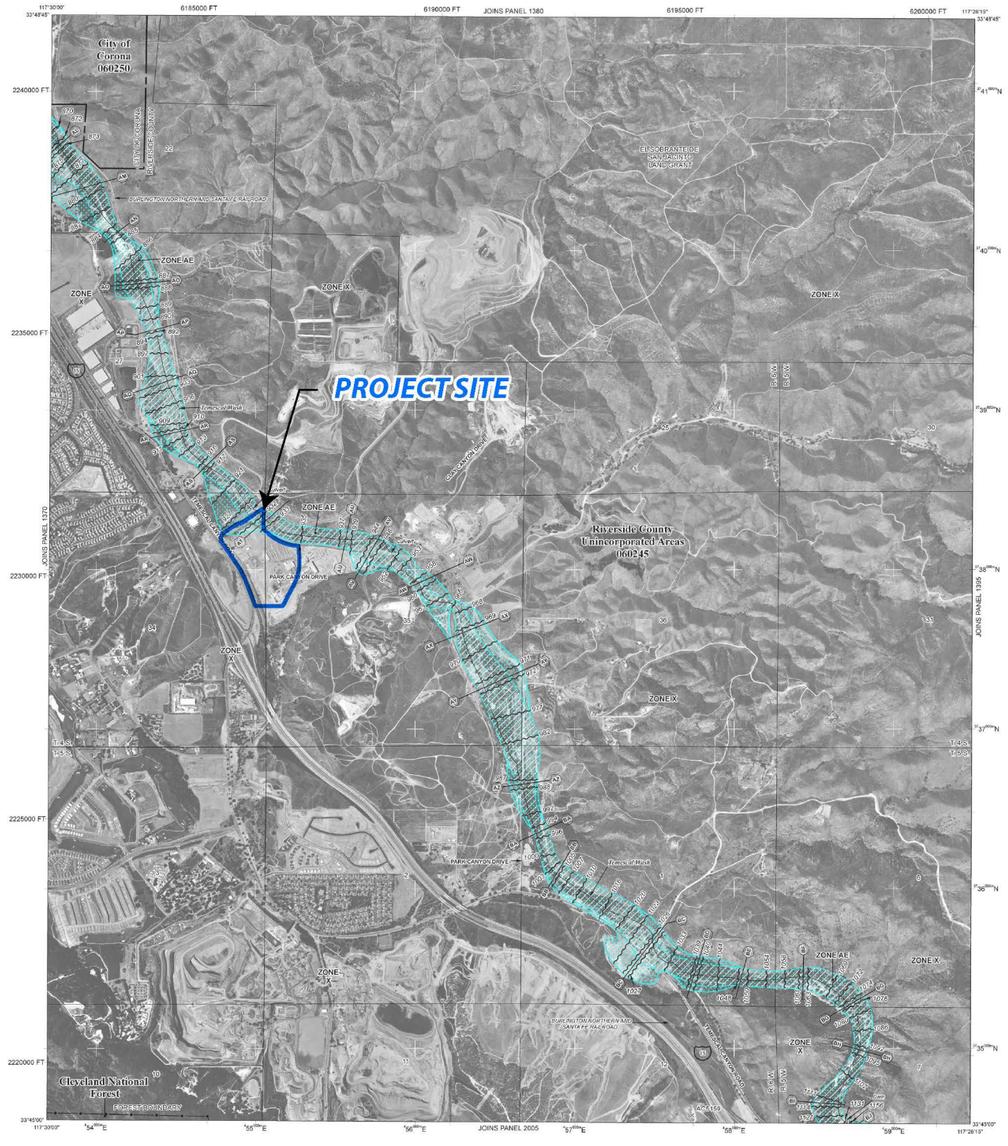
This map may reflect more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data in the Flood Insurance Study Report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and its website at http://msc.fema.gov.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call **1-877-FEMA MAP** (1-877-336-2627) or visit the FEMA website at http://www.fema.gov.



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

- ZONE A — No Base Flood Elevations determined.
- ZONE AE — Base Flood Elevations determined.
- ZONE AH — Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- ZONE AO — Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- ZONE AR — Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
- ZONE A99 — Area to be protected from 1% annual chance flood by a federal flood protection system under construction; no Base Flood Elevations determined.
- ZONE V — Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- ZONE VE — Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

- ZONE X — Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

- ZONE X — Areas determined to be outside the 0.2% annual chance floodplain.
- ZONE D — Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- 513 (EL. 987) — Base Flood Elevation line and value; elevation in feet*
- Base Flood Elevation value where uniform within zone; elevation in feet*

* Referred to the North American Vertical Datum of 1988

- A — A — Cross section line
- B — B — Transect line

87°07'45", 32°22'30" — Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere

- 3758000mN — 1000-meter Universal Transverse Mercator grid values, zone 11N
- 600000 FT — 5000-foot grid ticks: California State Plane coordinate system, zone VI (FIPSZONE 0406), Lambert Conformal Conic projection
- DX5510 × — Bench mark (see explanation in Notes to Users section of this FIRM panel)
- M1.5 — River Mile

MAP REPOSITORY
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
August 28, 2008

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your Insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 1000'
500 0 1000 2000 FEET
300 0 300 600 METERS

NFIP — NATIONAL FLOOD INSURANCE PROGRAM

PANEL 1390G

FIRM
FLOOD INSURANCE RATE MAP

RIVERSIDE COUNTY, CALIFORNIA AND INCORPORATED AREAS

PANEL 1390 OF 3805
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS

COMMUNITY	NUMBER	PANEL	SUFFIX
CORONA, CITY OF	060250	1390	G
RIVERSIDE COUNTY	060245	1390	G

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

MAP NUMBER 06065C1390G

EFFECTIVE DATE AUGUST 28, 2008

Federal Emergency Management Agency

Source(s): FEMA (08-28-2008)

Figure 4.10-3

Not to Scale

FEMA Flood Insurance Rate Map No. 06065C1390G

Source(s): JE Fuller (October 2018)

Figure 4.10-4

Not to Scale

JE Fuller Coldwater Canyon Wash Geomorphology Study Flood Hazard Zone Exhibit

D. Water Quality

The Project site is located within the jurisdiction of the Santa Ana Basin Regional Water Quality Control Board (RWQCB). As indicated in Table 4.10-1, *Identification of Receiving Waters*, the receiving waters of flows from the Project site include Temescal Creek Reach 2, Temescal Creek Reach 1, Santa Ana River Reach 3, the Prado Basin Management Zone, Santa Ana River Reach 2, Santa Ana River Reach 1, Tidal Prism of Santa Ana River and Newport Slough, and Pacific Ocean Near Short Zone. Of these receiving waters, Temescal Creek Reach 2, the Prado Basin Management Zone, Santa Ana River Reach 1, and the Pacific Ocean Near Shore Zone are not listed as "impaired" in accordance with the Clean Water Act (CWA) 303(d) list regulations. Temescal Creek Reach 1 is impaired by pH. Santa Ana River Reach 3 is impaired by nitrates, pathogens, copper, and lead. Santa Ana River Reach 2 is impaired by indicator bacteria, and the Tidal Prism of Santa Ana River and Newport Slough is impaired by enterococcus, fecal coliform, and total coliform. (Thienes, 2025b, pp. 7-8).

Table 4.10-1 Identification of Receiving Waters

Receiving Waters	EPA Approved 303(d) List Impairments	Designated Beneficial Uses	Proximity to RARE Beneficial Use
Temescal Creek, Reach 2	None	AGR, IND, GWR, REC1, REC2, WARM, WILD	Not classified as a RARE waterbody.
Temescal Creek, Reach 1	pH	REC1, REC2, WARM, WILD	Not classified as a RARE waterbody.
Santa Ana River, Reach 3	Nitrate, Pathogens, Copper, and Lead	AGR, GWR, REC1, REC2, WARM, WILD, RARE	46 miles
The Prado Basin Management Zone	None	REC1, REC2, WARM, WILD, RARE	46 miles
Santa Ana River, Reach 2	Indicator Bacteria	AGR, GWR, REC1, REC2, WARM, WILD, RARE	51 miles
Santa Ana River, Reach 1	None	REC1, REC2, WARM, WILD	Not classified as a RARE waterbody.
Tidal Prism of Santa Ana River and Newport Slough	Enterococcus, Fecal Coliform, Total Coliform	REC1, REC2, COMM, WILD, RARE, MAR	77 miles
Pacific Ocean Near shore Zone	None	IND, NAV, REC1, REC2, COMM, WILD, RARE, SPWN, MAR, SHEL	77 miles

Notes: AGR = Agricultural Supply; GWR = Groundwater Recharge; REC1 = Water Contact Recreation; REC2 = Non-contact Water Recreation; WARM = Warm Freshwater Habitat; WILD = Wildlife Habitat; IND = Industrial Service Supply; RARE = Rare, Threatened or Endangered Species; COMM = Commercial and Sportfishing; MAR = Marine Habitat; NAV = Navigation; SPWN = Spawning, Reproduction and Development; and SHEL = Shellfish Harvesting.
(Thienes, 2025b, Table A.1)

E. Groundwater

The Project site overlies the Bedford-Coldwater Groundwater Subbasin (BCGS). The BCGS is bound on the east and west by consolidated rocks of Estelle Mountain and the Santa Ana Mountains, respectively. The

BCGS is composed of alluvial fan, alluvial valley, axial channel, and wash deposits. These deposits are sourced from the Santa Ana Mountains to the west of the BCGS and the Peninsular Ranges to the east of the BCGS.

The alluvial fan deposits in the Coldwater area extend into the Bedford area and have been disrupted by faulting. Channel deposits along Temescal Wash and local tributaries define the eastern boundary of the BCGS. In the northern Bedford area, a variety of Tertiary sedimentary units crop out and the character of these deposits and the groundwater chemistry differs from the alluvial fans to the north in the Temescal Subbasin and those to the south in the Elsinore Groundwater Basin. These deposits vary in depth from less than 40 feet up to 500 feet in the Bedford area (eastern portion of the BCGS) and up to 800 feet in thickness in the deepest portions of the Coldwater area (western portion of the BCGS). (BCGSA, 2021, p. ES-1)

The Temescal Valley Water District (TVWD), which would provide potable water service to the Project site, along with the City of Corona and the Elsinore Valley Municipal Water District (EVMWD), signed a Joint Powers Agreement creating a Joint Powers Authority (JPA) and forming the Bedford-Coldwater Groundwater Sustainability Agency (BCGSA) to manage the BCGS. In November 2021, the BCGSA adopted the "Groundwater Sustainability Plan – Bedford-Coldwater Basin" (herein, "GSP") pursuant to the Sustainable Groundwater Management Act (SGMA). The GSP is intended to plan for achieving and/or maintaining sustainability of the BCGS within 20 years of implementing the plan. The BCGS has been designated by the California Department of Water Resources (DWR) as very low-priority; however, the goal of the GSP is to promote health of the BCGS by maintaining the generally balanced water budget, continuing to prevent chronic overdraft, and avoiding undesirable results. (BCGSA, 2021, p. ES-1)

The BCGS is divided into two Management Areas (MAs) designed to facilitate analysis, management, and implementation of the GSP. The Project site is located within the Bedford MA, which occupies roughly the eastern two-thirds of the BCGS. It is separated from the Coldwater MA by the Glen Ivy Fault, which is a partial barrier to groundwater flow. The Coldwater MA is the part of the Basin west of the Glen Ivy Fault and west of the Project site. Because of downward movement on that side of the fault, the thickness in the Coldwater MA is much greater than in the Bedford MA. (BCGSA, 2021, p. ES-2)

As documented by the Project's geotechnical investigation (EIR *Technical Appendix F*), groundwater in the Project vicinity is in excess of 50 feet below grade. Some minor seeping of perched water was found during site excavations at a depth of 9 to 10 feet below grade. (NorCal, 2019, p. 6)

4.10.2 Applicable Regulatory Requirements

The following is a brief description of the federal, State, and local environmental laws and related regulations related to hydrology and water quality.

A. Federal Regulations

1. Clean Water Act

The CWA establishes the basic structure for regulating discharges of pollutants into the waters of the United States (U.S.) and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948

and was called the Federal Water Pollution Control Act, but the Act was substantially reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972. Under the CWA, the U.S. Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industry, and has set water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. The EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. (EPA, 2024f)

2. Federal Flood Insurance Program

The U.S. Congress established the National Flood Insurance Program (NFIP) with the passage of the National Flood Insurance Act of 1968. The NFIP is a federal program enabling property owners in participating communities to purchase insurance as a protection against flood losses in exchange for State and community floodplain management regulations that reduce future flood damages. Participation in the NFIP is based on an agreement between communities and the federal government. If a community adopts and enforces a floodplain management ordinance to reduce future flood risk to new construction in floodplains, the federal government will make flood insurance available within the community as a financial protection against flood losses. This insurance is designed to provide an insurance alternative to disaster assistance to reduce the escalating costs of repairing damage to buildings and their contents caused by floods. The Federal Insurance and Mitigation Administration (FIMA) within the Federal Emergency Management Agency (FEMA) is responsible for administering the National Flood Insurance Program (NFIP) and administering programs that provide assistance for mitigating future damages from natural hazards. (FEMA, 2024b)

3. Executive Order 11988 – Floodplain Management

Executive Order 11988 requires federal agencies to avoid to the extent possible the long- and short-term adverse impacts associated with the occupancy and modification of flood plains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative. In accomplishing this objective, "each agency shall provide leadership and shall take action to reduce the risk of flood loss, to minimize the impact of floods on human safety, health, and welfare, and to restore and preserve the natural and beneficial values served by flood plains in carrying out its responsibilities" for the following actions (FEMA, 2021):

- acquiring, managing, and disposing of federal lands and facilities;
- providing federally-undertaken, financed, or assisted construction and improvements; and
- conducting federal activities and programs affecting land use, including but not limited to water and related land resources planning, regulation, and licensing activities.

B. State Regulations

1. Porter-Cologne Water Control Act

The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and groundwater and to both point and non-point sources of pollution. Pursuant to the Porter-Cologne Act (California Water Code § 13000 et seq.), the policy of the State is as follows: (SWRCB, 2024a)

- That the quality of all the waters of the State shall be protected;
- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason; and
- That the State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation.

The Porter-Cologne Act established nine Regional Water Boards (based on hydrogeologic barriers) and the State Water Board, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The State Water Resources Control Board (SWRCB) provides program guidance and oversight, allocates funds, and reviews decisions of the Regional Water Boards. In addition, the SWRCB allocates rights to the use of surface water. The Regional Water Boards have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrologic regions. The State Water Board and Regional Water Boards have numerous non-point source (NPS) related responsibilities, including monitoring and assessment, planning, financial assistance, and management. (SWRCB, 2024a)

The Regional Water Boards regulate discharges under the Porter-Cologne Act primarily through issuance of NPDES permits for point source discharges and waste discharge requirements (WDRs) for NPS discharges. Anyone discharging or proposing to discharge materials that could affect water quality (other than to a community sanitary sewer system regulated by an NPDES permit) must file a report of waste discharge. The SWRCB and the Regional Water Quality Control Boards (RWQCBs) can make their own investigations or may require dischargers to carry out water quality investigations and report on water quality issues. The Porter-Cologne Act provides several options for enforcing WDRs and other orders, including cease and desist orders, cleanup and abatement orders, administrative civil liability orders, civil court actions, and criminal prosecutions. (SWRCB, 2024a)

The Porter-Cologne Act also implements many provisions of the CWA, such as the NPDES permitting program. The Porter-Cologne Act also requires adoption of water quality control plans that contain the guiding policies of water pollution management in California. In addition, regional water quality control plans (basin plans) have been adopted by each of the Regional Water Boards and get updated as necessary and practical. These plans identify the existing and potential beneficial uses of waters of the State and establish water quality objectives to protect these uses. The basin plans also contain implementation, surveillance, and monitoring plans (SWRCB, 2024a). The Project site is located within the Santa Ana River Watershed, which is within the

purview of the Santa Ana Regional Water Quality Control Board (RWQCB). The Santa Ana River Basin Plan ("Basin Plan") is the governing water quality plan for the region.

2. California Water Code

The California Water Code is the principal State law regulating water quality in California. Water quality provisions must be complied with as contained in numerous code sections including: 1) the Health and Safety Code for the protection of ground and surface waters from hazardous waste and other toxic substances; 2) the Fish and Game Code for the prevention of unauthorized diversions of any surface water and discharge of any substance that may be deleterious to fish, plant, animal, or bird life; 3) the Harbors and Navigation Code for the prevention of the unauthorized discharge of waste from vessels into surface waters; and 4) the Food and Agriculture Code for the protection of groundwater which may be used for drinking water supplies. The California Department of Fish and Wildlife (CDFW), through provisions of the Fish & Game Code (§§ 1601 - 1603) is empowered to issue agreements for any alteration of a river, stream, or lake where fish or wildlife resources may be adversely affected. CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream, or lake as defined by CDFW. (CA Legislative Info, n.d.)

Surface water quality is the responsibility of the RWQCB, water supply and wastewater treatment agencies, and city and county governments. The principal means of enforcement by the RWQCB is through the development, adoption, and issuance of water discharge permits. RWQCB basin plans establish water quality objectives that are defined as the limits or levels of water quality constituents or characteristics for the reasonable protection of beneficial uses of water. (CA Legislative Info, n.d.)

3. California Toxics Rule (CTR)

The California Toxics Rule (CTR) fills the gap in California's water quality standards necessary to protect human health and aquatic life beneficial uses. The CTR criteria are similar to those published in the National Recommended Water Quality Criteria. The CTR supplements, and does not change or supersede, the criteria that the EPA promulgated for California waters in the National Toxics Rule (NTR). The human health NTR and CTR criteria that apply to drinking water sources (those water bodies designated in the basin plans as municipal and domestic supply) consider chemical exposure through consumption of both water and aquatic organisms (fish and shellfish) harvested from the water. For waters that are not drinking water sources (e.g., enclosed bays and estuaries), human health NTR and CTR criteria only consider the consumption of contaminated aquatic organisms. The CTR and NTR criteria, along with the beneficial use designations in the basin plans and the related implementation policies, are the directly applicable water quality standards for toxic priority pollutants in California waters. (SWRCB, 2016, pp. 14-15)

4. California Fish and Game Code Section 1602 (Lake- or Streambed Alteration Agreement Program)

Fish and Game Code § 1602 requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following (CDFW, 2025b):

- Substantially divert or obstruct the natural flow of any river, stream, or lake;

- Substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or
- Deposit debris, waste, or other materials that could pass into any river, stream, or lake.

"Any river, stream, or lake" includes those that are episodic (they are dry for periods of time) as well as those that are perennial (they flow year-round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water. (CDFW, 2025b)

CDFW requires a Lake and Streambed Alteration (LSA) Agreement when it determines that the activity, as described in a complete LSA Notification, may substantially adversely affect existing fish or wildlife resources. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify a project that would eliminate or reduce harmful impacts to fish and wildlife resources. Before issuing an LSA Agreement, CDFW must comply with the California Environmental Quality Act (CEQA). (CDFW, 2025b)

5. Watershed Management Initiative (WMI)

The State and Regional Water Boards are currently focused on looking at entire watersheds when addressing water pollution. The Water Boards adopted the Watershed Management Initiative (WMI) to further their goals. The WMI establishes a broad framework overlying the numerous federal and State mandated priorities. As such, the WMI helps the Water Boards achieve water resource protection, enhancement, and restoration while balancing economic and environmental impacts. (SWRCB, 2024c) The integrated approach of the WMI involves three main ideas:

- Use water quality to identify and prioritize water resource problems within individual watersheds. Involve stakeholders to develop solutions.
- Better coordinate point source and non-point source regulatory efforts. Establish working relationships between staff from different programs.
- Better coordinate local, State, and federal activities and programs, especially those relating to regulations and funding, to assist local watershed groups. (SWRCB, 2024c)

6. Sustainable Groundwater Management Act (SGMA)

The 2014 Sustainable Groundwater Management Act (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. The DWR categorizes the priority of groundwater basins. For critically over-drafted basins, that will be 2040. For the remaining high and medium priority basins, 2042 is the deadline. The SGMA also requires local public agencies and Groundwater Sustainability Agencies (GSAs) in high- and medium-priority basins to develop and implement Groundwater Sustainability Plans (GSPs) or Alternatives to GSPs. GSPs are detailed plans for how groundwater basins will reach long term sustainability. (DWR, 2024b)

4.10.3 Basis for Determining Significance

Section X of Appendix G to the CEQA Guidelines addresses typical adverse effects to hydrology and water quality, and includes the following threshold questions to evaluate a Project's impacts (OPR, 2018a):

- Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

- 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?

- 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 substantial erosion or siltation on or off site?
  - Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site? or
  - 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?

- In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

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

Significance thresholds are set forth in Riverside County's Environmental Assessment Checklist, are derived from Section X of Appendix G to the CEQA Guidelines (listed above), and state that the proposed Project would have a significant impact to hydrology and water quality if construction and/or operation of 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;*

d. *Result in substantial erosion or siltation on-site or off-site;*

e. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site;

f. 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;

g. Impede or redirect flood flows;

h. In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation; or

i. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

The significance thresholds set forth in Riverside County's Environmental Assessment Checklist were used to evaluate the significance of the proposed Project's impacts on hydrology and water quality.

4.10.4 Impact Analysis

Threshold a.:	***Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***
Threshold b.:	***Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***
Threshold i.:	***Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

Potable water service to the Project site would be provided by the TVWD and the Project would not involve direct groundwater extraction via existing or proposed groundwater wells. Additionally, although the Project would result in a substantial increase in impervious surfaces on the site, the total amount of runoff from the site would be similar to existing conditions, and all runoff would be conveyed to downstream facilities where groundwater infiltration would continue to occur (i.e., Temescal Creek, Santa Ana River, etc.). Furthermore, the TVWD obtains 100% of its potable water supplies from Western Municipal Water District (WMWD), which in turn purchases State Water Project (SWP) water from Metropolitan Water District (MWD). While TVWD does obtain recycled water through local groundwater extraction, the Project would not be served with recycled water due to the limited number of landscaped areas on site. As such, the Project would not be served with groundwater supplies from the BCGS. Thus, 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.

The Project site is located within the jurisdiction of the Santa Ana RWQCB. Water quality information for the Santa Ana River watershed is contained in the Santa Ana Region Basin Plan ("Basin Plan"), as most recently updated in June 2019 (SARWQCB, 2019). Additionally, the Project site is located within the purview of the

BCGSA and the Bedford-Coldwater Basin GSP (BCGSA, 2021). The Project's consistency with each is discussed below.

Santa Ana Region Basin Plan

The California Porter-Cologne Water Quality Control Act (§ 13000 "Water Quality") et seq., of the California Water Code), and the CWA require that comprehensive water quality control plans be developed for all waters within the State of California. The Project site is located within the jurisdiction of the Santa Ana RWQCB. Water quality information for the Santa Ana River Watershed is contained in the Santa Ana Region Basin Plan (as most recently updated in June 2019). This document is herein incorporated by reference and is available for public review at the Santa Ana RWQCB office located at 3737 Main Street, Suite 500, Riverside, CA 92501-3348. (SARWQCB, 2019)

The CWA requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA. The Project site resides within the Santa Ana Watershed and receiving waters for the property's drainage are Temescal Creek Reach 2, Temescal Creek Reach 1, Santa Ana River Reach 3, the Prado Basin Management Zone, Santa Ana River Reach 2, Santa Ana River Reach 1, Tidal Prism of Santa Ana River and Newport Slough, and Pacific Ocean Near Short Zone. Receiving waters listed on the Section 303(d) list include Temescal Creek Reach 1 (impaired by pH), Santa Ana River Reach 3 (impaired by nitrates, pathogens, copper, and led), Santa Ana River Reach 2 (impaired by indicator bacteria), and Tidal Prism of Santa Ana River and Newport Slough (impaired by enterococcus, fecal coliform, and total coliform). Temescal Creek Reach 2, the Prado Basin Management Zone, Santa Ana River Reach 1, and Pacific Ocean Near Short Zone currently are not listed as impaired. (Thienes, 2025b, pp. 7-8)

Specific provision of the CWA applicable to the proposed Project is CWA Section 402, which authorizes the NPDES permit program that covers point sources of pollution discharging to a water body. The NPDES program also requires operators of construction sites one acre or larger to prepare a Stormwater Pollution Prevention Plan (SWPPP) and obtain authorization to discharge stormwater under an NPDES construction stormwater permit.

Provided below is a discussion of the Project's potential to conflict with the Santa Ana Region Basin Plan during both construction and long-term operation.

Construction-Related Water Quality

Construction of the proposed Project would involve clearing, grading, paving, utility installation, building construction, and landscaping activities, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of any protective or avoidance measures.

Pursuant to the requirements of the Santa Ana RWQCB and Riverside County, the Project Applicant would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. In addition, the Project would be required to comply with the RWQCB's Basin Plan. Compliance with the NPDES permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP is required to specify the Best Management Practices (BMPs) that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Mandatory compliance with the SWPPP would ensure that the proposed Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, with mandatory adherence to the future required SWPPP, runoff associated with Project-related construction activities would not conflict with the Santa Ana Region Basin Plan requirements, and impacts would be less than significant.

Operational Water Quality Impacts

As noted above, receiving waters for the property's drainage are Temescal Creek Reach 2, Temescal Creek Reach 1, Santa Ana River Reach 3, the Prado Basin Management Zone, Santa Ana River Reach 2, Santa Ana River Reach 1, Tidal Prism of Santa Ana River and Newport Slough, and Pacific Ocean Near Short Zone. Receiving waters listed on the Section 303(d) list include Temescal Creek Reach 1 (impaired by pH), Santa Ana River Reach 3 (impaired by nitrates, pathogens, copper, and led), Santa Ana River Reach 2 (impaired by indicator bacteria), and Tidal Prism of Santa Ana River and Newport Slough (impaired by enterococcus, fecal coliform, and total coliform). Temescal Creek Reach 2, the Prado Basin Management Zone, Santa Ana River Reach 1, and Pacific Ocean Near Short Zone currently are not listed as impaired (Thienes, 2025b, pp. 7-8). To assess the Project's potential for water quality impacts, Project-specific Hydrology and Water Quality Technical Appendices were prepared for the Project and are included as *Technical Appendices I1* and *I2*, respectively.

To meet NPDES requirements, the Project's proposed storm drain system would be designed to route first flush runoff to catch basins proposed throughout the suite towards underground infiltration chambers, which would retain the runoff produced by the 85th percentile storm rainfall depth. Additional storage in the underground chambers will be provided to mitigate hydrologic conditions of concern (HCOC). The proposed drainage improvements have been designed to detain runoff and provide water quality treatment, and would reduce pollutants of concern in runoff leaving the Project site, such as bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash/debris, and oil/grease (Thienes, 2025b, pp. 6, 25). Because all runoff generated on site would be appropriately treated prior to ultimate discharge into the Temescal Wash, the proposed Project would not conflict with the Santa Ana Region Basin Plan, and impacts would therefore be less than significant.

Groundwater Sustainability Plan – Bedford-Coldwater Basin (GSP)

As previously discussed, The TVWD, along with the City of Corona and the EVMWD, signed a Joint Powers Agreement creating a JPA and forming the BCGSA to manage the BCGS. In November 2021, the BCGSA adopted the "Groundwater Sustainability Plan – Bedford-Coldwater Basin" (herein, "GSP") pursuant to the

SGMA. The GSP is intended to plan for achieving and/or maintaining sustainability of the BCGS within 20 years of implementing the plan. The BCGS has been designated by the California Department of Water Resources (DWR) as very low-priority; however, the goal of the GSP is to promote health of the BCGS by maintaining the generally balanced water budget, continuing to prevent chronic overdraft, and avoiding undesirable results. The BCGS covers approximately 11 square miles and has been divided into 2 groundwater management zones. The Project site is located within the Bedford Management Area. (BCGSA, 2021, pp. ES-1 and ES-2)

There are no existing groundwater wells on the Project site, and no groundwater wells are proposed as part of the Project. As such, the Project would not directly extract groundwater, but would instead obtain potable water from the TVWD. As previously noted, the TVWD obtains 100% of its potable water supplies from WMWD, which in turn purchases SWP water from MWD. While TVWD does obtain recycled water through local groundwater extraction, the Project would not be served with recycled water due to the limited amount of landscaped areas on site. Thus, the Project would not be served with groundwater supplies from the BCGS. Accordingly, the Project only would have the potential to conflict with the GSP if the Project were to contribute to or exacerbate existing water quality problems within the basin. Provided below is a discussion of the Project's potential to affect groundwater quality during construction and long-term operations.

As noted above under the discussion of the Project's consistency with the Santa Ana Region Basin Plan, the Project Applicant would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. Compliance with the NPDES permit and the Santa Ana Region Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP is required to specify the BMPs that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Mandatory compliance with the SWPPP would ensure that construction of the proposed Project does not result in polluted runoff that could adversely affect water quality within the BCGS. Additionally, the total amount of runoff from the Project site during construction would not change substantially in relation to existing conditions, thereby continuing to allow for infiltration into the BCGS basin. Accordingly, during construction the Project would not conflict with the Bedford-Coldwater GSP, and a less-than-significant impact would occur.

Following construction activities, infiltration on the Project site largely would be precluded and would be limited to landscaped areas, as remaining areas of the site would be covered with impervious surfaces (i.e., buildings, drive aisles, etc.). However, under existing conditions all runoff generated on and tributary to the Project site is conveyed directly or indirectly to the Temescal Wash. While a nominal amount of groundwater recharge may occur on the site under existing conditions, the majority of runoff is conveyed to downstream facilities, which ultimately include unlined drainage channels and bodies of water (i.e., Temescal Creek, Santa Ana River, etc.) wherein groundwater recharge occurs. These conditions would not substantially change under the proposed Project. Groundwater recharge would continue to occur downstream, as it does under existing conditions.

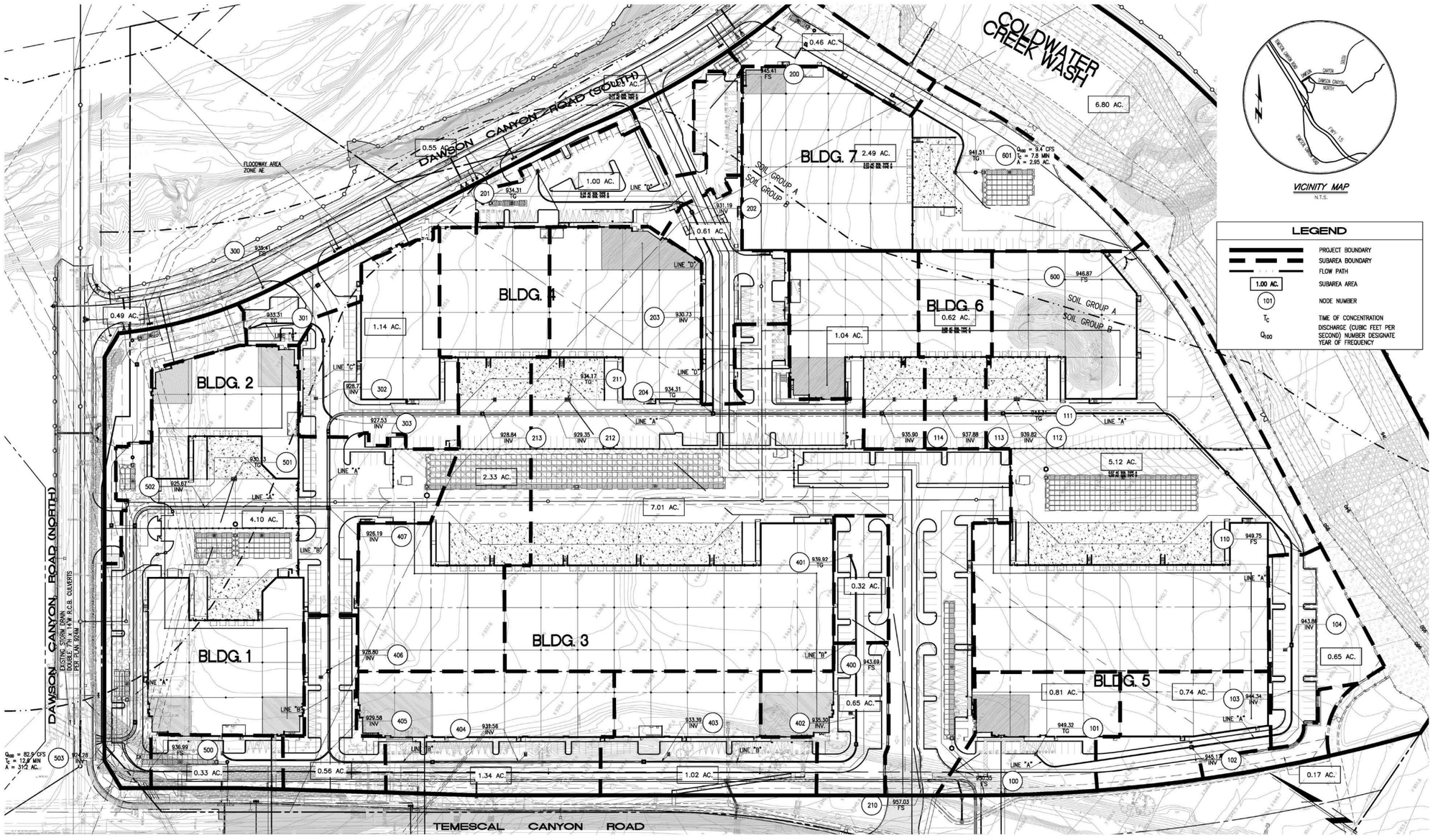
With respect to groundwater quality under long-term operations, the Project Applicant would be required to identify measures to reduce pollutants in runoff from the Project site pursuant to the applicable NPDES permit requirements. Measures to address water quality are identified as part of the Project's WQMP (*Technical Appendix I2*). These measures include routing first flush flows on the Project site towards a series of catch basins that would route flows to a series of underground infiltration systems proposed throughout the Project site. Treatment provided by the underground infiltration systems would be effective in treating pollutants of concern in runoff leaving the Project site, such as bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash/debris, and oil/grease (Thienes, 2025b, pp. 6, 25). With mandatory compliance with the Project's WQMP, the Project would not contribute substantial amounts of polluted runoff towards the BCGS. As such, the proposed Project would not conflict with or interfere with implementation of the Bedford-Coldwater GSP, and impacts would therefore be less than significant.

Threshold c.: ***Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?***

Threshold f.: ***Would the Project 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?***

Please refer to the analysis of Thresholds a., b, and i. As indicated in the analysis, with implementation of the Project's proposed drainage system, the Project would not generate substantial additional sources of polluted runoff. Accordingly, impacts associated with water quality would be less than significant.

As previously depicted on EIR Figure 3-4 and as shown on Figure 4.10-5, *Proposed Conditions Hydrology Map*, grading proposed as part of the Project would not substantially alter the existing topography of the Project site. The Project would involve the realignment of the Coldwater Canyon Wash (CCW) drainage from the western portion of the Project site to the eastern portion of the Project site. The CCW was previously realigned from the east-central portion of the Project site (upstream of the Dawson Canyon Road Bridge) to the western portion of the Project site (downstream of the Dawson Canyon Road Bridge) to facilitate the site's previous use as a concrete pipe manufacturing facility. The proposed realignment would generally realign the CCW drainage along the southeastern boundary of the Project site (generally consistent with the historic drainage pattern for the CCW). The realigned CCW drainage channel would collect flows from the existing CCW at the southwest corner of the Project site as well as off-site flows tributary to the southeastern portions of the Project site, and convey these flows directly into the Temescal Canyon Wash. Additionally, runoff generated on the Project site would be conveyed by a proposed on-site storm drainage system to the northwest, where the flows would discharge into existing box culvert drainage facilities associated with the Coldwater Canyon Wash that cross under Dawson Canyon Road. Provided below is a discussion of potential impacts associated with the CCW drainage and the Project's proposed on-site drainage system.



Source(s): Thienes Engineering, Inc. (03-04-2025)

Not to Scale

Figure 4.10-5

Proposed Conditions Hydrology Map

On-Site Drainage

With implementation of the proposed Project, a majority of the Project site would be developed with impervious surfaces, with approximately 33.6% of the site consisting of landscaped, drainage, and open space areas that would continue to allow for infiltration. As shown on Figure 4.10-5, runoff generated on the site would be conveyed to a series of catch basins and storm drain lines ranging in size from 12 inches to 54 inches in diameter. First flush runoff would be directed to one of several underground infiltration systems for water quality treatment. Following water quality treatment, the treated runoff from the Building 1 through Building 6 sites would be conveyed to existing box culvert drainage facilities associated with the Coldwater Canyon Wash (CCW) that cross under Dawson Canyon Road discharging to the Temescal Wash. With implementation of the proposed Project's stormwater drainage system, runoff discharging from the Project site would increase from 46.6 cfs to 92.3 cfs for the 100-year design storm event, with approximately 82.9 cfs being conveyed to the existing 12.0'wide x 7.0' high RCB along the existing alignment of CCW and approximately 9.4 cfs being directed to the realigned CCW. Although this represents an increase in the rate of runoff from the site, the majority of these flows would be conveyed to drainage facilities associated with the existing CCW alignment near the northwest corner of the Project site. Because flows associated with the CCW would be diverted along the southeastern Project boundary, the total amount of runoff discharged into the existing box culvert drainage facilities associated with the CCW that cross under Dawson Canyon Road would be decreased from the existing conditions capacity of 2,561 cfs (as calculated by JE Fuller (Fuller, 2018b, p. Table 12)) to a 100-year storm event of 330.2 cfs (as calculated by Rick Engineering (Rick, 2021)). This is an approximately 87% reduction of peak flow rate as compared to existing conditions. Additionally, the anticipated 9.4 cfs that would be generated on the Building 7 site would be directed to the realigned CCW on site and ultimately into the Temescal Wash, which would represent a net decrease in flows through this portion of the Project site, as under existing conditions approximately 46.6 cfs of runoff generated on the Project site is routed to the Temescal Wash. As such, these reductions would more than offset the projected increase in peak runoff from the Project site that would be conveyed to the existing box culvert drainage facilities associated with the Coldwater Canyon Wash that cross under Dawson Canyon Road and discharge to the Temescal Wash. The Project would thus not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. Impacts would be less than significant.

Coldwater Canyon Wash Realignment

With the realignment of the CCW from the western Project boundary to the southeastern Project boundary, the confluence of CCW into Temescal Wash would occur approximately 1,000 feet further upstream from where the CCW currently confluences with the Temescal Wash. The proposed realignment would restore the discharge location closer to where it historically occurred, prior to a past realignment that occurred in the late 1960s or early 1970s with the construction of the concrete pipe manufacturing facility that previously occupied the Project site. With the proposed realignment of the CCW, the total 100-year flow rate within Temescal Wash would be increased by 22% for the 1,000-foot reach between the proposed confluence and the existing confluence. This increase in flow also would result in an increase to water surface elevations and velocities. Considering a 100-year storm event in Temescal Wash, the increase in water surface elevations would range from 0.4 feet to 0.9 feet between the existing confluence location and the existing Dawson Canyon Road Bridge, 0.9 feet to 1.2 feet upstream of the bridge to the proposed confluence location, and transitioning from 0.5-foot increase to 0.0-foot increase upstream of the proposed confluence (with no measurable increase

approximately 0.4-mile upstream of the proposed confluence). The increase in velocity would be less than 1.0 feet per second (fps) in the reach from the existing confluence location to the proposed confluence location. (Cadre, 2023, p. 2)

The increased flows along the 1,000-foot segment of Temescal Wash have been addressed in a technical memorandum prepared by Rick Engineering and included as EIR *Technical Appendix I4*. As discussed therein, along the southern slope of Dawson Canyon Road adjacent to Temescal Wash a soil cement slope would be constructed at a gradient varying from 1.5:1 to 1:1 with a maximum slope height of approximately 16 feet, which would extend along Temescal Wash from approximately 250 feet upstream of Dawson Canyon Road North along Dawson Canyon Road South to just upstream of its confluence with the realigned Coldwater Canyon. The soil cement slope is proposed with varying steepness, projecting to a calculated scour depth to provide resiliency against future lateral and vertical migration of Temescal Wash. Additional riprap armoring beneath the Dawson Canyon Road North bridge is also proposed to provide additional resiliency against vertical erosion. Thus, with implementation of the proposed soil cement slope, the Project would not alter the course of Temescal Wash as compared to existing conditions (Rick, 2024a). The increase in flow rate also would not exceed the capacity of the Temescal Wash drainage facilities within the affected reach (Rick, 2024b, p. 20). The calculated water surface elevations for the proposed condition of Temescal Wash provide approximately 3.5 feet of freeboard between proposed condition water surface elevation and the bottom chord of the Dawson Canyon Road Bridge. As such, impacts would be less than significant.

Threshold d.: Would the Project result in substantial erosion or siltation on-site or off-site?

A. Construction-Related Erosion Impacts

As shown on EIR Figures 3-4 and 3-9, the Project is designed to generally maintain the existing topography of the Project site, with modifications as necessary to accommodate site development and proposed drainage conditions. Nonetheless, construction of the proposed Project would involve clearing and grading of the site, which could cause erosion. In addition, on-site erosion could occur if graded slopes are not stabilized prior to ultimate development or landscaping. The proposed grading activities would generate silt which could be carried off site during a heavy rainfall event. Should such an event occur in the absence of any preventative measures to contain silt and other soils on site, erosion and/or siltation downstream could result.

Pursuant to requirements of the SWRCB, the Project Applicant would be required to obtain a NPDES permit for construction activities on-site. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one (1) acre of total land area. Compliance with the NPDES permit involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP would specify BMPs to minimize the potential for erosion and siltation to occur and would include specific Project site measures to address the potential for the caving in of temporary excavations. Typical BMPs that are implemented at construction sites to protect water quality include the implementation of straw bale barriers, plastic sheeting/erosion control blankets, and outlet protection measures. With mandatory adherence to the SWPPP requirements, effects associated with construction-related erosion, siltation, water quality, and flooding on downstream water sources and flood control systems would be maintained at a level below significance.

B. Post-Development Erosion Impacts

Implementation of the proposed Project would convert the site from undeveloped land to a proposed warehouse development consisting of a last mile delivery station and associated parking areas. With development of the Project site, large portions of the Project site would consist of impervious surfaces, with areas of pervious surfaces largely confined to landscaped areas. Thus, the potential for erosion hazards on the site would be substantially decreased as compared to existing conditions with buildout of the Project.

However, and as noted under the analysis of Thresholds c. and f., with the proposed realignment of the CCW, the total flow rate within Temescal Wash would be increased in a 1,000-foot reach between the new confluence and the prior confluence with the CCW. This increase in flow over the 1,000-foot reach also would result in an increase to water surface elevations and velocities. Considering a 100-year storm event in Temescal Wash, the increase in water surface elevations would range from 0.4 feet to 0.9 feet between the existing confluence location and the existing Dawson Canyon Road Bridge, 0.9 feet to 1.2 feet upstream of the bridge to the proposed confluence location, and transitioning from 0.5-foot increase to 0.0-foot increase upstream of the proposed confluence (with no measurable increase approximately 0.4 mile upstream of the proposed confluence). The resulting increases in water surface elevation would be addressed by the FEMA Conditional Letter of Map Revision (CLOMR)/Letter of Map Revision (LOMR) process, as discussed herein in Subsection 4.10.7. The increase in velocity would be less than 1.0 fps in the reach from the existing confluence location to the proposed confluence location. Erosion within this reach would increase.

Erosion associated with the proposed CCW outfall location has the potential to contribute to scouring in the Temescal Wash over the 1,000-foot reach including under the existing Dawson Canyon Road Bridge, which is understood to have been constructed between 1985 and 1990. Scouring in this area is an existing condition and would continue to occur with or without the proposed Project. Nonetheless, the Project's increase in water surface elevation and velocity would contribute to the erosion and scouring effects.

In the existing condition, rock slope protection is present along the side slopes of the channel along the bridge, as well as across the bottom of the channel. It is understood that Temescal Wash has experienced incision in recent times including along the proposed Project's reach (Fuller, Task 1, Section 3, 2018a). This condition is anticipated to occur into the future, even without the proposed Project. An inspection of the existing bridge structure by Rick Engineering (refer to *Technical Appendix I3*) indicates that the overall condition of the bridge superstructure is fair; however, the creek channel depth has changed significantly since the construction of the bridge resulting in exposed portions of the substructure on the downstream side of the bridge. The preliminary hydraulic scour analysis of the bridge shows a likely general scour below the existing channel elevation of up to an additional 4.8 feet. The bottom of the tremie concrete is not exposed and the piles are not visible. There is not a stability concern with the bridge under the current scour conditions or under the expected general scour that would occur with implementation of the Project. The existing riprap that has been placed is likely sufficient to minimize local scour pockets at the piers to depths less than the approximately 6 feet necessary to initiate a pile buckling concern. Notwithstanding, and in an effort to provide a conservative analysis of the Project's potential impacts, because the Project's contribution to scouring and erosion has the potential to affect the

bridge structure, erosion impacts are considered to be potentially significant and cumulatively considerable, requiring mitigation in the form of bridge stability measures. (Rick, 2022)

Threshold e.: ***Would the Project substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?***

Threshold g.: ***Would the Project impede or redirect flood flows?***

As indicated under the analysis of Thresholds c. and f., with implementation of the proposed drainage system, runoff discharging from the Project site would increase by approximately 198 percent, from 46.6 cfs to 92.3 cfs (inclusive of runoff from the Building 7 site). Although this represents an increase in the rate of runoff from the site, the Project's engineering consultant (Thienes) has determined that such an increase would not exceed the capacity of any downstream facilities (Thienes, 2025a).

The Project would require modifications to the site's topography and drainage patterns to remove areas proposed for development from areas subject to flood hazards. Additionally, the Project would involve the realignment of the Coldwater Canyon Wash drainage from the western portion of the Project site to the eastern portion of the Project site. The Coldwater Canyon Wash was previously realigned from the eastern portion of the Project site to the western portion of the Project site to facilitate the site's historic use as a concrete pipe manufacturing facility. The proposed realignment would generally realign the Coldwater Canyon Wash along the southeastern Project boundary.

However, a majority of the Project site is identified in areas subject to inundation during flood events. The Project site would be required to be developed in a manner that removes areas planned for warehouse uses out of the existing flood hazard areas on site. These modifications to drainage patterns associated with the Project have the potential to reduce the flood capacity in the local area, which in turn could increase flood hazards on downstream properties. In the absence of mitigation, impacts due to flood hazards on site and affecting downstream properties would be potentially significant.

Threshold h.: ***In flood hazard, tsunami, or seiche zones, would the Project risk the release of pollutants due to Project inundation?***

The Project site is located approximately 24 miles northeast of the Pacific Ocean, and as such there is no potential for the Project site to be inundated with tsunamis. Additionally, there are no large enclosed bodies of water in the Project's immediate vicinity that could subject the site to hazards associated with seiches. However, a majority of the Project site is located within mapped flood hazard areas. Thus, in the absence of mitigation the Project has the potential to result in the release of pollutants due to Project site inundation. This is evaluated as a potentially significant impact for which mitigation would be required.

4.10.5 Cumulative Impact Analysis

The cumulative impact analysis considers construction and operation of the proposed Project in conjunction with other development projects in the vicinity of the Project site and resulting from full buildout of the

Riverside County General Plan and the general plans of local jurisdictions that are located within the Santa Ana River watershed.

As discussed under the analysis of Thresholds a., b., and i., the Project would result in less-than-significant impacts to surface and groundwater quality during construction because the Project Applicant would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. Compliance with the NPDES permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP is required to specify the BMPs that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Other cumulative developments within the cumulative study area also would be required to comply with the NPDES Municipal Stormwater Permit and would be required to implement BMPs during construction activities to preclude water quality impacts that could impair downstream waters or groundwater. As such, construction-related water quality impacts, as well as impacts due to a conflict with the Basin Plan and the Bedford-Coldwater GSP, would be less-than-cumulatively considerable. With respect to long-term impacts to water quality, the Project's proposed storm drain system would be designed to route first flush runoff to landscaped areas and a series of catch basins. Runoff collected by the catch basins would be routed to a series of underground infiltration systems proposed throughout the Project site. The underground infiltration systems have been designed to detain runoff and provide water quality treatment, and would reduce pollutants of concern in runoff leaving the Project site, such as bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash/debris, and oil/grease (Thienes, 2025b, p. 25). Other cumulative developments would similarly be required to incorporate BMPs to treat water quality pollutants of concern. Accordingly, the Project's impacts due to a conflict with the Basin Plan and/or the Bedford-Coldwater GSP would be less than significant on a cumulatively-considerable basis.

As indicated under the analysis of Thresholds c. and f., although the Project would involve the realignment of the CCW drainage from the western portion of the Project site to the eastern portion of the Project site, the CCW was previously realigned from the eastern portion of the Project site to the western portion of the Project site to facilitate the site's past use as a concrete pipe manufacturing facility. The proposed realignment would generally realign the CCW drainage along the southeastern Project boundary. As such, impacts due to the realignment of the CCW would be less than significant on a cumulatively-considerable basis.

With the realignment of the CCW from the western Project boundary to the southeastern Project boundary, the confluence of CCW into Temescal Wash would occur approximately 1,000 feet further upstream from where the CCW currently confluences with the Temescal Wash. With the proposed realignment of the CCW, the total 100-year flow rate within Temescal Wash would be increased by 22% for the 1,000-foot reach between the proposed confluence and the existing confluence. The increased flows along the 1,000-foot segment of Temescal Wash would not alter the course of Temescal Wash would be addressed through the construction of a soil cement slope along the southern slope of Dawson Canyon Road adjacent to Temescal Wash, which would extend along Temescal Wash from approximately 250 feet upstream of Dawson Canyon Road North along Dawson Canyon Road South to just upstream of its confluence with the realigned Coldwater Canyon. The soil cement slope is proposed with varying steepness, projecting to a calculated scour depth to provide

resiliency against future lateral and vertical migration of Temescal Wash. Additional riprap armoring beneath the Dawson Canyon Road North bridge is also proposed to provide additional resiliency against vertical erosion. Thus, with implementation of the proposed soil cement slope, the Project would not alter the course of Temescal Wash as compared to existing conditions. As such, impacts would be less than significant and less-than-cumulatively considerable.

As discussed under the analysis of Threshold d., during construction the Project would be subject to compliance with the applicable NPDES permit, which requires the preparation and implementation of a SWPPP to address erosion hazards associated with construction activities. Other cumulative developments similarly would be required to prepare and implement a SWPPP. As such, erosion-related hazards during construction activities would be less-than-cumulatively considerable. Additionally, implementation of the proposed Project would convert the site from undeveloped land to a proposed warehouse development consisting of a last mile delivery station and associated parking areas. With development of the Project site, large portions of the Project site would consist of impervious surfaces, with areas of pervious surfaces largely confined to landscaped areas. Thus, the potential for erosion hazards on the site would be substantially decreased as compared to existing conditions with buildout of the Project site. As such, long-term on-site erosion impacts would be less than significant on a cumulatively-considerable basis.

Off-site, and associated with the Project's proposed realignment of the CCW, the total flow rate within Temescal Wash would be increased in a 1,000-foot reach between the new confluence and the prior confluence with the CCW, including under the existing Dawson Canyon Road Bridge. Scouring and erosion in this area is an existing condition and would continue to occur with or without the proposed Project. Nonetheless, the Project's increase in water surface elevation and velocity would contribute to the erosion and scouring effects. Because the Project's contribution to scouring and erosion has the potential to cumulatively impact the bridge structure, erosion impacts are considered to be potentially significant and cumulatively considerable, requiring mitigation in the form of bridge stability measures.

Although runoff from the Project site would not exceed the capacity of downstream drainage facilities, a majority of the Project site is currently located in areas subject to inundation during flood events. The Project would require modifications to the site's topography and drainage patterns in order to remove areas proposed for development from areas subject to flood hazards. Other cumulative developments also may have the potential to be inundated during flood events. Modifications to drainage patterns associated with the Project and other cumulative developments have the potential to increase flood hazards on downstream properties. Thus, Project impacts due to flooding would be cumulatively considerable prior to mitigation.

The Project site is not subject to inundation associated with tsunamis or seiches; thus, cumulatively-considerable impacts associated with tsunamis and seiches would not occur. However, a majority of the Project site is located within mapped flood hazard areas. As other cumulative developments within the region also may involve development within flood hazard areas, the Project's impacts due to inundation during flooding events would be cumulatively-considerable prior to mitigation.

4.10.6 Significance of Impacts Before Mitigation

Thresholds a., b., and i.: Less-than-Significant Impact. The Project would be served potable water by the TVWD, and does not propose any groundwater wells on site; thus, Project impacts to groundwater supplies would be less than significant. Additionally, the total amount of runoff from the site would not change with Project development, and as such Project-related runoff would be conveyed to downstream facilities where groundwater recharge would continue to occur. Additionally, water quality impacts during construction, including potential impacts due to a conflict with the Basin Plan and the Bedford-Coldwater GSP, would be less than significant. In addition, with implementation of the proposed Project, all runoff generated on site would be appropriately treated by the Project's BMPs prior to ultimate discharge into the Temescal Wash and the Project would not adversely affect surface water or groundwater quality. Accordingly, the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality; would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge; and would not conflict with the Santa Ana Region Basin Plan or the Bedford-Coldwater GSP. Impacts would be less than significant.

Thresholds c. and f.: Less-than-Significant Impact. As part of the Project, the Coldwater Canyon Wash would be realigned from the western Project boundary to the southeastern Project boundary, relocating its confluence into Temescal Wash approximately 1,000 feet further upstream from where the Coldwater Canyon Wash currently confluences with the Temescal Wash. Along the southern slope of Dawson Canyon Road adjacent to Temescal Wash a soil cement slope would be constructed at a gradient varying from 1.5:1 to 1:1 with a maximum slope height of approximately 16 feet, which would extend along Temescal Wash from approximately 250 feet upstream of Dawson Canyon Road North along Dawson Canyon Road South to just upstream of its confluence with the realigned Coldwater Canyon. The soil cement slope is proposed with varying steepness, projecting to a calculated scour depth to provide resiliency against future lateral and vertical migration of Temescal Wash. Additional riprap armoring beneath the Dawson Canyon Road North bridge is also proposed to provide additional resiliency against vertical erosion. Thus, with implementation of the proposed soil cement slope, the Project would not alter the course of Temescal Wash as compared to existing conditions. . Also, the capacity of existing and planned stormwater drainage systems would not be exceeded. Impacts would be less than significant.

Threshold d.: Significant Cumulatively Considerable Impact. With mandatory adherence to the SWPPP requirements, effects associated with construction-related erosion, siltation, water quality, and flooding on downstream water sources and flood control systems would be maintained at a level below significance. With development of the Project site, the total flow rate within Temescal Wash would be increased in a 1,000-foot reach, including under the existing Dawson Canyon Road Bridge. Scouring and erosion in this area is an existing condition and would continue to occur with or without the proposed Project. Nonetheless, and in an effort to provide a conservative analysis of the Project's potential impacts, because the Project's contribution to scouring and erosion has the potential to affect the bridge structure, erosion impacts are considered to be potentially significant and cumulatively considerable, requiring mitigation in the form of bridge stability measures.

Thresholds e. and g.: Significant Direct Impact. A majority of the Project site is identified in areas subject to inundation during flood events. The Project site would be required to be developed in a manner that removes areas planned for warehouse uses out of the existing flood hazard areas on site. These modifications to drainage patterns associated with the Project have the potential to reduce the flood capacity in the local area, which in turn could increase flood hazards on downstream properties. In the absence of mitigation, impacts due to flood hazards on site and affecting downstream properties would be potentially significant.

Threshold h.: Significant Direct Impact. The Project site is located approximately 24 miles northeast of the Pacific Ocean, and as such there is no potential for the Project site to be inundated with tsunamis. Additionally, there are no large enclosed bodies of water in the Project's immediate vicinity that could subject the site to hazards associated with seiches. However, a majority of the Project site is located within mapped flood hazard areas. Thus, in the absence of mitigation the Project has the potential to result in the release of pollutants due to Project site inundation. This is evaluated as a potentially significant impact for which mitigation would be required.

4.10.7 County Regulations, Design Requirements, and Mitigation

Applicable County Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable County regulations and design requirements.

- The Project Applicant is required to comply with the provisions of the Project's NPDES permit, and the Project's SWPPP. Compliance with the NPDES permit and the SWPPP would identify and implement an effective combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate discharge to surface water from storm water and non-stormwater discharges.

Mitigation

MM 4.10-1 Prior to issuance of a grading permit, and in conformance with the Project's Bridge Rehabilitation Assessment (*Technical Appendix I3* to the Project's EIR), the Project Applicant shall install additional rock riprap at the existing piers associated with the Dawson Canyon Bridge over the Temescal Wash in order to prevent scour of more than six feet as determined through consultation with the Riverside County Transportation Department. In addition to installation of additional riprap, the Project Applicant also shall remove all existing debris at the existing piers. These measures shall be in place prior to the issuance of any permit that would cause the confluence of Coldwater Canyon Wash and Temescal Wash to be moved from its existing condition.

MM 4.10-2 Prior to issuance of grading permits, the Project Applicant shall obtain a Conditional Letter of Map Revision (CLOMR) from the Federal Emergency Management Agency (FEMA) to identify measures that will be undertaken to remove the areas proposed for warehouse

development from the mapped floodplains on site. Prior to issuance of a shell building permit, the Project Applicant shall obtain a Letter of Map Revision (LOMR) from FEMA to verify that the Project site has been graded in such a manner as to remove areas planned for development with warehouse uses from areas subject to flooding hazards.

4.10.8 Significance of Impacts After Mitigation

Threshold d..: Less-than-Significant Impact with Mitigation. Although the overall condition of the Dawson Canyon Road bridge superstructure is fair and the existing riprap that has been placed is likely sufficient to minimize local scour pockets at the piers associated with the Dawson Canyon Road bridge over the Temescal Wash, implementation of Mitigation Measure MM 4.10-1 would help ensure the stability of the bridge structure by requiring the Project Applicant to install additional rock riprap at the existing Dawson Canyon Road bridge and to remove debris at the piers. Implementation of the required mitigation would reduce Project impacts to less-than-significant levels.

Thresholds e. and g.: Less-than-Significant Impact with Mitigation. Implementation of Mitigation Measure MM 4.10-2 requires the Project Applicant to obtain a CLOMR and LOMR from FEMA to remove the portions of the Project site proposed for development with warehouse uses from mapped floodplains occurring on site. As part of the CLOMR and LOMR process, FEMA will evaluate the proposed changes to the floodplain to ensure that the planned improvements do not result in changes to mapped floodplains downstream. With approval of a CLOMR and LOMR, the Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site, and would not impede or redirect flood flows in a manner that could adversely affect downstream properties. Implementation of the required mitigation would reduce Project impacts to less-than-significant levels.

Threshold h.: Less-than-Significant Impact with Mitigation. As noted above, implementation of Mitigation Measure MM 4.10-2 would ensure that the areas of the Project site that are proposed for development with warehouse uses are removed from the mapped floodplains and would ensure that future development is not subject to inundation during flood events. With implementation of the required mitigation, the Project would not risk the release of pollutants due to Project inundation, and impacts would be reduced to less-than-significant levels.

4.11 LAND USE AND PLANNING

This Subsection 4.11 discusses consistency of the proposed Project with applicable land use and planning policies adopted by Riverside County and other governing agencies for the purpose of reducing adverse effects on the physical environment. This subsection also addresses present and future land uses, zoning, and the physical arrangement of uses on the land. Information used to support the analysis in this subsection was also obtained in part from the Riverside County General Plan (Riverside County, 2024a), the Temescal Canyon Area Plan (TCAP) (Riverside County, 2021b), and the Riverside County GIS database (RCIT, n.d.).

4.11.1 EXISTING CONDITIONS

A. Existing On-Site and Adjacent Land Uses

Under existing conditions, the 46.14-acre Project site is vacant and undeveloped, but was previously developed with a concrete pipe manufacturing facility (Hydro Conduit). The site is largely graded and disturbed, and is regularly disced for weed and fire abatement purposes. The Temescal Wash traverses the northeastern corner of the Project site, while the existing Coldwater Canyon Wash drainage occurs on site along the western Project boundary.

To the north of the Project site is an existing driving range, the El Sobrante Landfill, business park/light industrial uses, and open space and undeveloped lands. The Temescal Wash, portions of which traverse the northern portion of the Project site, also occurs to the north of the site. To the east of the Project site are mining uses, a motorcycle track, open space (including the Temescal Wash), and undeveloped lands. To the south of the Project site includes open space and undeveloped land, portions of which appear to have formerly been used for aggregate mining. To the west of the Project site is an existing gas station, several business park buildings, undeveloped lands, and Interstate 15 (I-15), beyond which are open space, rural residential uses, and a master-planned residential community.

B. Existing On-Site and Surrounding Land Use Designations

The prevailing planning document for the Project site and its surrounding area is the Riverside County General Plan. The Project site is located within the TCAP of the Riverside County General Plan. As previously depicted on EIR Figure 2-4, the 46.14-acre Project site is designated for "Light Industrial (LI)," "Community Center (CC)," and "Open Space – Water (OS-W)" land uses. The LI land use designation is intended to accommodate industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses. The CC land use designation is intended to accommodate a combination of small-lot single family residences, multi-family residences, commercial retail, office, business park uses, civic uses, transit facilities, and recreational open space within a unified planned development area. The OS-W land use designation is intended to include bodies of water and major floodplains and natural drainage corridors. (Riverside County, 2021b, Table 1; RCIT, n.d.)

As also previously depicted on EIR Figure 2-4, lands to the west of the Project site are designated for CC and LI land uses. Lands to the south of the Project site are designated for "Commercial Retail (CR)," LI, OS-W, and "Open Space – Conservation (OS-C)." Lands to the east of the Project site are designated for LI, OS-W,

and OS-C. Lands to the north of the Project site are designated for LI, OS-W, "Public Facilities (PF)," and "Open Space – Mineral Resources (OS-MR)." The CR land use designation allows for local and regional serving retail and service uses. The OS-C land use designation is intended to provide for the protection of open space for natural hazard protection, cultural preservation, and natural and scenic resource preservation. The PF land use designation is intended to accommodate civic uses such as Riverside County administrative buildings and schools. The OS-MR land use designation allows for mineral extraction and processing facilities, and is intended to encompass areas held in reserve for future mineral extraction and processing. (Riverside County, 2021b, Table 1; RCIT, n.d.)

C. *Existing On-Site and Surrounding Zoning Classifications*

The Riverside County Land Use Ordinance is intended to implement the Riverside County General Plan's land use plan. Under existing conditions, the southern portion of the Project site is zoned for "Manufacturing-Medium (M-M)," while the northern portions of the Project site are zoned for "Mineral Resources & Related Manufacturing (M-R-A)." The M-M zone is intended to promote and attract industrial manufacturing activities, provide necessary improvements to support industrial growth, ensure that new industry is compatible with uses on adjacent lands, and protect industrial areas from encroachment by incompatible uses. The M-R-A zone is intended to permit uses such as mining operations, agriculture, electric and gas distribution, water wells, and/or riding and hiking trails. (RCIT, n.d.; Riverside County, 2023a)

Under existing conditions, lands to the west of the Project site are zoned for "Manufacturing – Service Commercial (M-SC)" and "Scenic Highway Commercial (C-P-S)" land uses. Lands to the south of the Project site are zoned "Specific Plan (SP)," and are located within the boundaries of the Serrano Commerce Center Specific Plan No. 353 (SP 353). SP 353 designates lands immediately south of the Project site for future development with commercial retail, light industrial, and open space land uses. Lands to the east of the Project site are zoned for M-M and M-R-A land uses. Lands to the north of the Project site are zoned for M-R-A, M-M, and "Mineral Resources (M-R)." (RCIT, n.d.; Riverside County, 2023a)

D. *Applicable Land Use and Planning Policies*

1. *Riverside County General Plan*

The Riverside County General Plan is a policy document that reflects the Riverside County's vision for the future. The General Plan was comprehensively revised in 2003 and most recently updated in 2024. The General Plan is organized into nine separate elements, including Land Use, Circulation, Multipurpose Open Space, Safety, Noise, Housing, Air Quality, Healthy Communities (including Environmental Justice), and Administration. Each General Plan Element is instrumental to achieving the County's long-term development goals. Each element contains a series of policies that guide the course of action the County must take to achieve the County's vision for future development. (Riverside County, 2024a)

In addition, the General Plan divides the County into 19 Area Plans. The purpose of these Area Plans is to provide more detailed land use and policy direction regarding local issues such as land use, circulation, open space, and other topical areas. The Project site is located within the TCAP of the General Plan. The TCAP was

most recently updated on September 28, 2021. The following subsection provides a summary of each General Plan Element, while the TCAP is discussed below in subsection 4.11.1.D.2. (Riverside County, 2021b)

Land Use Element

The General Plan Land Use Element functions as a guide to planners, the general public, and decision makers as to the ultimate pattern of development. The Land Use Element designates the general distribution, general location, and extent of land uses, such as housing, business, industry, open space, agriculture, natural resources, recreation, and public/quasi-public uses. These designations are reflected on the General Plan Land Use Map, which categorizes individual parcels of land into five basic categories known as "Foundation Components": Rural, Rural Community, Community Development, Agriculture, and Open Space. As reflected on the General Plan Land Use Map, the Land Use Element provides for a balanced mixture of land uses, including commercial, office, industrial, agriculture, and open space. For each of the various land use designations, the General Plan provides standards for residential density and non-residential intensity, and provides specific policies intended to ensure that product types, densities, and intensities respond to a multitude of market segments. The Land Use Element governs how land is to be utilized; therefore, many of the issues and policies contained in other plan elements are linked in some degree to this element. The Project site is currently located in the Community Development Foundation Component. The Project site is designated by the General Plan Land Use Plan for LI, CC, and OS-W land uses. The Project Applicant proposes to redesignate and expand areas designated for LI on site to 33.63 acres, approximately 6.90 acres of the Project site would accommodate the realigned Coldwater Canyon Wash and would be designated for OS-W land uses, while the northern 1.84 acres of the Project site are proposed to be dedicated to the Multiple Species Habitat Conservation Plan (MSHCP) Reserve System and would be designated for "Open Space – Conservation Habitat (OS-CH)" uses. (Riverside County, 2024a, p. LU-1)

Circulation Element

The purpose of the Circulation Element is to provide for the movement of goods and people, including pedestrians, bicycles, transit, train, air, and automobile traffic flows within and through the community. Efficient traffic circulation is important to economic viability and the creation and preservation of a quality living environment (Riverside County, 2024a, p. C-1). The Circulation Element designates future road improvements and extensions; addresses non-motorized transportation alternatives; and identifies funding options. The various roadway improvements and extensions contemplated by the Circulation Element are reflected on the General Plan Circulation Plan. The various roadway classifications depicted on the Circulation Plan correspond to specific roadway cross-sections, which provide specific standards for right-of-way (ROW) widths, lane configurations, medians, and landscaping requirements. As previously shown on EIR Figure 2-9, *TCAP Circulation Plan*, the Riverside County General Plan and TCAP classify I-15 as a "Freeway (Variable ROW)." The southwest/northeast oriented segment of Temescal Canyon Road that extends beneath I-15 is classified as a "Major (118′ ROW)" roadway, while the northwest/southeast segment of Temescal Canyon Road that abuts the Project site is classified as an "Arterial (128′ ROW)" roadway. (Riverside County, 2021b, Figure 7)

As previously shown on EIR Figure 2-10, *TCAP Trails and Bikeway System*, the General Plan Circulation Element and TCAP identify numerous planned trails on and adjacent to the Project site. There is a proposed historic trail along Temescal Canyon Road, a proposed design guidelines trail along Temescal Canyon Road and Dawson Canyon Road South, and a proposed community trail on the south side of the Project site. (Riverside County, 2021b, Figure 8)

Multipurpose Open Space Element

The Multipurpose Open Space Element addresses forms of open space in the County, including scenic, habitat, and recreation. This element has the purpose of addressing the protection and preservation of natural resources, agriculture, and open space areas; managing mineral resources; preserving and enhancing cultural resources; and providing recreational opportunities for the residents of Riverside County. The Multipurpose Open Space Element also contains figures that detail the locations of water resources, vegetation communities, parks, forests, recreation areas, mineral resources, and cultural resources within the County. Together with the MSHCP, the Multipurpose Open Space Element seeks to preserve and protect identified open space areas in order to maintain or improve environmental quality. (Riverside County, 2024a, p. OS-1)

Safety Element

The Safety Element has the primary objective of reducing death, injuries, property damage, and economic and social impact of potential hazards within the County. The Safety Element serves to develop a framework by which safety considerations are introduced into the land use planning process; facilitate the identification and mitigation of hazards for new development; strengthen existing codes, project review, and permitting processes; present policies directed at identifying and reducing hazards in existing development; and strengthen earthquake, flood, inundation, and wildland fire preparedness planning and post-disaster reconstruction policies. Within the Safety Element, policies are presented which pertain to seismic, slope and soil instability; flood and inundation; fire safety; hazardous waste and materials; and disaster preparedness, response, and recovery hazards. The Safety Element was last updated in September 2021 to address California Senate Bill 379, which required the County to include climate adaptation and resiliency strategies in its Safety Element. (Riverside County, 2024a, pp. S-1 - S-2)

Noise Element

The purpose of the Noise Element is to identify sources of noise generation in the County and provide policies to ensure development does not expose people to unacceptable noise levels. The establishment of desirable maximum noise levels and implementation of noise regulations are also included as part of the Noise Element. The Noise Element provides a systematic approach to identifying and managing noise problems in the community; quantifies existing and projected noise levels; addresses excessive noise exposure; and directs community planning for regulation of noise. The Noise Element includes policies, standards, criteria, programs, diagrams, a reference to action items, and maps related to the protection of public health and welfare with respect to noise. (Riverside County, 2024a, p. N-3)

Housing Element

The 2021-2029 Housing Element identifies and establishes County policies intended to fulfill the housing needs of existing and future residents in Riverside County. It establishes policies that guide County decision-making and sets forth an action plan to implement its housing goals. The Housing Element includes a review of previous housing goals, an assessment of the effectiveness of those goals, and an assessment of housing needs. Additionally, the Housing Element includes an inventory of resources and constraints related to meeting housing needs in the County; an analysis of affordable housing developments and programs intended to preserve such housing; community goals for the maintenance, preservation, improvement, and development of housing; and a program which sets forth a five-year schedule of actions that the County is undertaking or intends to undertake in implementing the polices set forth in the Housing Element. (Riverside County, 2021b, p. H-3)

Air Quality Element

The intent of the Air Quality Element is to provide background information on the physical and regulatory environment affecting air quality in the County. This element also identifies goals, policies, and programs that are meant to balance the County's actions regarding land use, circulation, and other issues potentially affecting air quality. This element works in conjunction with local and regional air quality planning efforts to address ambient air quality standards set forth by the United States (U.S.) Environmental Protection Agency (EPA) and the California Air Resources Board (CARB). The Air Quality Element sets ambient air quality standards for various air pollutants based on State and federal standards. The Element also contains policies regarding sensitive receptors, mobile and stationary pollution sources, energy efficiency and conservation, jobs and housing, and transportation. (Riverside County, 2024a, pp. AQ-3 - AQ-31)

Healthy Communities Element

The Healthy Communities Element provides a framework for translating the General Plan vision for a healthy Riverside County into reality by identifying policies aimed at achieving that vision. The Element addresses areas where public health and planning intersect, including transportation and active living; access to nutritious foods; access to health care; mental health; quality of life; and environmental health. This Element addresses overall health; land uses and community design; transportation system (with an emphasis on non-motorized transportation); arts and culture; social capital; complete communities; parks, trails, and open space; access to healthy foods and nutrition; healthcare and mental healthcare; schools, recreational centers, and daycare centers; and environmental health. The County of Riverside incorporated environmental justice polices into the General Plan Healthy Communities Element in September 2021. The environmental justice policies apply to the Environmental Justice Communities identified in the Land Use Element Figure LU-4.1. The Project site is not within an Environmental Justice Community boundary. (Riverside County, 2024a, pp. HC-1 - HC-12)

Administration Element

The Administration Element focuses on the administration of the General Plan, which is the sole responsibility of Riverside County, under the authority of the Board of Supervisors. Administration of

the General Plan policies includes establishing, maintaining, and applying tools and procedures for interpreting the intent of the General Plan and applying the interpretation to a variety of circumstances. This Element details the vision for Riverside County, General Planning Principles, Countywide Elements and Planning Policies/Area Plan, Appendices of the General Plan, and other administrative topics. (Riverside County, 2024a, pp. AQ-1 - AQ-20)

2. Temescal Canyon Area Plan (TCAP)

As noted above, the Project site is located within the TCAP of the Riverside County General Plan. The TCAP guides the evolving character of the area, and uses the Riverside County General Plan vision to establish policies for development and conservation within the specific area of Riverside County. The TCAP provides a description of the location, physical characteristic, and special features, in addition to a Land Use Plan, policies, and exhibits to better understand the physical, environmental, and regulatory characteristics that comprise the area. Each section of the TCAP addresses critical issues facing the Temescal Canyon community. The TCAP includes sections detailing the features, policy areas, land use, circulation, multipurpose open space, and hazards. (Riverside County, 2021b)

As shown on TCAP Figure 4, *Temescal Canyon Area Plan Overlays and Policy Areas*, the Project site is located within the Serrano Policy Area. As described by the TCAP, the lands designated LI and CC east of I-15 near its intersection with Temescal Canyon Road will serve as a Job Center for area residents. Its location adjacent to I-15, proximity to several residential neighborhoods, as well as its setting in the foothills of the Gavilan Hills, makes this an attractive site for employment and supporting uses. Policy TCAP 4.1 requires that the area be designed and developed as one specific plan of land use. Policy TCAP 4.2 encourages the incorporation of park and ride facilities and pedestrian friendly access to jobs and area residences. Policy TCAP 4.3 encourages the design of commercial areas to bear a direct relationship to the employment uses proposed in terms of size, location, access, and use. Policy TCAP 4.4 allows for interim uses prior to the adoption of a specific plan, and provides requirements for such interim uses. (Riverside County, 2021b, Figure 4 and pp. 27-28)

Also, as shown on TCAP Figure 4, the Project site is located within one-half mile of the El Sobrante Landfill Policy Area boundary. Policy TCAP 2.1 requires development proposals on land within one-half mile of any outer boundary of this policy area to be transmitted to the County of Riverside, Department of Waste Management for review and comment at the initial phase of the development review process. Policy TCAP 2.2 requires that development proposed within one-half mile of the El Sobrante Landfill be inherently compatible with the landfill as determined by the County of Riverside Department of Waste Management and Planning Department and in accordance with the guidelines below:

a. The following uses may be considered compatible with these facilities: 1. most types of industrial development; 2. agricultural uses; 3. grazing; 4. open space; 5. mining; 6. sanitary landfills; and 7. rural residential development

b. The following uses are clearly incompatible with these facilities: 1. public facilities such as schools and uses that involve public assembly; 2. industrial development using sensitive equipment or

conducting manufacturing operations which would be negatively affected by dust particles, noise, odor, and truck traffic resulting from the operation; 3. commercial development which would be negatively affected by dust particles, noise, odor, and truck traffic resulting from the operation; and 4. Community Development Foundation Component-type residential uses.

c. Prohibit residential densities greater than 1 dwelling unit per 2.5 acres.

Additionally, the northernmost portions of the Project site that are planned to be dedicated as part of the MSHCP Reserve System are located within the Temescal Wash Policy Area. Policy TCAP 6.1 requires the protection of the multipurpose open space attributes of the Temescal Wash through adherence to policies in the Flood and Inundation Hazards section of the Safety Element, the Floodplain and Riparian Area Management and Wetland sections of the Multipurpose Open Space Element, and the Open Space, Habitat and Natural Resource Preservation section of the Land Use Element in the General Plan. Policy TCAP 6.2 encourages the maintenance of Temescal Wash in its natural state, with its ultimate use for recreational and open space purposes such as trails, habitat preservation, and groundwater recharge. (Riverside County, 2021b, pp. 29-30)

In addition, according to TCAP Figure 6, *Temescal Canyon Area Plan Mt. Palomar Night Time Lighting Policy Area*, the Project site is located outside of areas subject to the Mt. Palomar Night Time Lighting Policy Area, indicating that future development on the Project site would not be subject to compliance with Riverside County Ordinance No. 655 (Regulating Light Pollution). Additionally, TCAP Figure 9, *Temescal Canyon Area Plan Scenic Highways*, indicates that I-15 is identified as a "State Eligible" scenic highway. (Riverside County, 2021b, Figures 6 and 9)

3. Riverside County Land Use Ordinance

The Riverside County Land Use Ordinance is intended to implement the Riverside County General Plan's Land Use Plan. Under existing conditions, the southern portion of the Project site is zoned M-M, while the northern portion of the Project site is zoned M-R-A. Refer to Subsection 4.11.1.C for a more thorough discussion of the site's existing zoning classifications. (RCIT, n.d.)

4. Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

Riverside County has adopted a MSHCP, which is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP). The MSHCP promotes conservation of species and their associated habitats in Riverside County through implementation of several HCPs that affect lands within the County. The Western Riverside County MSHCP and the Coachella Valley MSHCP are the two dominant plans that impact the largest portions of the County. These plans coordinate multi-jurisdictional habitat-planning and conservation efforts in the region to promote biological and ecological diversity while accommodating the appropriate construction of new development and infrastructure projects. Riverside County catalogs acquisitions and conservation of lands with respect to the HCPs, and periodically updates the General Plan Land Use maps accordingly. (Riverside County, 2015a, p. 4.2-27)

The Project site is located within the Western Riverside County MSHCP. As previously shown on EIR Figure 2-6, *MSHCP Cell Groups and Criteria Cells*, the Project site is located within Criteria Cells 3035 and 3036 of Cell Group F of the TCAP. In addition to conservation criteria within areas designated to be included within the MSHCP Reserve System, the MSHCP also identifies a number of additional survey and conservation requirements that apply to the Project area. Refer to EIR Subsection 4.4, *Biological Resources*, for a more thorough discussion of the MSHCP and the Project site's relationship thereto.

5. Stephen's Kangaroo Rat Habitat Conservation Plan (SKR HCP)

The Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP) was prepared under the direction of the Riverside County Habitat Conservation Agency (RCHCA) Board of Directors, in consultation with U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW). Riverside County is a member agency of the RCHCA. The 30-year SKR HCP was designed to acquire and permanently conserve, maintain, and fund the conservation, preservation, restoration, and enhancement of Stephens' kangaroo rat-occupied habitat. The SKR HCP covers approximately 534,000 acres within the member jurisdictions and includes an estimated 30,000 acres of occupied Stephens' kangaroo rat habitat. The SKR HCP requires members to preserve and manage 15,000 acres of occupied habitat in seven core reserves encompassing over 41,000 acres. (Riverside County, 2015a, p. 4.8-52)

On May 3, 1996, the USFWS issued a permit to the Riverside County Habitat Conservation Agency to incidentally take the federally endangered Stephens' kangaroo rat ("SKR"; *Dipodomys stephensi*). Similarly, the CDFW issued a California Endangered Species Act Management Authorization for Implementation of the SKR HCP on May 6, 1996. To date, more than $50 million has been dedicated to the establishment and management of a system of regional preserves designed to ensure the survival of SKR in the plan area. This effort resulted in the permanent conservation of approximately 50% of the SKR-occupied habitat remaining in the HCP area. Through direct funding and in-kind contributions, SKR habitat in the regional reserve system is managed to ensure its continuing ability to support the species. Core reserves were deemed complete in December of 2003. (Riverside County, 2015a, p. 4.8-52)

Although the Project site is not targeted for conservation as part of the SKR HCP, the Project site is located within the SKR HCP fee area. Thus, the Project Applicant would be required to contribute fee payments pursuant to Riverside County Ordinance No. 663.

6. Southern California Association of Governments (SCAG)

The Southern California Association of Governments (SCAG) is a regional agency established pursuant to California Government Code § 6500, also referred to as the Joint Powers Authority law. SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). The Project Site is within SCAG's regional authority (SCAG, 2018, p. ES-1). In April 2024, SCAG adopted the *2024-2050 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)* ("RTP/SCS"); also referred to herein as "Connect SoCal" with goals to: 1) build and maintain an integrated multimodal transportation network; 2) develop, connect and sustain communities that are livable and thriving; 3) create a healthy region for the people of today and tomorrow; and 4) support a sustainable,

efficient and productive regional economic environment that provides opportunities for all residents. Performance measures and funding strategies also are included to ensure that the adopted goals are achieved through implementation of the RTP. (SCAG, 2024)

Connect SoCal includes long-range regional transportation plans, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. Connect SoCal also provides objectives for meeting emissions reduction targets set forth by the California Air Resources Board (CARB); these objectives were provided in a direct response to Senate Bill 375 (SB 375) which was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing, and environmental planning. Connect SoCal is updated periodically to allow for the consideration and inclusion of new transportation strategies and methods.

7. South Coast Air Quality Management District Air Quality Management Plan (SCAQMD AQMP)

California Health & Safety Code § 40702 et seq., the California Clean Air Act (CCAA), requires that an Air Quality Management Plan (AQMP) be developed and then updated every three years for air basins with non-attainment status. As discussed in EIR Section 4.3, *Air Quality*, the Project site is located in the South Coast Air Basin (SCAB). The SCAB is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD), the agency charged with bringing air quality in the SCAB into conformity with federal and State air quality standards. Air quality within the SCAB is regulated by the SCAQMD and standards for air quality are documented in the SCAQMD's 2022 AQMP. Although air quality in the SCAB has improved over the past several decades, according to the SCAQMD, the SCAB currently does not meet National Ambient Air Quality Standards (NAAQS) attainment status for ozone (O_3) and particulate matter less than 2.5 microns ($PM_{2.5}$). The SCAB currently is considered non-attainment under the California Ambient Air Quality Standards (CAAQS) due to levels of ozone (O_3), $PM_{2.5}$, and particulate matter less than 10 microns (PM_{10}). (SCAQMD, 2022)

The SCAQMD AQMP is a plan for the regional improvement of air quality. Projects such as the proposed Project relate to the air quality planning process through the growth forecasts that were used as inputs into the regional transportation model. If a proposed project is consistent with these growth forecasts, and if all available emissions reduction strategies are implemented as effectively as possible on a project-specific basis, then the project is consistent with the AQMP.

4.11.2 Applicable Regulatory Requirements

The following is a brief description of the State and local environmental laws and related regulations related to land use and planning.

A. State Regulations

1. California Planning and Zoning Law

The legal framework in which California cities and counties exercise local planning and land use functions is set forth in the California Planning and Zoning Law, §§ 65000 - 66499.58. Under State of California planning law, each city and county must adopt a comprehensive, long-term general plan. State law gives cities and counties wide latitude in how a jurisdiction may create a general plan, but there are fundamental requirements that must be met. These requirements include the inclusion of seven mandatory elements described in the Government Code, including a section on land use. 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. (LCI, 2024b)

2. Subdivision Map Act

The Subdivision Map Act ("Map Act") vests in the cities and counties the power to regulate and control the design and improvement of subdivisions within its boundaries. Each city must adopt an ordinance regulating and controlling subdivisions for which the Map Act requires a tentative and final or parcel map. The authority for a city or county to regulate land use, including subdivisions, flows from the general police power. However, the Map Act sets forth certain mandates that must be followed for subdivision processing. A city can impose conditions on the subdivision process when the Map Act is silent, but it cannot regulate contrary to specific provisions contained in the Map Act (Curtin, Jr. & Merritt, 2002, p. 1). The Map Act's primary goals are to:

- Encourage orderly community development by providing for the regulation and control of the design and improvement of the subdivision, with a proper consideration of its relation to adjoining areas;
- Ensure that the areas within the subdivision that are dedicated for public purposes will be properly improved by the subdivider so that they will not become an undue burden on the community; and
- Protect the public and individual transferees from fraud and exploitation.

The Map Act is applied in conjunction with other State land use laws such as general plans, specific plans, zoning, the California Environmental Quality Act (CEQA), and the Permit Streamlining Act. The Map Act provides for regulation of land divisions by a city or county and is interpreted and enforced by the city or county. (Curtin, Jr. & Merritt, 2002, p. 2)

3. Office of Planning and Research (OPR) General Plan Guidelines

Each city and county in California must prepare a comprehensive, long term general plan to guide its future. To assist local governments in meeting this responsibility, the Governor's Office of Planning and Research (OPR) is required to adopt and periodically revise guidelines for the preparation and content of local general plans pursuant to Government Code § 65040.2. The General Plan Guidelines is advisory, not mandatory. Nevertheless, it is the State's only official document explaining California's legal requirements for general plans. Planners, decision-making bodies, and the public depend upon the General Plan Guidelines for help when preparing local general plans. The courts have periodically referred to the General Plan Guidelines for assistance in determining compliance with planning law. For this reason, the General Plan Guidelines closely

adhere to statute and case law. It also relies upon commonly accepted principles of contemporary planning practice. (OPR, 2017a, p. 1)

4. State Aeronautics Act

The State Aeronautics Commission Act of 1947 created the Division of Aeronautics ("Division"), and was later amended by statute to read the State Aeronautics Act (Aeronautics Act) in 1961. As a result of this legislation, the Division's first priorities are those mandated by the Aeronautics Act, then Caltrans guidance, then Division guidance as expressed through its Policy Element. As directed by the Aeronautics Act, the Division is a steward and advocate of aviation in California. To that end, its efforts are focused on activities that "protect the public interest in aeronautics and aeronautical progress." (§ 21002) (CA Legislative Info, n.d.)

The Aeronautics Act itself is divided into seven chapters, the first five of which have not received significant cleanup legislation since its enabling in 1947. The first chapter begins with general provisions and definitions and explains the Legislature's intent for a State aviation program. Chapter two explains Caltrans' role in administering the Division, and explains the role of the California Transportation Commission (CTC). Chapter three includes many of the safety considerations from FAA regulations that help keep airports and the surrounding communities safe and compatible with flight operations. Chapter four deals with airport and heliport permitting, air navigation facilities, noise guidelines, funding, and importantly, the formation and authority of Airport Land Use Commissions (ALUC). Chapter five covers the investigations and hearings on matters covered in the Aeronautics Act. Chapter six introduces airport planning and specifically introduces the intent of the California Aviation Systems Plan (CASP) and how it can be used to support California aviation. Finally, Chapter 7 covers skydiving or sport parachuting operations to ensure they are in compliance with federal safety laws. (CA Legislative Info, n.d.)

5. Senate Bill 375 (SB 375)

SB 375 contains five major components. The first is regional GHG emissions targets: California ARB's Regional Targets Advisory Committee guides the adoption of targets to be met by 2035 for each MPO in the state. These targets, which MPOs may propose themselves, are updated every eight years in conjunction with the revision schedule of housing and transportation elements. (CA Legislative Info, n.d.)

Second, MPOs are required to prepare a Sustainable Communities Strategy (SCS) that provides a plan for meeting regional targets. The SCS and the Regional Transportation Plan (RTP) must be consistent with each other, including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details an alternative plan to meet the target. (CA Legislative Info, n.d.)

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on 8-year schedules. In addition, Regional Housing Needs Assessment (RHNA) allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within three years. (CA Legislative Info, n.d.)

Fourth, SB 375 provides CEQA streamlining incentives for preferred development types. Certain residential or mixed-use projects qualify if they conform to the SCS. Transit-oriented developments (TODs) also qualify if they (1) are at least 50% residential, (2) meet density requirements, and (3) are within 0.5-mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences. (CA Legislative Info, n.d.)

Finally, MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the CTC. Regional Transportation Planning Agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the CTC guidelines. (CA Legislative Info, n.d.)

6. SCAG Connect SoCal

The Southern California Association of Governments (SCAG) is a Joint Powers Authority (JPA) under California State law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a MPO and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and other plans for the region. (SCAG, 2024a)

As an MPO and public agency, SCAG develops transportation and housing strategies that transcend jurisdictional boundaries that affect the quality of life for southern California as a whole. In April 2024, SCAG's Regional Council adopted *Connect SoCal (2024-2050 Regional Transportations Plan/Sustainable Communities Strategy* (herein, "RTP/SCS"). The RTP/SCS includes long-range regional transportation plans, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. The RTP/SCS also provides objectives for meeting emissions reduction targets set forth by CARB; these objectives were provided in a direct response to Senate Bill 375 (SB 375) which was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing and environmental planning. (SCAG, 2024b) The RTP/SCS is updated periodically to allow for the consideration and inclusion of new transportation strategies and methods.

Connect SoCal includes a Technical Appendix titled "Goods Movement" that is applicable to the Project because the Project entails a use that is closely associated with, and relies directly on, the goods movement system (e.g., manufacturing, construction, retail trade, wholesale trade and transportation, and warehousing). In April 2018 SCAG published *Industrial Warehousing in the SCAG Region*. According to the document, the SCAG region is a vibrant hub for international and domestic trade because of its large transportation base and extensive multimodal transportation system. The SCAG region's freight transportation system includes warehouses and distribution centers; the Ports of Los Angeles, Long Beach, and Hueneme; airports; rail intermodal terminals; rail lines, and local streets, State highways and interstates. Together the system enables the movement of goods from source to market, facilitating uninterrupted global commerce. The region is home to approximately 34,000 warehouses with 1.17 billion square feet (s.f.) of warehouse building space, and undeveloped land that could accommodate an additional 338 million s.f. of new warehouse building space.

These regions attract robust logistics activities, and are a major reason the region is a critical mode in the global supply chain. (SCAG, 2018, p. ES-1)

B. Local Regulations

1. Riverside County Ordinances

These existing Riverside County ordinances implement and guide various aspects of land use development, while protecting existing uses, people and property within Riverside County from conflict. (Riverside County, 2015a, pp. 4.2-25)

Ordinance No. 348 - Zoning and Land Use Ordinance: Establishes allowable uses of land and sets standards for what and how land may be developed. Protects the people and property of Riverside County from development of unsuitable land uses and ensures built areas are developed safely and with minimal conflict with surrounding lands. (Riverside County, 2015a, pp. 4.2-25)

Ordinance No. 448 - Airport Approaches Zoning: This ordinance was adopted pursuant to the Airport Approaches Zoning Law, (CGC Sections 50485-50485.14) and shall be liberally construed in support of the purposes and provisions within Section 50485-50485.14. Any proceedings for additions or amendments to the official plan of airports are required to conform to this ordinance. (Riverside County, 2015a, pp. 4.2-25)

Ordinance No. 458 – Regulating Special Flood Hazard Areas and Implementing the National Flood Insurance Program: This ordinance promotes the public health, safety, and welfare and minimizes public and private costs caused by flooding by regulating development within the special flood hazard areas to be applied uniformly throughout the unincorporated areas of Riverside County to all publicly and privately owned land within flood prone, mudslide, or flood related erosion areas.

Ordinance No. 460 - Subdivision Regulations: This ordinance regulates subdivisions pursuant to the Subdivision Map Act. All land divisions throughout unincorporated Riverside County are subject to all of the applicable provisions of the Subdivision Map Act and this ordinance. (Riverside County, 2015a, pp. 4.2-25)

Ordinance No. 461 - Road Improvement Standards and Specifications: This ordinance establishes proper standards, specifications and directions for the design and construction of any road or other land division improvements required to be constructed in the unincorporated territory of Riverside County. (Riverside County, 2015a, pp. 4.2-26)

Ordinance No. 509 - Agricultural Preserves: This ordinance establishes uniform rules for the agricultural and compatible uses allowed within an agricultural preserve. The ordinance ensures that incompatible uses are not allowed within established agricultural preserves and sets forth the powers of the County of Riverside in establishing and administering agricultural preserves pursuant to the California Land Conservation Act of 1965 (CGC Section 51200, et seq.), which are to be devoted to agricultural and compatible uses. Land uses not covered in the ordinance are prohibited within agricultural preserves. (Riverside County, 2015a, pp. 4.2-26)

Ordinance No. 576 - Regulating County Airports: The purpose of this ordinance is to provide minimum standards to safeguard life, limb, property and public welfare by regulating and controlling the various activities on airports, heliports or STOL (short takeoff and landing) ports owned or operated, or both, by the County of Riverside. (Riverside County, 2015a, pp. 4.2-26)

Ordinance No. 659 - Development Mitigation Fee for Residential Development: This ordinance establishes an impact mitigation fee to help mitigate the impacts caused by new developments on public facilities within Riverside County. The fees will be used to help establish new County of Riverside facilities that are necessary to meet the increased demand that will come about due to new development. These facilities include new fire and police stations, courts, libraries, regional parks and other facilities necessary to provide services to the residents of Riverside County. (Riverside County, 2015a, pp. 4.2-26)

Ordinance No. 671 - Consolidated Fees for Land Use and Related Functions: The purpose of this ordinance is to provide for the consolidation of certain schedules of fees related to the land use matters as provided for in the separate ordinances, resolutions and rules of the County of Riverside. (Riverside County, 2015a, pp. 4.2-26)

Ordinance No. 673 - Establishing the Coachella Valley Transportation Uniform Mitigation Fee: This ordinance establishes a mitigation fee program for funding the engineering, the purchase of right-of-way and construction of transportation improvements required of land developments within the Coachella Valley. (Riverside County, 2015a, pp. 4.2-26)

Ordinance No. 726 - Transportation Management Requirements - New Development Projects: This ordinance is intended to meet the requirements of the Riverside County Congestion Management Program and the Air Quality Management Plan as well as to promote consideration of transportation demand management objectives early in the development review process. Often, conventional land development promotes reliance on the single occupancy vehicle. This ordinance establishes policies and procedures to encourage and promote the use of alternative transportation modes through project design and facility planning. (Riverside County, 2015a, pp. 4.2-26)

Ordinance No. 748 - Traffic Signal Mitigation Program: This ordinance establishes a means of equitably assessing the costs of Traffic Signal installations needed to mitigate the cumulative environmental impacts resulting from the additional traffic generated by new development projects. (Riverside County, 2015a, pp. 4.2-26)

Ordinance No. 824 - Western Riverside County Transportation Uniform Mitigation Fee (TUMF) Program: This ordinance establishes fees to fund the mitigation of cumulative regional transportation impacts resulting from future development. The mitigation fees collected through the TUMF program will be utilized to complete transportation system capital improvements necessary to meet the increased travel demand and to sustain current levels of traffic. (Riverside County, 2015a, pp. 4.2-26)

2. Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

The continued loss of habitat to new development and the cumbersome process of environmental review and habitat mitigation on a project-by-project basis led to preparation of the MSHCP. The MSHCP is a multi-jurisdictional accomplishment that provides a regional conservation solution to species and habitat issues. The primary intent of the MSHCP is to provide for the conservation of a range of plants and animals within natural communities characteristic of western Riverside County and in return, provide take coverage and mitigation for projects throughout the plan area to avoid the cost and delays of mitigating biological impacts on a project-by-project basis. (Riverside County, 2015a, pp. 4.8-49)

The MSHCP was adopted by Riverside County on June 17, 2003, and is a comprehensive, multijurisdictional Habitat Conservation Plan (HCP) pursuant to Section 10(a)(1)(B) of FESA, as well as an NCCP pursuant to the California Fish and Game Code. The USFWS issued a Biological Opinion and Federal ESA Section 10 permit for the MSHCP on June 22, 2004, and CDFW issued a Natural Community Conservation Planning (NCCP) Approval and Take Authorization on the same date. As long as adherence to the policies and requirements of the MSHCP is maintained, participants in the MSHCP, which include the County of Riverside and 18 cities, are allowed to authorize 'incidental take' of covered plant and wildlife species. (Riverside County, 2015a, pp. 4.8-49)

The MSHCP provides for the long-term survival of protected and sensitive species by designating a contiguous system of habitat to be added to existing public/quasi-public lands. The Plan includes an impact fee collected by the permittees and used in part to acquire these lands. Depending on the location of the private or public development project, certain biological studies are required for Plan compliance. These studies may identify the need for specific measures to avoid, minimize and reduce impacts to covered species and their habitat. (Riverside County, 2015a, pp. 4.8-49 and 4.8-50)

The MSHCP defines two distinct consistency processes for development projects based on their location within the MSHCP's coverage area, with separate processes for projects located outside of Criteria Areas and those within a Criteria Area. Criteria Areas consist of 160-acre 'cells' with identified conservation objectives. (Riverside County, 2015a, pp. 4.8-50)

4.11.3 Basis for Determining Significance

Section XI of Appendix G to the CEQA Guidelines, as updated in December 2018, addresses typical adverse effects on land use and planning, and includes the following threshold questions to evaluate the Project's impacts on land use and planning (OPR, 2018a):

- Would the project physically divide an established community?

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

Significance thresholds are set forth in Riverside County's Environmental Assessment Checklist, and have been updated to reflect the 2018 updates to Section XI of Appendix G to the CEQA Guidelines (listed above). Accordingly, the proposed Project would have a significant impact on land use and planning if construction and/or operation of the Project would:

a. *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; or*

b. *Disrupt or divide the physical arrangement of an established community (including a low-income or minority community).*

The significance thresholds set forth in Riverside County's Environmental Assessment Checklist, as modified/updated per the 2018 updates to the CEQA Guidelines, were used to evaluate the significance of the proposed Project's impacts on land use and planning. It should be noted that the Project's consistency with the Western Riverside County MSHCP and the SKR HCP, which are the only habitat conservation plans or natural community conservation plans applicable to the Project site, is evaluated in EIR Subsection 4.4, *Biological Resources*, under the analysis of Threshold a., and the analysis concludes that impacts due to a conflict with the MSHCP and SKR HCP would be less than significant with mitigation. Project consistency with the MSHCP and SKR HCP is not further discussed in this Subsection.

4.11.4 Impact Analysis

Threshold a.: ***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?***

The proposed Project has the potential to conflict with the Riverside County General Plan and TCAP, as well as Connect SoCal. Additionally, the Project's consistency with the SCAQMD AQMP is addressed under EIR Subsection 4.3, *Air Quality*. Similarly, the Project's consistency with the Western Riverside County MSHCP and the SKR HCP are addressed in EIR Subsection 4.4, *Biological Resources*. In addition, the Project's consistency with Riverside County's Climate Action Plan (CAP) is addressed in EIR Subsection 4.8, *Greenhouse Gas Emissions*. As discussed in Subsection 4.3, the Project would be fully consistent with the 2022 SCAQMD AQMP. As indicated in EIR Subsections 4.4 and 4.8, the Project would not conflict with the MSHCP, the SKR HCP, or the Riverside County CAP with implementation of mitigation measures; thus, impacts due to a conflict with the MSHCP, SKR HCP, and CAP would be less than significant. The Project's consistency with the SCAQMD AQMP, MSHCP, SKR HCP, and the County's CAP is not further discussed below.

A. Project Consistency with the Riverside County General Plan and TCAP

1. General Plan and TCAP Land Use Consistency

Under existing conditions, the General Plan and TCAP designate the Project site for LI, CC, and OS-W land uses. The Project Applicant proposes General Plan Amendment No. 200007 (GPA 200007) to modify the land

use designations assigned to the 46.14-acre Project site. As part of GPA 200007, areas designated for LI land uses would be expanded to encompass approximately 33.63 acres of the Project site. The northern 1.84 acres of the Project site are proposed to be dedicated to the MSHCP Reserve System and would be designated for "Open Space – Conservation Habitat (OS-CH)" uses. Approximately 6.90 acres along the southeastern boundary of the Project site that are proposed for the realignment of the Coldwater Canyon Wash drainage channel would be designated for "Open Space – Water (OS-W)." Approximately 0.70-acre in the northern portion of the site would be dedicated as right-of-way for Dawson Canyon Road South. In addition, the Project includes two remainder parcels comprising 3.17 acres that would accommodate the future realignment of Temescal Canyon Road, although the planned realignment would not occur as part of the proposed Project. Areas proposed for roadway dedication, inclusive of the 3.17-acre remainder parcels, would not be assigned a General Plan land use designation. With approval of GPA 200007, the Project would be fully consistent with the General Plan and TCAP land use designations for the 46.14-acre property. Moreover, impacts associated with the proposed land uses have been evaluated throughout this EIR. Where significant impacts are identified, mitigation measures are identified to reduce impacts to the maximum feasible extent. Based on the foregoing analysis, the proposed Project would not result in a significant environmental impact due to a conflict with any land use plan adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

2. General Plan and TCAP Policy Consistency

A General Plan Policies Consistency Analysis was prepared for the proposed Project in order to demonstrate the Project's consistency with applicable General Plan Policies, and is included as *Technical Appendix M*. For more information regarding the Project's consistency with specific applicable Riverside County General Plan and TCAP policies, please refer to *Technical Appendix M*. As concluded therein, the Project would not conflict with any of the applicable General Plan or TCAP policies adopted for the purpose of avoiding or reducing significant environmental effects. Accordingly, impacts due to a conflict with applicable General Plan or TCAP policies would be less than significant.

B. Project Consistency with Connect SoCal

In April 2024, SCAG adopted the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also referred to as "Connect SoCal." The RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development, and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health. The goals included in the RTP/SCS are pertinent to the proposed Project. These goals are meant to provide guidance for considering the proposed Project within the context of regional goals and policies. An analysis of the Project's consistency with the relevant goals of Connect SoCal is presented below in Table 4.11-1, Analysis of Consistency with Connect SoCal Goals. As indicated, the Project would not conflict with any Connect SoCal goals, and no impact would occur.

Table 4.11-1 Analysis of Consistency with Connect SoCal Goals

2024-2050 RTP/SCA Regional Planning Policies	Project Consistency
Mobility	
System Preservation and Resilience	
01. Prioritize repair, maintenance and preservation of the SCAG region's existing transportation assets, following a "Fix-It-First" principle	Not Applicable. RTP/SCS Policy 01 provides direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
02. Promote transportation investments that advance progress toward the achievement of asset management targets, including the condition of the National Highway System pavement and bridges and transit assets (rolling stock, equipment, facilities and infrastructure)	Not Applicable. RTP/SCS Policy 02 provides direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
Complete Streets	
03. Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit)	Consistent with Applicable Components. As part of the Project, the Project Applicant would improve Temescal Canyon Road, Dawson Canyon Road North, and Dawson Canyon Road South along the Project Site's frontages with these roadways. The Project has been designed to accommodate a planned realignment of Temescal Canyon Road, although the realignment of this roadway would not occur as part of the Project and would instead be realigned in conjunction with future buildout of the adjacent Serrano Commerce Center Specific Plan. As part of the Project, the Project Applicant would construct ultimate improvements to the portion of Temescal Canyon Road not affected by the planned realignment, and would construct interim improvements for the portion of Temescal Canyon Road that would be affected by the planned realignment. As part of the interim and ultimate improvements to this roadway, the Project Applicant would install additional pavement, curb, and gutter, and would accommodate a 21-foot-wide parkway that would include a five-foot-wide sidewalk that would be separated from the curb by a three- to seven-foot-wide decomposed granite (d.g.) area. Dawson Canyon Road North would be improved along the site's frontage to include a 10-foot-wide multi-purpose d.g. trail with a split rail fence within a 16-foot-wide parkway along the southern side of the roadway. Dawson Canyon South would be improved to include a six-foot-wide curb-adjacent sidewalk within a 15-foot-wide parkway along the southwestern edge of the roadway. The Project's proposed parkways and trails/sidewalks along these roadways would promote non-vehicular modes of transportation in the local area.
04. Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., people, especially older adults and children, walking and biking)	
05. Facilitate the implementation of Complete Streets and curb space management strategies that accommodate and optimize new technologies, micromobility devices and first/last mile connections to transit and last-mile delivery	
06. Support implementation of Complete Streets improvements in Priority Equity Communities, particularly with respect to Transportation Equity Zones, as a way to enhance mobility, safety and access to opportunities	
Transit and Multimodal Integration	
07. Encourage and support the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and	Not Applicable. RTP/SCS Policies 07-11 provides direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.

Table 4.11-1 Analysis of Consistency with Connect SoCal Goals

2024-2050 RTP/SCA Regional Planning Policies	Project Consistency
result in improved mobility, accessibility and safety	
08. Support connections across the public, private and nonprofit sectors to develop transportation projects and programs that result in improved connectivity	
09. Encourage residential and employment development in areas surrounding existing and planned transit/rail stations	
10. Support the implementation of transportation projects in Priority Equity Communities, particularly with respect to Transportation Equity Zones, as a way to enhance mobility, safety and access to opportunities	
11. Create a resilient transportation system by preparing for emergencies and the impacts of climate change	
Transportation System Management	
12. Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity, where possible	Not Applicable. RTP/SCS policies 12 and 13 provide direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
13. Prioritize transportation investments that increase travel time reliability, including build-out of the regional express lanes network	
Transportation Demand Management	
14. Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.)	Not Applicable. RTP/SCS Policy 14 relates to transportation projects and the proposed Project is not a transportation project. The Project entails the redevelopment of a property in an existing urban environment utilizing an existing street network and the Project site is not currently served with bus service by Riverside Transit Agency (RTA).
15. Encourage jurisdictions and TDM practitioners to develop and expand local plans and policies to promote alternatives to single occupancy vehicle travel for residents, workers and visitors	Not Applicable. RTP/SCS Policy 15 provides direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
16. Encourage municipalities to update existing (legacy) TDM ordinances by incorporating new travel modes and new technology and by incorporating employment and residential sites of certain populations – for example, employers who have less than 250 employees (below the 250 or more employees threshold identified in AQMD's Rule 2202)	Not Applicable. RTP/SCS Policy 16 provides direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
Technology Integration	
17. Support the implementation of technology designed to provide equal access to mobility, employment, economic opportunity, education, health and other quality-of-life opportunities for all residents within the SCAG region	Not Applicable. RTP/SCS Policies 17 to 21 provide direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
18. Advocate for data sharing between the public and	

Table 4.11-1 Analysis of Consistency with Connect SoCal Goals

2024-2050 RTP/SCA Regional Planning Policies	Project Consistency
private sectors to effectively evaluate the services' benefits and impacts on communities while protecting data security and privacy	
19. Advocate for technology that is adaptive and responsive to ensure it remains up to date and meets the evolving needs of users and stakeholders	
20. Promote technology that has the capacity to facilitate economic growth, improve workforce development opportunities, and enhance safety and security	
21. Proactively monitor and plan for the development, deployment and commercialization of new technology as it relates to integration with transportation infrastructure	
Safety	
22. Eliminate transportation-related fatalities and serious injuries (especially those involving vulnerable road users, such as people, especially older adults and children, walking and biking) on the regional multimodal transportation system	Not Applicable. RTP/SCS Policy 22 provides direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
23. Integrate the assessment of equity into the regional transportation safety and security planning process, focusing on the analysis and mitigation of disproportionate impacts on disadvantaged communities	Not Applicable. RTP/SCS Policy 23 provides direction to County and regional agency staff and decision makers and is not applicable to the proposed Project. Additionally, the Project site is not located within a Census tract that is classified as a disadvantaged community pursuant to State Senate Bill 535. Notwithstanding, lands to the east of the Project site within Census Tract 6065042007 are classified as a disadvantaged community. However, the analysis throughout this EIR demonstrates that the Project's localized impacts would be less than significant or would be reduced to less-than-significant levels with the implementation of mitigation measures.
24. Support innovative approaches for addressing transit safety and security issues so that impacts to transit employees and the public are minimized and those experiencing issues (e.g., unhoused persons) are supported	Not Applicable. RTP/SCS Policy 24 provides direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
25. Support the use of transportation safety and system security data in investment decision-making, including consideration of new highway and transit/rail investments that would address safety and security needs	Not Applicable. RTP/SCS Policy 25 provides direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
Funding the System/Users Fees	
26. Promote stability and sustainability for core state and federal transportation funding sources	Not Applicable. RTP/SCS Policy 26 provides direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
27. Establish a user fee–based system that better reflects the true cost of transportation, provides firewall protection for new and existing transportation funds, and represents	Not Applicable. RTP/SCS Policy 27 provides direction to County and regional agency staff and decision makers and is not applicable to the proposed Project. Additionally, the

Table 4.11-1 Analysis of Consistency with Connect SoCal Goals

2024-2050 RTP/SCA Regional Planning Policies	Project Consistency
equitable distribution of costs and benefits	Project's Traffic Study (EIR *Technical Appendix K2*) identifies improvements, fair share contributions, and fee contributions to the County's DIF and/or TUMF programs, which would ensure that all study area intersections would operate at an acceptable Level of Service (LOS).
28. Pursue funding tools that promote access to opportunity and support economic development through innovative mobility programs	Not Applicable. RTP/SCS Policies 28 to 31 provides direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
29. Promote national and state programs that include return-to-source guarantees while maintaining the flexibility to reward regions that continue to commit substantial local resources	
30. Leverage locally available funding with innovative financing tools to attract private capital and accelerate project delivery	
31. Promote local funding strategies that maximize the value of public assets while improving mobility, sustainability and resilience	
Communities	
Priority Development Areas	
32. Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure that includes transit and utilities	Not Applicable. RTP/SCS Policies 32 and 33 provide direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
33. Promote the growth of origins and destinations, in areas with a proclivity toward multimodal options like transit and active transportation, to reduce single occupant vehicle (SOV) dependency and vehicle miles traveled	
34. Seek to realize scale economies or a critical mass of jobs and destinations in areas across the region that can support non-SOV options and shorter trip distances, combined trips and reduced vehicle miles traveled	Consistent. The Project Applicant proposes to develop seven warehouse buildings with a total building area of 633,607 s.f., which would increase employment opportunities in the local area and would establish development intensities that could support future transit in the local area.
Housing the Region	
35. Encourage housing development in areas with access to important resources and amenities (economic, educational, health, social and similar) to further fair housing access and equity across the region	Not Applicable. The proposed Project includes seven warehouse buildings with a total building area of 633,607 s.f. and does not include any proposed housing.
36. Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities	Consistent. The Project Applicant proposes to develop seven warehouse buildings with a total building area of 633,607 s.f., which would increase employment opportunities in the local area and would establish development intensities that could support future transit in the local area.

Table 4.11-1 Analysis of Consistency with Connect SoCal Goals

2024-2050 RTP/SCA Regional Planning Policies	Project Consistency
37. Support local, regional, state and federal efforts to produce and preserve affordable housing while meeting additional housing needs across the region	Not Applicable. The proposed Project includes seven warehouse buildings with a total building area of 633,607 s.f. and does not include any proposed housing.
38. Prioritize communities that are vulnerable to displacement pressures by supporting community stabilization and increasing access to housing that meets the needs of the region	Not Applicable. RTP/SCS Policies 38 to 41 provide direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
39. Promote innovative strategies and partnerships to increase homeownership opportunities across the region with an emphasis on communities that have been historically impacted by redlining and other systemic barriers to homeownership for people of color and other marginalized groups	
40. Advocate for and support programs that emphasize reducing housing cost burden (for renters and homeowners), with a focus on the communities with the greatest needs and vulnerabilities	
41. Support efforts to increase housing and services for people experiencing homelessness across the region	
15-Minute Communities	
42. Promote 15-minute communities as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region. These are communities where residents can either access their most basic, day-to-day needs within a 15-minute walk, bike ride or roll from their home or as places that result in fewer and shorter trips because of the proximity of complementary land uses	Consistent. The Project Applicant proposes to develop seven warehouse buildings with a total building area of 633,607 s.f., which would increase employment opportunities in the local area and would establish development intensities that could support future transit in the local area.
43. Support communities across the region to realize 15-minute communities through incremental changes that improve equity, quality of life, public health, mobility, sustainability, resilience and economic vitality	Not Applicable. RTP/SCS Policy 43 provides direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
44. Encourage efforts that elevate innovative approaches to increasing access to neighborhood destinations and amenities through an array of people-centered mobility options	Not Applicable. RTP/SCS Policy 44 provides direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
Equitable Engagement and Decision-Making	
45. Advance community-centered interventions, resources and programming that serve the most disadvantaged communities and people in the region, like Priority Equity Communities, with strategies that can be implemented in the short-to-long-term	Not Applicable. RTP/SCS Policies 45 to 47 provide direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
46. Promote racial equity that is grounded in the recognition of the past and current harms of systemic racism and one that advances restorative justice	

Table 4.11-1 Analysis of Consistency with Connect SoCal Goals

2024-2050 RTP/SCA Regional Planning Policies	Project Consistency
47. Increase equitable, inclusive, and meaningful representation and participation of people of color and disadvantaged communities in planning processes	
Environment	
Sustainable Development	
48. Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience	Consistent. As presented throughout this EIR, the Project's impacts to the environment would be less than significant or would be reduced to the maximum feasible extent with the implementation of mitigation measures. Additionally, the analysis presented in EIR Subsection 4.6, *Energy*, with mandatory compliance with applicable federal and State regulations and requirements, including the provisions of the Title 24 Building Energy Standards, Project construction and operation would not result in the inefficient, wasteful, or unnecessary consumption of energy.
49. Support communities across the region to advance innovative sustainable development practices	Not Applicable. RTP/SCS Policy 49 provides direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
50. Recognize and support the diversity of communities across the region by promoting local place-making, planning and development efforts that advance equity, mobility, resilience and sustainability	Not Applicable. RTP/SCS Policy 50 provides direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
Air Quality	
51. Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts	Consistent with Applicable Components. As evaluated herein and in EIR Subsections 4.3, *Air Quality*, and 4.8, *Greenhouse Gas Emissions*, the Project's emissions would be below the SCAQMD thresholds of significance for criteria pollutants, and the Project would not subject nearby sensitive emission receptors to substantial pollutant concentrations. The Project would be constructed in full compliance with the applicable Title 24 Energy Efficiency standards, and would promote non-vehicular forms of transportation.
52. Support investments that reduce hazardous air pollutants and greenhouse gas emissions	
53. Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities	
Clean Transportation	
54. Accelerate the deployment of a zero-emission transportation system and use near-zero-emission technology to offer short-term benefits where zero-emissions solutions are not yet feasible or commercially viable	Not Applicable. RTP/SCS Policies 54 to 57 provide direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
55. Promote equitable use of and access to clean transportation technologies so that all may benefit from them	
56. Consider the full environmental life cycle of clean transportation technologies, including upstream production	

Table 4.11-1 Analysis of Consistency with Connect SoCal Goals

2024-2050 RTP/SCA Regional Planning Policies	Project Consistency
and end of life as an important part of meeting SCAG's objectives in economic development and recovery, resilience planning and achievement of equity	
57. Maintain a technology-neutral approach in the study of, advancement of and investment in clean transportation technology	
Natural and Agricultural Lands Preservation	
58. Prioritize the climate mitigation, adaptation, resilience and economic benefits of natural and agricultural lands in the region	Not Applicable. RTP/SCS Policy 58 provides direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
59. Support conservation of habitats that are prone to hazards exacerbated by climate change, such as wildfires and flooding	Not Applicable. RTP/SCS Policy 59 provides direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
60. Support regional conservation planning and collaboration across the region	Not Applicable. RTP/SCS Policy 60 provides direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
61. Encourage the protection and restoration of natural habitat and wildlife corridors	Not Applicable. RTP/SCS Policy 49 provides direction to County and regional agency staff and decision makers and is not applicable to the proposed Project. Additionally, the Project has been designed to comply with applicable MSHCP requirements, the Project includes the dedication of approximately 1.84 acres to the MSHCP Reserve System, and Project impacts to sensitive biological resources would be less than significant or would be mitigated to less-than-significant levels with implementation of the mitigation measures identified in EIR Subsection 4.4, *Biological Resources*.
62. Encourage the conservation and viability of agricultural lands to protect the regional and local food supply and ensure the sustainability of local agriculture as a vital part of the region's economy	Not Applicable. RTP/SCS Policy 49 provides direction to County and regional agency staff and decision makers and is not applicable to the proposed Project. In addition, the Project site is located in an urbanized area and the Project site contains no agricultural lands under existing conditions.
63. Encourage policy development of the link between natural and agricultural conservation with public health	Not Applicable. RTP/SCS Policy 63 provides direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
Climate Resilience	
64. Prioritize the most vulnerable populations and communities subject to climate hazards to help the people, places and infrastructure that are most at risk for climate change impacts. In doing so, recognize that disadvantaged communities are often overburdened	Not Applicable. RTP/SCS Polices 64 to 68 provide direction to County and regional agency staff and decision makers, and is not applicable to the proposed Project.
65. Support local and regional climate and hazard planning and implementation efforts for transportation, land use, and other factors	
66. Support nature-based solutions to increase regional	

Table 4.11-1 Analysis of Consistency with Connect SoCal Goals

2024-2050 RTP/SCA Regional Planning Policies	Project Consistency
resilience of the natural and built environment	
67. Promote sustainable water use planning, practices and storage that improve regional water security and resilience in a drier environment	
68. Support an integrated planning approach to help local jurisdictions meet housing production needs in a drier environment	
Economy	
Goods Movement	
69. Leverage and prioritize investments, particularly where there are mutual co-benefits to both freight and passenger/commuter rail	Not Applicable. RTP/SCS Policies 69 to 73 provide direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
70. Prioritize community and environmental justice concerns, together with economic needs, and support workforce development opportunities, particularly around deployment of zero-emission and clean technologies and their supporting infrastructure	
71. Explore and advance the transition toward zero-emission and clean technologies and other transformative technologies, where viable	
72. Advance comprehensive, systems-level planning of corridor/supply chain operational strategies that is integrated with road and rail infrastructure and inland port concepts	
73. Ensure continued, significant investment in a safe, secure, clean and efficient transportation system – including both highways and rail – to support the intermodal movement of goods across the region	
Broadband	
74. Support ubiquitous regional broadband deployment and access to provide the necessary infrastructure and capability for Smart Cities strategies—to ensure the benefits of these strategies improve safety and are distributed equitably	Not Applicable. RTP/SCS Policies 74 to 79 provide direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
75. Develop networks that are efficient, scalable, resilient and sustainable to support transportation systems management, operations services and "tele-everything" strategies that reduce vehicle miles traveled, optimize efficiency and accommodate future growth of regional economies	
76. Encourage investments that provide access to digital activities that support educational, financial and economic growth	
77. Advocate for current, accurate data to identify opportunity zones and solutions that support the development of broadband services to community anchor	

Table 4.11-1 Analysis of Consistency with Connect SoCal Goals

2024-2050 RTP/SCA Regional Planning Policies	Project Consistency
institutions and local businesses	
78. Promote an atmosphere that allows for healthy competition and speed-driven innovative solutions while remaining technologically neutral	
79. Use a bottom-up approach to identify and support a community's broadband needs	
Universal Basic Mobility	
80. Encourage partnerships and policies to broaden safe and efficient access to a range of mobility services that improve connections to jobs, education and basic services	Not Applicable. RTP/SCS Policy 80 provides direction to County and regional agency staff and decision makers and is not applicable to the proposed Project. Notwithstanding, the Project Site is located in a portion of the County with access to basic services and employment opportunities, and the intensity of the Project would support future expanded transit service in the local area.
81. Promote increased payment credentials for disadvantaged community members and the transition of cash users to digital payment technologies to address payment barriers	Not Applicable. RTP/SCS Policy 81 provides direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
Workforce Development	
82. Foster a positive business climate by promoting regional collaboration in workforce and economic development between cities, counties, educational institutions and employers	Not Applicable. RTP/SCS Policies 82 to 86 provide direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
83. Encourage inclusive workforce development that promotes upward economic mobility	
84. Support entrepreneurial growth with a focus on underrepresented communities	
85. Foster a resilient workforce that is poised to effectively respond to changing economic conditions (e.g., market dynamics, technological advances and climate change)	
86. Inform and facilitate data-driven decision-making about the region's workforce	
Tourism	
87. Consult and collaborate with state, county and local agencies within the region that are charged with promoting tourism and transportation	Not Applicable. RTP/SCS Policies 87 and 88 provide direction to County and regional agency staff and decision makers and is not applicable to the proposed Project.
88. Encourage the reduced use of cars by visitors to the region by working with state, county and local agencies (e.g., park services, transportation agencies) to highlight and increase access to alternative options, including transit, passenger rail and active transportation	

(SCAG, 2024b, pp. 113-121)

C. *Land Use Compatibility*

The Project as evaluated herein would allow for the development of seven (7) light industrial warehouse buildings and associated truck courts and parking areas. Under existing conditions, lands surrounding the Project site consist of a mixture of open space/undeveloped lands, light industrial/business park uses, mining activities, a driving range, and the El Sobrante Landfill. Lands surrounding the Project site are designated by the Riverside County General Plan for a mixture of light industrial, community center, commercial retail, mineral resources extraction, and open space land uses. The proposed Project would not be incompatible with any of the existing or planned land uses surrounding the Project site. Furthermore, impacts associated with the Project's potential land use compatibility with surrounding uses have been evaluated throughout this EIR under the appropriate subject headings. For example, EIR Subsection 4.3, *Air Quality*, includes an assessment of potential localized air quality impacts that could result from Project implementation, including cancer and non-cancer risks associated with diesel-powered truck trips that would be generated by the Project. As concluded in EIR Subsection 4.3, the Project's localized air quality impacts affecting surrounding sensitive receptors, including residential and school uses, would be less than significant. EIR Subsection 4.9, *Hazards and Hazardous Materials*, includes an analysis of potential hazardous materials impacts that could affect surrounding land uses, and demonstrates that with mandatory regulatory compliance and implementation of mitigation measures, impacts associated with hazards and hazardous materials would be reduced to less-than-significant levels. EIR Subsection 4.13, *Noise*, includes an assessment of potential noise impacts associated with the Project, including noise from construction, site operations, and Project-related traffic, and concludes that Project-related noise impacts would be less than significant. There are no environmental effects to surrounding existing or planned land uses that have not already been evaluated throughout this EIR, and where necessary mitigation measures have been imposed on the Project to reduce potential impacts to the extent feasible.

Based on the foregoing analysis, the proposed 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.

Threshold b.: ***Would the Project disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?***

As previously depicted on EIR Figure 2-7, under existing conditions there are no residential communities surrounding the Project site. The nearest residential uses occur to the west of I-15. As such, the Project has no potential to disrupt or divide the physical arrangement of an established community (including a low-income or minority community), and no impact would occur.

4.11.5 Cumulative Impact Analysis

As indicated under the analysis of Threshold a., with approval of GPA 200007, the proposed Project would not conflict with any of the policies included in the Riverside County General Plan or TCAP, and would not conflict with Connect SoCal. Other developments within the western Riverside County region similarly would be required to demonstrate compliance with applicable General Plan and Connect SoCal policies. Thus, the

Project's impacts due to a conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect would be less-than-cumulatively considerable.

As indicated under the analysis of Threshold b., the Project would not disrupt or divide the physical arrangement of an established community (including a low-income or minority community). As such, cumulatively-considerable impacts would not occur.

4.11.6 Significance of Impacts Before Mitigation

Threshold a.: Less-than-Significant Impact. The Project would not conflict with the General Plan, TCAP, Connect SoCal, or any other land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Additionally, there are no impacts due to land use incompatibility that have not already been evaluated and mitigated to the maximum feasible extent in relevant sections of this EIR; therefore, Project impacts due to land use incompatibility would be less than significant.

Threshold b.: Less-than-Significant Impact. The Project would not disrupt or divide the physical arrangement of an established community (including a low-income or minority community), and impacts would be less than significant.

4.11.7 County Regulations, Design Requirements, and Mitigation

Impacts to land use and planning would be less than significant; therefore, mitigation measures are not required.

4.12 MINERAL RESOURCES

This Subsection 4.12 describes the potential mineral resources that are located on the Project site and in the vicinity and evaluates the potential effects that the Project may have on these resources. The following analysis is based on information obtained in the County's General Plan (Riverside County, 2015a); the "Geotechnical Investigation, Proposed Warehouse Development, Temescal Canyon Road and Park Canyon Road, Corona, County of Riverside, California," prepared by NorCal Engineering (herein, "NorCal"), dated October 12, 2020, and included as EIR *Technical Appendix F* (NorCal, 2020); and the "Phase I Environmental Site Assessment, 23100 & 23200 Temescal Canyon Road Corona, CA 92883" (herein, "Phase I ESA"), prepared by Hazard Management Consulting (herein, "HMC"), dated September 12, 2019, and included as *Technical Appendix H1* to this EIR (HMC, 2019a). Refer to Section 7.0*, References*, for a complete list of these and other reference sources.

4.12.1 EXISTING CONDITIONS

A. Past Mining Activities

As detailed in the Project's Phase I ESA (*Technical Appendix H1*), the Project site encompasses 46.14 acres of undeveloped land that was used in the past as part of a concrete pipe manufacturing facility. As part of the past use, portions of the Project site were subject to mining operations, with mine tailings and overburden from clay mining operations disposed on site. Mining operations ceased on site in approximately 2014, when the prior concrete pipe manufacturing facility was closed. Based on an inspection report and an Approval of Alternative Certification (AAC) for Corona Clay Company Landfill, the property only accepted overburden from clay mining activities conducted by the Corona Clay Company, and the California Integrated Waste Management Board (CIWMB) determined that the site was not subject to closure and post closure requirements. (HMC, 2019a, p. 18)

B. Mineral Resources Potential

The Surface Mining and Reclamation Act of 1975 (SMARA, Public Resources Code, §§ 2710-2796) provides a comprehensive surface mining and reclamation policy with the regulation of surface mining operations to assure that adverse environmental impacts are minimized and mined lands are reclaimed to a usable condition. The SMARA requires the State Geologist to classify land according to the presence, absence, or likely occurrence of significant mineral deposits in certain areas of the State subject to urban expansion or land uses incompatible with mining. The State classification system is broken out into four general zones, as shown below in Table 4.12-1, *Mineral Resources Zones*. According to mapping information available from the California Department of Conservation, a majority of the eastern portions of the Project site are classified as MRZ-2, with the western portions of the Project site classified as MRZ-3. (CDC, 2024b).

4.12.2 APPLICABLE ENVIRONMENTAL REGULATIONS

The following is a brief description of the applicable environmental laws and related regulations related to mineral resources.

Table 4.12-1 Mineral Resources Zones

Zone	Significance
MRZ-1	Areas where geologic information indicates no significant mineral deposits are present
MRZ-2	Areas that contain identified mineral resources
MRZ-3	Areas of undetermined mineral resource significance
MRZ-4	Areas of unknown mineral resource potential

(Riverside County, 2015a, Table 4.12-1)

A. State Regulations

1. Surface Mining and Reclamation Act (SMARA) of 1975

The Surface Mining and Reclamation Act of 1975 ("SMARA"; Public Resources Code, §§ 2710-2796) provides a comprehensive surface mining and reclamation policy with the regulation of surface mining operations to assure that adverse environmental impacts are minimized and mined lands are reclaimed to a usable condition. SMARA also encourages the production, conservation, and protection of the State's mineral resources. Public Resources Code § 2207 provides annual reporting requirements for all mines in the State, under which the State Mining and Geology Board is also granted authority and obligations. (CDC, 2024d)

SMARA, Chapter 9, Division 2 of the Public Resources Code, requires the State Mining and Geology Board to adopt State policy for the reclamation of mined lands and the conservation of mineral resources. These policies are prepared in accordance with the Administrative Procedures Act (Government Code) and are found in California Code of Regulations, Title 14, Division 2, Chapter 8, Subchapter 1. (CDC, 2024d)

SMARA also requires the State Geologist to classify areas identified by the California Office of Planning and Research into Mineral Resource Zones. The primary purpose of mineral land classification is to assure that mineral potential and its significance is recognized and considered before land use decisions that preclude mining are made. These classifications are based on geological factors without regard to existing land use and ownership. SMARA requires the State Geologist to classify land according to the presence, absence, or likely occurrence of significant mineral deposits in certain areas of the State subject to urban expansion or land uses incompatible with mining. The State classification system is broken out into four general zones, as shown previously in Table 4.12-1.

4.12.3 Basis for Determining Significance

Section XII of Appendix G to the California Environmental Quality Act (CEQA) Guidelines addresses typical adverse effects to mineral resources, and includes the following threshold questions to evaluate a project's impacts on mineral resources (OPR, 2018a):

- Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

- Would the project result in the loss of availability of a locally-important mineral resource recover site delineated on a local general plan, specific plan, or other land use plan.

Significance thresholds as implemented by Riverside County are set forth in Riverside County's Environmental Assessment Checklist form, which are derived from Section XII of Appendix G to the State CEQA Guidelines (listed above), and state that the proposed Project would have a significant impact on mineral resources if construction and/or operation of the Project would:

a. *Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State;*

b. *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan;*

c. *Be an incompatible land use located adjacent to a State classified or designated area or existing surface mine; or*

d. *Expose people or property to hazards from proposed, existing, or abandoned quarries or mines.*

The significance thresholds set forth in Riverside County's Environmental Assessment Checklist were used to evaluate the significance of the proposed Project's impacts on mineral resources.

4.12.4 Impact Analysis

Threshold a: Would the Project result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?

According to the California Department of Conservation (CDC), a majority of the eastern portions of the Project site are classified as MRZ-2, with the western portions of the Project site classified as MRZ-3. The portions of the site classified as MRZ-3 includes "areas of undetermined mineral resource significance"; thus, the western portions of the Project site do not contain any known mineral resources that would be of value to the region or residents of the State. Although the eastern portions of the Project site do contain areas with known mineral resources (MRZ-2), the Project site previously was used for mining operations that ceased in approximately 2014 (HMC, 2019a, p. 18). The termination of mining operations on the Project site indicates that all mineral resources of value have been removed from the site. Thus, the project would not result in the loss of availability of a locally-important mineral resource recovery site, and impacts would be less than significant.

Threshold b: Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

The Project site is not designated as a mineral resource recovery site by the County's General Plan or Temescal Canyon Area Plan (TCAP), and there are no other land use plans that identify the site for containing mineral

resources. Accordingly, the Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan, and no impact would occur.

Threshold c: Would the Project be an incompatible land use located adjacent to a State classified or designated area or existing surface mine?

As noted above, the eastern portions of the Project site are mapped as MRZ-2, indicating that these areas contain identified mineral resources. However, the Project site previously was used for mining operations, with mining operations ceasing in approximately 2014 when the prior concrete pipe manufacturing facility was closed. Based on an inspection report and an Approval of Alternative Certification (AAC) for Corona Clay Company Landfill, the property only accepted overburden from clay mining activities conducted by the Corona Clay Company, and the CIWMB determined that the site was not subject to closure and post closure requirements. (HMC, 2019a, p. 18) Additionally, mining operations occurred on the property to the southeast of the Project site, areas to the northeast of the Temescal Wash are designated by the General Plan and TCAP for mineral resources uses, and mining activities are on-going at a property located approximately 0.6-mile east of the Project site. However, the Project would entail development of the Project site with seven (7) light industrial warehouse buildings and associated parking areas. The Project does not involve any residential uses or other uses that may be incompatible with mining operations occurring to the east of the Project site. Additionally, land uses on site would be buffered from on-going mining operations in the surrounding area by the Temescal Wash and other existing open space in the local area. Accordingly, the Project would not be an incompatible land use located adjacent to a State classified or designated area or existing surface mine, and impacts would be less than significant.

Threshold d: Would the Project expose people or property to hazards from proposed, existing, or abandoned quarries or mines?

Although some mining activities occurred in the past in association with the site's former use as a concrete pipe manufacturing facility, the Project site was subsequently graded and currently consists of disturbed, largely undeveloped land with little topographic variation. There are no components of the site's past mining activities that would expose future employees or other properties to mining-related hazards. Additionally, and as noted above under the analysis of Threshold d., although mining operations are occurring or have occurred in the past to the south and east of the Project site, land uses on site would be buffered from these on-going and former mining sites by the Temescal Wash and other existing open space in the local area. Accordingly, the Project would not expose people or property to hazards from proposed, existing, or abandoned quarries or mines, and impacts would be less than significant.

4.12.5 Cumulative Impact Analysis

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects within the western Riverside County region. This cumulative study area was selected because western Riverside County encompasses large areas that include geologic conditions similar to those

that occur on the Project site, and because this study area encompasses a large portion of the local market for the production and consumption of mineral resources.

As mapped by the CDC, a majority of the eastern portions of the Project site are classified as MRZ-2, with the western portions of the Project site classified as MRZ-3. The portions of the site classified as MRZ-3 includes "areas of undetermined mineral resource significance"; thus, the western portions of the Project site do not contain any known mineral resources that would be of value to the region or residents of the State. Although the eastern portions of the Project site do contain areas with known mineral resources (MRZ-2), the Project site previously was used for mining operations that ceased in approximately 2014 (HMC, 2019a, p. 18). The termination of mining operations on the Project site indicates that all mineral resources of value have been removed from the site. Thus, the project would not result in the loss of availability of a locally-important mineral resource recovery site, and cumulatively-considerable impacts would be less than significant.

Although there are existing mining operations occurring in the Project vicinity, including in areas to the east of the Project site (and northeast of the Temescal Wash), the Project would entail development of the Project site with seven (7) light industrial warehouse buildings and associated parking areas. The Project does not involve any residential uses or other uses that may be incompatible with mining operations occurring to the east of the Project site. Accordingly, cumulatively-considerable impacts would not occur.

Although the Project site was subject to mining activities associated with the site's former use as a concrete pipe manufacturing facility, the Project site was subsequently graded and currently consists of disturbed, largely undeveloped land with little topographic variation. There are no components of the site's past mining activities that would expose future employees or other properties to mining-related hazards. Cumulatively-considerable impacts would not occur.

4.12.6 Significance of Impacts Before Mitigation

Threshold a.: Less-than-Significant Impact. The Project site does not contain any known mineral resources that would be of value to the region or the residents of the State. Accordingly, with implementation of the proposed Project there would be no impact to known mineral resources.

Threshold b.: No Impact. The Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan, and no impact would occur.

Threshold c.: Less-than-Significant Impact. The eastern portions of the Project site are mapped as MRZ-2, indicating that these areas contain identified mineral resources. However, the Project site previously was used for mining operations, with mining operations ceasing in approximately 2014 when the prior concrete pipe manufacturing facility was closed. Additionally, although mining activities are occurring in the Project vicinity, the Project does not involve any residential uses or other uses that may be incompatible with mining operations occurring to the east of the Project site. Additionally, land uses on site would be buffered from on-going mining operations in the surrounding area by the Temescal Wash and other existing open space in the

local area. Accordingly, the Project would not be an incompatible land use located adjacent to a State classified or designated area or existing surface mine, and impacts would be less than significant.

Threshold d.: Less-than-Significant Impact. Although some mining activities occurred in the past in association with the site's former use as a concrete pipe manufacturing facility, the Project site was subsequently graded and currently consists of disturbed, largely undeveloped land with little topographic variation. There are no components of the site's past mining activities that would expose future employees or other properties to mining-related hazards. Accordingly, impacts would be less than significant.

4.12.7 Applicable Regulations, Design Requirements, and Mitigation

Project impacts to mineral resources would be less than significant; thus, mitigation measures are not required.

4.13 NOISE

This Subsection 4.13 addresses the environmental issue of noise. The information in this Subsection is based in part on a technical report prepared by Urban Crossroads, Inc. (herein, "Urban Crossroads"), titled, "Temescal Valley Commerce Center (PPT 220039) Noise and Vibration Analysis" (herein, "NIA"), dated June 23, 2023, and included as *Technical Appendix J* to this EIR (Urban Crossroads, 2023e). This Subsection also relies on a technical report addressing interim conditions that would occur following buildout of the Project but prior to the planned realignment of Temescal Canyon Road, during which time traffic associated with Buildings 3 and 5 would be required to travel north to the Dos Lagos interchange in order to access the I-15 freeway. This report is titled, *Temescal Valley Commerce Center Noise Assessment*," is dated April 28, 2025, and is included as *Technical Appendix J2* (Urban Crossroads, 2025b). Refer to Section 7.0*, References*, for a complete list of reference sources.

4.13.1 FUNDAMENTALS OF NOISE AND ENVIRONMENTAL SOUND

Noise is simply defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm, or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise sources by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear. Figure 4.13-1, *Typical Noise Levels*, presents a summary of the typical noise levels and their subjective loudness and effects. (Urban Crossroads, 2023e, p. 7)

A. Range of Noise

Since the range of intensities that the human ear can detect is so large, the scale frequently used to measure intensity is a scale based on multiples of 10, the logarithmic scale. The scale for measuring intensity is the decibel scale. Each interval of 10 decibels indicates a sound energy 10 times greater than before, which is perceived by the human ear as being roughly twice as loud. The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is roughly 60 dBA, while loud jet engine noises equate to 110 dBA at approximately 100 feet, which can cause serious discomfort. Another important aspect of noise is the duration of the sound and the way it is described and distributed in time. (Urban Crossroads, 2023e, pp. 7-8)

B. Noise Descriptors

Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The most used figure is the equivalent continuous sound pressure level (Leq). Leq is not measured directly but is calculated from sound pressure levels typically measured in dBA. Leq represents a steady state sound level containing the same total energy as a time varying signal over a given sample period and is commonly used to describe the "average" noise levels within the environment. (Urban Crossroads, 2023e, p. 8)

Figure 4.13-1 Typical Noise Levels

COMMON OUTDOOR ACTIVITIES	COMMON INDOOR ACTIVITIES	A - WEIGHTED SOUND LEVEL dBA	SUBJECTIVE LOUDNESS	EFFECTS OF NOISE
THRESHOLD OF PAIN		140	INTOLERABLE OR DEAFENING	HEARING LOSS
NEAR JET ENGINE		130		
		120		
JET FLY-OVER AT 300m (1000 ft)	ROCK BAND	110		
LOUD AUTO HORN		100	VERY NOISY	
GAS LAWN MOWER AT 1m (3 ft)		90		
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80		SPEECH INTERFERENCE
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70	LOUD	
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60		
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50	MODERATE	SLEEP DISTURBANCE
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40		
QUIET SUBURBAN NIGHTTIME	LIBRARY	30	FAINT	NO EFFECT
QUIET RURAL NIGHTTIME	BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND)	20		
	BROADCAST/RECORDING STUDIO	10	VERY FAINT	
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0		

Source: Environmental Protection Agency Office of Noise Abatement and Control, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA/ONAC 550/9-74-004) March 1974.

(Urban Crossroads, 2023e, Exhibit 2-A)

Peak hour or average noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite 24-hour noise level is utilized. The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time-of-day corrections require the addition of 5 decibels to dBA Leq sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA Leq sound levels at night between 10:00 p.m. and 7:00 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when sound appears louder. CNEL does not represent the actual sound level heard at any time, but rather represents the total sound exposure. Riverside County relies on the 24-hour CNEL level to assess land use compatibility with transportation-related noise sources. (Urban Crossroads, 2023e, p. 8)

C. *Sound Propagation*

When sound propagates over a distance, it changes in level and frequency content. The way noise reduces with distance depends on the factors described below. (Urban Crossroads, 2023e, p. 8)

1. Geometric Spreading

Sound from a localized source (i.e., a stationary point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source. (Urban Crossroads, 2023e, p. 8)

2. Ground Absorption

The propagation path of noise from a highway to a receiver is usually very close to the ground. Noise attenuation from ground absorption and reflective wave canceling adds to the attenuation associated with geometric spreading. Traditionally, the excess attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 feet. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance from a line source. (Urban Crossroads, 2023e, pp. 8-9)

3. Atmospheric Effects

Receivers located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects. (Urban Crossroads, 2023e, p. 9)

4. Shielding

A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Shielding by trees and other such vegetation typically only has an "out of sight, out of mind" effect. That is, the perception of noise impact tends to decrease when vegetation blocks the line-of-sight to nearby residents. However, for vegetation to provide a substantial, or even noticeable, noise reduction, the vegetation area must be at least 15 feet in height, 100 feet wide, and dense enough to completely obstruct the line-of sight between the source and the receiver. This size of vegetation may provide up to 5 dBA of noise reduction. The Federal Highway Administration (FHWA) does not consider the planting of vegetation to be a noise abatement measure. (Urban Crossroads, 2023e, p. 9)

D. Noise Control

Noise control is the process of obtaining an acceptable noise environment for an observation point or receiver by controlling the noise source, transmission path, receiver, or all three. This concept is known as the source-path-receiver concept. In general, noise control measures can be applied to these three elements. (Urban Crossroads, 2023e, p. 9)

E. Noise Barrier Attenuation

Effective noise barriers can reduce noise levels by up to 10 to 15 dBA, cutting the loudness of traffic noise in half. A noise barrier is most effective when placed close to the noise source or receiver. Noise barriers, however, do have limitations. For a noise barrier to work, it must be high enough and long enough to block the path of the noise source. (Urban Crossroads, 2023e, p. 9)

F. Land Use Compatibility With Noise

Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches, and residences are more sensitive to noise intrusion than are commercial or industrial developments and related activities. As ambient noise levels affect the perceived amenity or livability of a development, so too can the mismanagement of noise impacts impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop, and work. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design process. The FHWA encourages state and local governments to regulate land development in such a way that noise-sensitive land uses are either prohibited from being located adjacent to a highway, or that the developments are planned, designed, and constructed in such a way that noise impacts are minimized. (Urban Crossroads, 2023e, p. 10)

G. Community Response to Noise

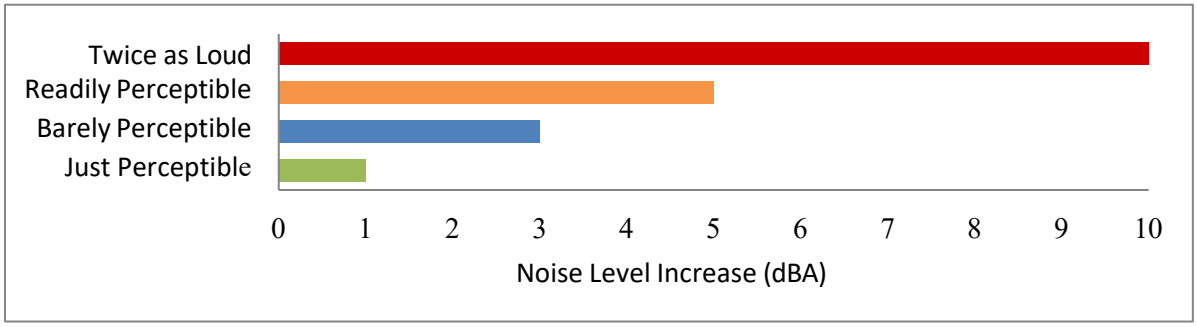
Approximately sixteen percent of the population has a very low tolerance for noise and will object to any noise not of their making. Consequently, even in the quietest environment, some complaints may occur. Twenty to thirty percent of the population will not complain even in very severe noise environments. Thus, a variety of reactions can be expected from people exposed to any given noise environment. (Urban Crossroads, 2023e, p. 10)

Surveys have shown that community response to noise varies from no reaction to vigorous action for newly introduced noises averaging from 10 dB below existing to 25 dB above existing. According to research originally published in the Noise Effects Handbook, the percentage of high annoyance ranges from approximately 0 percent at 45 dB or less, 10 percent are highly annoyed around 60 dB, and increases rapidly to approximately 70 percent being highly annoyed at approximately 85 dB or greater. Despite this variability in behavior on an individual level, the population can be expected to exhibit the following responses to changes in noise levels as shown on Figure 4.13-2, *Noise Level Increase Perception*. A change of 3 dBA is considered barely perceptible, and changes of 5 dBA are considered readily perceptible. (Urban Crossroads, 2023e, p. 10)

H. Vibration

Per the Federal Transit Administration (FTA) *Transit Noise Impact and Vibration Impact Assessment Manual*, vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency. (Urban Crossroads, 2023e, p. 11)

Figure 4.13-2 Noise Level Increase Perception



(Urban Crossroads, 2023e, Exhibit 2-B)

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Vibration decibel notation (VdB) is commonly used to measure RMS. VdB serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment and/or activities. (Urban Crossroads, 2023e, p. 11)

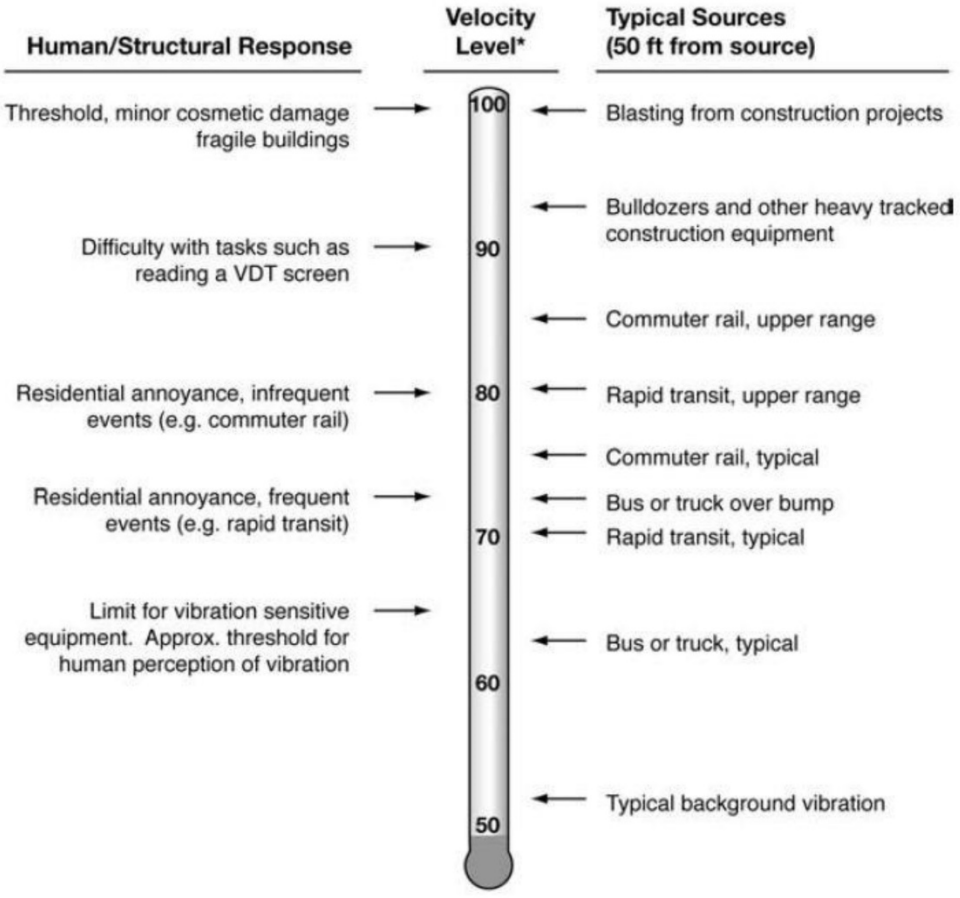
The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Figure 4.13-3, *Typical*

Levels of Ground-Borne Vibration, illustrates common vibration sources and the human and structural response to ground-borne vibration. (Urban Crossroads, 2023e, p. 11)

4.13.2 Existing Conditions

To assess the existing noise level environment, 24-hour noise level measurements were taken at five locations in the Project study area. The receiver locations were selected to describe and document the existing noise environment within the Project study area. Figure 4.13-4, *Noise Measurement Locations*, provides the boundaries of the Project study area and the noise level measurement locations. To fully describe the existing noise conditions, noise level measurements were collected by Urban Crossroads, Inc. on Wednesday, January 22, 2020. (Urban Crossroads, 2023e, p. 23)

Figure 4.13-3 Typical Levels of Ground-Borne Vibration



(Urban Crossroads, 2023e, Exhibit 2-C)

Source(s): Urban Crossroads (06-23-2023)

Figure 4.13-4

Not to Scale

Noise Measurement Locations

B. Measurement Procedure and Criteria

To describe the existing noise environment, the hourly noise levels were measured during typical weekday conditions over a 24-hour period. By collecting individual hourly noise level measurements, it is possible to describe the daytime and nighttime hourly noise levels and calculate the 24-hour CNEL. The long-term noise readings were recorded using Piccolo Type 2 integrating sound level meter and dataloggers. The Piccolo sound level meters were calibrated using a Larson-Davis calibrator, Model CAL 150. All noise meters were programmed in “slow” mode to record noise levels in "A" weighted form. The sound level meters and microphones were equipped with a windscreen during all measurements. 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. (Urban Crossroads, 2023e, p. 23)

C. Noise Measurement Locations

The long-term noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels surrounding the Project site. The nearest receivers are located west of the Project site and west of I-15. Both Caltrans and the FTA recognize that it is not reasonable to collect noise level measurements that can fully represent every part of a private yard, patio, deck, or balcony normally used for human activity when estimating impacts for new development projects. This is demonstrated in the Caltrans general site location guidelines which indicate that sites must be free of noise contamination by sources other than sources of interest, and sites located near sources such as barking dogs, lawnmowers, pool pumps, and air conditioners should be avoided unless it is the express intent of the analyst to measure these sources. Further, FTA guidance states that it is not necessary nor recommended that existing noise exposure be determined by measuring at every noise-sensitive location in a project area. Rather, the recommended approach is to characterize the noise environment for clusters of sites based on measurements or estimates at representative locations in the community. (Urban Crossroads, 2023e, p. 23)

Based on recommendations of Caltrans and the 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. In other words, the area represented by the receiver shares similar shielding, terrain, and geometric relationship to the reference noise source. Receivers represent a location of noise sensitive areas and are used to estimate the future noise level impacts. Collecting reference ambient noise level measurements at the nearby sensitive receiver locations allows for a comparison of the before and after project noise levels. and is necessary to assess potential noise impacts due to a project’s contribution to the ambient noise levels. (Urban Crossroads, 2023e, pp. 23-24)

D. Noise Measurement Results

The noise measurements presented below focus on the equivalent or the hourly energy average sound levels (Leq). Leq represents a steady state sound level containing the same total energy as a time-varying signal over a given sample period. Table 4.13-1, *24-Hour Ambient Noise Level Measurements*, identifies the hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) noise levels at each noise level measurement location. (Urban Crossroads, 2023e, p. 24)

Table 4.13-1 24-Hour Ambient Noise Level Measurements

Location[1]	Description	Energy Average Noise Level (dBA L_{eq})[2]		CNEL
		Daytime	Nighttime	
L1	Located west of Project site on Lawson Road near existing residential house at 23270 Lawson Road.	51.3	51.1	57.7
L2	Located northwest of the Project site on Temescal Canyon Road near the Temescal Driving Range.	60.4	57.1	64.3
L3	Located by the northern boundary of the Project site on Dawson Canyon Road.	61.6	58.9	66.0
L4	Located by the eastern boundary of the Project site on Canta Rosa Road.	67.3	63.8	71.1
L5	Located south of the Project site by Temescal Canyon Road across from U-Haul Neighborhood Dealer.	64.2	62.0	69.0

1. See Figure 4.13-4 for the noise level measurement locations.
2. Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2 of the Project's NIA (*Technical Appendix J*).

"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
(Urban Crossroads, 2023e, Table 5-1)

Table 4.13-1 provides the (energy average) noise levels used to describe the daytime and nighttime ambient conditions. These daytime and nighttime energy average noise levels represent the average of all hourly noise levels observed during these time periods expressed as a single number. Appendix 5.2 of the Project's NIA (*Technical Appendix J*) provides summary worksheets of the noise levels for each of the daytime and nighttime hours. (Urban Crossroads, 2023e, p. 24)

4.13.3 Applicable Regulatory Requirements

The following is a brief description of the federal, State, and local environmental laws and related regulations related to noise.

A. Federal Regulations

1. Noise Control Act of 1972

The Noise Control Act of 1972 establishes a national policy to promote an environment for all Americans free from noise that jeopardizes their health and welfare. The Act also serves to (1) establish a means for effective

coordination of federal research and activities in noise control; (2) authorize the establishment of federal noise emission standards for products distributed in commerce; and (3) provide information to the public respecting the noise emission and noise reduction characteristics of such products. (EPA, 2024h)

While primary responsibility for control of noise rests with State and local governments, federal action is essential to deal with major noise sources in commerce, control of which requires national uniformity of treatment. The United States (U.S.) Environmental Protection Agency (EPA) is directed by Congress to coordinate the programs of all federal agencies relating to noise research and noise control. (EPA, 2024h)

2. Federal Transit Administration

The FTA has published a Noise and Vibration Impact Assessment (NVIA), which provides guidance for preparing and reviewing the noise and vibration sections of environmental documents. In the interest of promoting quality and uniformity in assessments, the manual is used by project sponsors and consultants in performing noise and vibration analyses for inclusion in environmental documents. The manual sets forth the methods and procedures for determining the level of noise and vibration impact resulting from most federally-funded transit projects and for determining what can be done to mitigate such impact. (FTA, 2006, pp. p. 1-1)

The NVIA also establishes criteria for acceptable ground-borne vibration, which are expressed in terms of RMS velocity levels in decibels, and the criteria for acceptable ground-borne noise expressed in terms of A-weighted sound levels. As shown in Table 4.13-2, *Ground-Borne Vibration and Ground-Borne Noise Impact* Criteria for General Assessment, the FTA identifies three categories of land uses and provides Ground-Based Vibration (GBV) and Ground-Based Noise (GBN) criteria for each category of land use. (FTA, 2006, pp. 8-3 and 8-4)

3. Federal Aviation Administration

The Federal Aviation Administration (FAA) regulates the maximum noise level that an individual civil aircraft can emit through requiring aircraft to meet certain noise certification standards. These standards designate changes in maximum noise level requirements by “stage” designation. The standard requires that the aircraft meet or fall below designated noise levels. For civil jet aircraft, there are four stages identified, with Stage 1 being the loudest and Stage 4 being the quietest. For helicopters, two different stages exist, Stage 1 and Stage 2. As with civil jet aircraft, Stage 2 is quieter than Stage 1. In addition, the FAA is currently working to adopt the latest international standards for helicopters, which will be called Stage 3 and will be quieter than Stage 2. (FAA, 2024)

The FAA has undertaken a phase out of older, noisier civil aircraft, resulting in some stages of aircraft no longer being in the fleet. Currently within the contiguous U.S., civil jet aircraft over 75,000 pounds maximum take-off weight must meet Stage 3 and Stage 4 to fly. In addition, aircraft at or under 75,000 pounds maximum take-off weight must meet Stage 2, 3, or 4 to operate within the U.S. In addition, by December 31, 2015, all civil jet aircraft, regardless of weight must have met Stage 3 or Stage 4 to fly within the contiguous U.S. Both Stage 1 and Stage 2 helicopters are allowed to fly within the U.S. (FAA, 2024)

Table 4.13-2 Ground-Borne Vibration and Ground-Borne Noise Impact Criteria for General Assessment

Land Use Category	GBV Impact Levels (VdB re 1 micro-inch /sec)			GBN Impact Levels (dB re 20 micro Pascals)		
	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB[4]	65 VdB[4]	65 VdB[4]	N/A[4]	N/A[4]	N/A[4]
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB	35 dBA	38 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB	40 dBA	43 dBA	48 dBA

Notes:

1. "Frequent Events" is defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category.
2. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations.
3. "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines.
4. This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.
5. Vibration-sensitive equipment is generally not sensitive to ground-borne noise.

(FTA, 2006, Table 8-1)

The U.S. noise standards are defined in the Code of Federal Regulations (CFR) Title 14 Part 36 – *Noise Standards: Aircraft Type and Airworthiness Certification* (14 CFR Part 36). The FAA publishes certificated noise levels in the advisory circular, *Noise Levels for U.S Certificated and Foreign Aircraft*. This advisory circular provides noise level data for aircraft certificated under 14 CFR Part 36 and categorizes aircraft into their appropriate "stages." Any aircraft that is certified for airworthiness in the U.S. needs to also comply with noise standard requirements to receive a noise certification. The purpose of the noise certification process is to ensure that the latest available safe and airworthy noise reduction technology is incorporated into aircraft design and enables the noise reductions offered by those technologies to be reflected in reductions of noise experienced by communities. As noise reduction technology matures, the FAA works with the international community to determine if a new stringent noise standard is needed. If so, the international community through the International Civil Aviation Organization (ICAO) embarks on a comprehensive analysis to determine what that new standard will be. (FAA, 2022)

The current FAA noise standards applicable to new type certifications of jet and large turboprop aircraft is Stage 4. It is equivalent to the ICAO Annex 16, Volume 1 Chapter 4 standards. Recently, the international community has established and approved a more stringent standard within the ICAO Annex 16, Volume 1 Chapter 14, which became effective July 14, 2014. The FAA adopted this standard and promulgated the rule for Stage 5 effective for new type certificates after December 31, 2017 and December 31, 2020, depending on the weight of the aircraft. The Final Rule for Stage 5 was published in the Federal Register on October 4, 2017. (FAA, 2022)

For helicopters, the FAA has noise standards for a Stage 3 helicopter that became effective on May 5, 2014. These more stringent standards apply to new type helicopters and are consistent with ICAO Annex 16, Volume 1 Chapter 8 and Chapter 11. (FAA, 2022)

The FAA Modernization and Reform Act of 2012, in Section 513, had a prohibition on operating certain aircraft weighing 75,000 pounds or less not complying with Stage 3 noise levels, and on July 2, 2013, the FAA published a Final Rule in the Federal Register for the *Adoption of Statutory Prohibition the Operation of Jets Weighing 75,000 Pounds or Less That Are Not Stage 3 Noise Compliant*. In 1990, Congress passed the Aviation Noise and Capacity Act, which required that by the year 2000 all jet and large turboprop aircraft at civilian airports be Stage 3. (FAA, 2022)

4. Federal Highway Administration

The Federal Highway Administration (FHWA) is the agency responsible for administering the Federal-aid highway program in accordance with Federal statutes and regulations. The FHWA developed the noise regulations as required by the Federal-Aid Highway Act of 1970 (Public Law 91-605, 84 Stat. 1713). The regulation, 23 CFR 772 *Procedures for Abatement of Highway Traffic Noise and Construction Noise*, applies to highway construction projects where a State department of transportation has requested Federal funding for participation in the project. The regulation requires the highway agency to investigate traffic noise impacts in areas adjacent to federally-aided highways for proposed construction of a highway on a new location or the reconstruction of an existing highway to either significantly change the horizontal or vertical alignment or increase the number of through-traffic lanes. If the highway agency identifies impacts, it must consider abatement. The highway agency must incorporate all feasible and reasonable noise abatement into the project design. (FHWA, 2022)

The FHWA regulations for mitigation of highway traffic noise in the planning and design of federally aided highways are contained in Title 23 of the United States Code of Federal Regulations Part 772. The regulations require the following during the planning and design of a highway project:

- Identification of traffic noise impacts;
- Examination of potential mitigation measures;
- The incorporation of reasonable and feasible noise mitigation measures into the highway project; and
- Coordination with local officials to provide helpful information on compatible land use planning and control. (FHWA, 2022)

The regulations contain noise abatement criteria, which represent the upper limit of acceptable highway traffic noise for different types of land uses and human activities. The regulations do not require meeting the abatement criteria in every instance. Rather, they require highway agencies to make every reasonable and feasible effort to provide noise mitigation when the criteria are approached or exceeded. Compliance with the noise regulations is a prerequisite for the granting of Federal-aid highway funds for construction or reconstruction of a highway. (FHWA, 2022)

5. Construction-Related Hearing Conservation

The Occupational Safety and Health Administration (OSHA) hearing conservation program is designed to protect workers with significant occupational noise exposures from hearing impairment even if they are subject to such noise exposures over their entire working lifetimes. Standard 29 CFR, Part 1910 indicates the noise levels under which a hearing conservation program is required to be provided to workers exposed to high noise levels. (OSHA, 2002) This analysis does not evaluate the noise exposure of construction workers within the Project site based on CEQA requirements, and instead, evaluates the Project-related construction noise levels at the nearby sensitive receiver locations in the Project study area. Further, periodic exposure to high noise levels in short duration, such as Project construction, is typically considered an annoyance and not impactful to human health. It would take several years of exposure to high noise levels to result in hearing impairment.

B. State Regulations

1. Building Standards Code

The State of California's noise insulation standards are codified in the California Code of Regulations (CCR) Title 24, Building Standards Administrative Code, Part 2, and the California Building Standards Code. These noise standards are applied to new construction in California for the purpose of controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are developed near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans for noise-sensitive land uses must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL. (CA DGS, 2018)

2. California Noise Insulation Standards

The California Noise Insulation Standards (CCR Title 25 Section 1092) establish uniform minimum noise insulation performance standards for new hotels, motels, dormitories, apartment houses, and dwellings other than detached single-family dwellings. Specifically, Title 25 specifies that interior noise levels attributable to exterior sources shall not exceed 45 dBA Ldn/CNEL (i.e., the same levels that the EPA recommends for residential interiors) in any habitable room of a new dwelling. An acoustical study must be prepared for proposed multiple unit residential and hotel/motel structures where outdoor Ldn/CNEL is 60 dBA or greater. The study must demonstrate that the design of the building would reduce interior noise to 45 dBA Ldn/CNEL or lower. Because noise levels can increase over time in developing areas, Title 25 also specifies that dwellings

are to be designed so that interior noise levels will meet this standard for at least 10 years from the time of building permit application. (CA Administrative Code, 1974)

3. OPR General Plan Guidelines

Though not adopted by law, the 2017 California General Plan Guidelines, published by the California Governor's Office of Planning and Research (OPR), provides guidance for local agencies in preparing or updating general plans. The General Plan Guidelines provide direction on the required noise element portion of the general plans. The purpose of the noise element is to limit the exposure of the community to excessive noise levels. Local governments must "analyze and quantify" noise levels and the extent of noise exposure through actual measurement or the use of noise modeling. Technical data relating to mobile and point sources must be collected and synthesized into a set of noise control policies and programs that "minimizes the exposure of community residents to excessive noise." Noise level contours must be mapped and the conclusions of the element used as a basis for land use decisions. The element must include implementation measures and possible solutions to existing and foreseeable noise problems. Furthermore, the policies and standards must be sufficient to serve as a guideline for compliance with sound transmission control requirements. A general plan's noise element directly correlates to the land use, circulation, and housing elements. The noise element must be used to guide decisions concerning land use and the location of new roads and transit facilities since these are common sources of excessive noise levels. The noise levels from existing land uses, including mining, agricultural, and industrial activities, must be closely analyzed to ensure compatibility, especially where residential and other sensitive receptors have encroached into areas previously occupied by these uses. (OPR, 2017a, pp. 131-132)

C. Local Regulations

1. Riverside County General Plan

The Riverside County General Plan Noise Element was adopted to control and abate environmental noise, and to protect the citizens of Riverside County 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 Riverside County residents from excessive noise, the Noise Element contains the following policies related to the Project:

N 1.1 Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or block walls shall be used.

N 1.2 Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise producing, such as transportation corridors or within the projected noise contours of any adjacent airports.

N 1.3 Consider the following uses noise sensitive and discourage these uses in areas in excess of 65 CNEL:

- *Schools*
- *Hospitals*
- *Rest Homes*
- *Long Term Care Facilities*
- *Mental Care Facilities*
- *Residential Uses*
- *Libraries*
- *Passive Recreation Uses*
- *Places of Worship*

N 1.4 Determine if existing land uses will present noise compatibility issues with proposed projects by undertaking site surveys.

N 1.5 Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County.

N 1.7 Require proposed land uses, affected by unacceptably high noise levels, to have an acoustical specialist prepare a study of the noise problems and recommend structural and site design features that will adequately mitigate the noise problem.

N 2.3 Mitigate exterior and interior noises to the levels listed in Table N-2 [Table 4.13-3 below] below to the extent feasible, for stationary sources:

Table 4.13-3 Stationary Source Land Use Noise Standards (Residential)

Land Use	Interior Standards	Exterior Standards
Residential		
10:00 p.m. to 7:00 a.m.	40 L_{eq} (10 minute)	45 L_{eq} (10 minute)
7:00 a.m. to 10:00 p.m.	55 L_{eq} (10 minute)	65 L_{eq} (10 minute)

1 These are only preferred standards; final decision will be made by the Riverside County Planning Department and Office of Public Health.

N 3.3 Ensure compatibility between industrial development and adjacent land uses. To achieve compatibility, industrial development projects may be required to include noise mitigation measures to avoid or minimize project impacts on adjacent uses.

N 4.1 Prohibit facility-related noise, received by any sensitive use, from exceeding the following worst-case noise levels:

a. 45 dBA 10-minute Leq between 10:00 p.m. and 7:00 a.m.;
b. 65 dBA 10-minute Leq between 7:00 a.m. and 10:00 p.m.

N 4.2 Develop measures to control non-transportation noise impacts.

N 4.3 Ensure any use determined to be a potential generator of significant stationary noise impacts be properly analyzed and ensure that the recommended mitigation measures are implemented.

N 4.5 Encourage major stationary noise-generating sources throughout Riverside County to install additional noise buffering or reduction mechanisms within their facilities to reduce noise generation levels to the lowest extent practicable prior to the renewal of conditional use

permits or business license or prior to the approval and/or issuance of new conditional use permits for said facilities.

N 4.8 Require that the parking structures, terminals, and loading docks of commercial or industrial land uses be designed to minimize the potential noise impacts of vehicles on the site as well as on adjacent land uses.

N 6.3 Require commercial or industrial truck delivery hours be limited when adjacent to noise sensitive land uses unless there is no feasible alternative or there are overriding transportation benefits.

N 12.1 Utilize natural barrier such as hills, berms, boulders, and dense vegetation to assist in noise reduction.

N 13.1 Minimize the impacts of construction noise on adjacent uses within acceptable standards.

N 13.2 Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse impacts on surrounding areas.

N 13.3 Condition subdivision approval adjacent to developed/occupied noise-sensitive land uses (see policy N 1.3) by requiring the developer to submit a construction-related noise mitigation plan to the [County] for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this project, through the use of such methods as:

i. Temporary noise attenuation fences;
ii. Preferential location and equipment; and
iii. Use of current noise suppression technology and equipment.

N 13.4 Require that all construction equipment utilizes noise reduction features (e.g. mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

N 14.1 Enforce the California Building Standards that sets standards for building construction to mitigate interior noise levels to the tolerable 45 CNEL limit. These standards are utilized in conjunction with the Uniform Building Code by the County's Building Department to ensure that noise protection is provided to the public. Some design features may include extra-dense insulation, double-paned windows, and dense construction materials.

N 14.3 Incorporate acoustic site planning into the design of new development, particularly large scale, mixed-use, or master planned development, through measures which may include:

- *Separation of noise sensitive building from noise generating sources.*
- *Use of natural topography and intervening structures to shield noise sensitive land uses.*
- *Adequate sound proofing within the receiving structure.*

N 14.4 Consider and, when necessary, to lower noise to acceptable limits, require noise barriers and landscaped berms.

N 14.5 Consider the issue of adjacent residential land uses when designing and configuring all new, nonresidential development. Design and configure on site ingress and egress points that divert traffic away from nearby noise sensitive land uses to the greatest degree practicable.

N 14.8 Review all development applications for consistency with the standards and policies of the Noise Element of the General Plan.

N 16.2 Consider the following land uses sensitive to vibration:

- *Hospitals*
- *Residential areas*
- *Concert halls*
- *Libraries*
- *Sensitive research operations*
- *Schools*
- *Offices*

N 16.3 Prohibit exposure of residential dwellings to perceptible ground vibration from passing trains as perceived at the ground or second floor. Perceptible motion shall be presumed to be a motion velocity of 0.01 inches/second over a range of 1 to 100 Hz.

N 19.5 Require new developments that have the potential to generate significant noise impacts to inform impacted users on the effects of these impacts during the environmental review process.

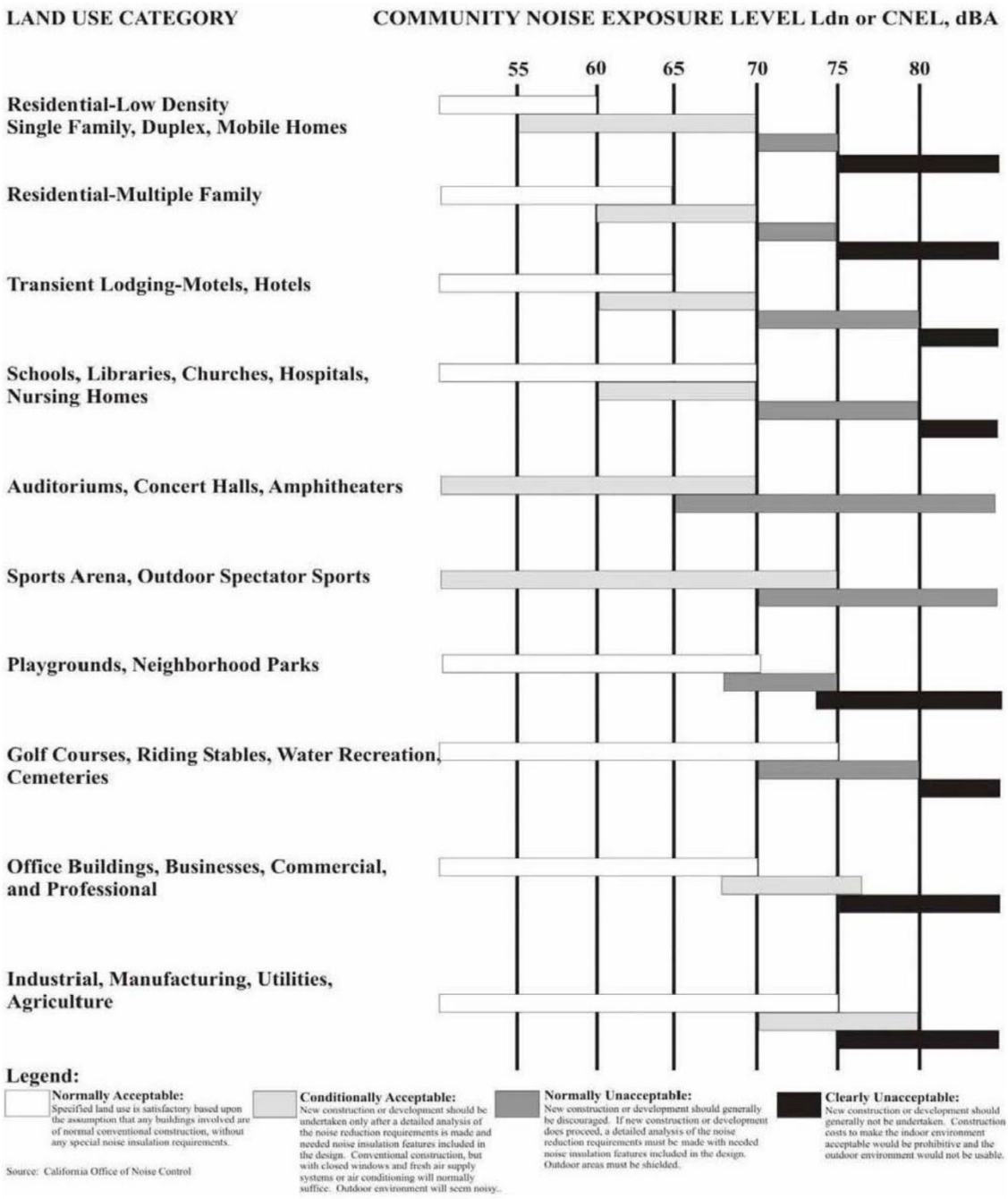
To ensure noise-sensitive land uses are protected from high levels of noise (N 1.1), Table N-1 of the Noise Element identifies guidelines to evaluate proposed developments based on exterior and interior noise level limits for land uses and requires a noise analysis to determine needed mitigation measures if necessary. The Noise Element identifies residential use as a noise-sensitive land use (N 1.3) and discourages new development in areas with transportation related levels of 65 dBA CNEL or greater existing ambient noise levels. To prevent and mitigate noise impacts for its residents (N 1.5), Riverside County requires noise attenuation measures for sensitive land use exposed to transportation related noise levels higher than 65 dBA CNEL. Policy N 4.1 of the Noise Element sets a stationary-source exterior noise limit to not to be exceeded for a cumulative period of more than ten minutes in any hour of 65 dBA Leq for daytime hours of 7:00 a.m. to 10:00 p.m., and 45 dBA Leq during the noise-sensitive nighttime hours of 10:00 p.m. to 7:00 a.m. To prevent high levels of construction noise from impacting noise-sensitive land uses, policies N 13.1 through 13.3 identify construction noise mitigation requirements for new development located near existing noise-sensitive land uses. Policy N 16.3 establishes the vibration perception threshold for rail-related vibration levels, used in this analysis as a threshold for determining potential vibration impacts due to Project construction.

Land Use Compatibility

The noise criteria identified in the Riverside County General Plan Noise Element (Table N-1) are guidelines to evaluate the land use compatibility of transportation related noise. The compatibility criteria, shown on

Table 4.13-4, *Land Use Compatibility for Community Noise Exposure*, provides the County with a planning tool to gauge the compatibility of land uses relative to existing and future exterior noise levels.

Table 4.13-4 Land Use Compatibility for Community Noise Exposure



Source: Riverside County General Plan Noise Element, Table N-1.

Table 4.13-4 describes categories of compatibility and not specific noise standards. Residentially-designated land uses in the Project study area are considered normally acceptable with exterior noise levels below 60 dBA CNEL, and conditionally acceptable with exterior noise levels of up to 70 dBA CNEL. For conditionally-acceptable exterior noise levels, approaching 80 dBA CNEL for Project land uses, new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and the needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

2. Construction Noise Standards

To control noise impacts associated with the construction of projects, such as the proposed Project, Riverside County has established limits to the hours of operation. Section 2.i of Riverside County Ordinance No. 847 (herein, "Noise Ordinance") indicates that noise associated with any private construction activity located within one-quarter of a mile from an inhabited dwelling is considered exempt between the hours of 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May. (Urban Crossroads, 2023e, p. 17)

Neither the County's General Plan nor Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a substantial temporary or periodic noise increase. Therefore, a numerical construction threshold based on Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* is used for analysis of daytime construction impacts, as discussed below. (Urban Crossroads, 2023e, p. 17)

According to the FTA, local noise ordinances are typically not very useful in evaluating construction noise. They usually relate to nuisance and hours of allowed activity, and sometimes specify limits in terms of maximum levels, but are generally not practical for assessing the impact of a construction project. Project construction noise criteria should account for the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land use. Due to the lack of standardized construction noise thresholds, the FTA provides guidelines that can be considered reasonable criteria for construction noise assessment. The FTA considers a daytime exterior construction noise level of 80 dBA Leq as a reasonable threshold for noise sensitive residential land use with a nighttime exterior construction noise level of 70 dBA Leq. (Urban Crossroads, 2023e, p. 17)

3. 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 types. 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. To analyze vibration impacts originating from the operation and construction of the proposed Project, vibration-generating activities are appropriately evaluated against standards established under the Municipal Code, if such standards exist. However, the County of Riverside does not identify specific construction vibration level limits. Therefore, for analysis

purposes, the Caltrans *Transportation and Construction Vibration Guidance Manual* is used herein to assess potential temporary construction-related impacts at adjacent building locations. The nearest noise sensitive buildings adjacent to the Project site can best be described as "older residential structures" with a maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec). (Urban Crossroads, 2023e, pp. 17-18)

4. Operational Noise Standards

Riverside County has set stationary-source hourly average Leq exterior noise limits to control loading dock activity, trailer parking activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements associated with the development of the proposed Project. The County considers noise generated using motor vehicles to be a stationary noise source when operated on private property such as at a loading dock. These facility-related noises, as projected to any portion of any surrounding property containing a habitable dwelling, hospital, school, library or nursing home, must not exceed the following worst-case noise levels. (Urban Crossroads, 2023e, p. 15)

Policy N 4.1 of the Riverside County General Plan Noise Element sets a stationary-source average Leq exterior noise limit not to be exceeded for a cumulative period of more than ten minutes in any hour of 65 dBA Leq for daytime hours of 7:00 AM to 10:00 PM, and 45 dBA Leq during the noise-sensitive nighttime hours of 10:00 PM to 7:00 AM. (Urban Crossroads, 2023e, p. 15)

Section 4 of Riverside County Ordinance No. 847 (General Sound Level Standards) identifies lower, more restrictive exterior noise level standards, which for the purpose of analysis herein, are used to evaluate potential Project-related operational noise level limits instead of the higher the General Plan exterior noise level standards previously identified. The County of Riverside County Code identifies exterior noise level limits of 55 dBA Leq during the daytime hours of 7:00 a.m. to 10:00 p.m., and 45 dBA Leq during the noise-sensitive nighttime hours of 10:00 p.m. to 7:00 am. for most noise-sensitive uses. (Urban Crossroads, 2023e, p. 15)

Based on consultation with the Riverside County Department of Environmental Health (DEH), Office of Industrial Hygiene (OIH), it is important to recognize that the Ordinance No. 847 noise level standards incorrectly identify maximum noise level (L_{max}) standards that should instead reflect the average Leq noise levels. Moreover, Riverside County DEH OIH's April 15, 2015, *Requirements for Determining and Mitigating, Non-Transportation Noise Source Impacts to Residential Properties*, also identifies operational (stationary-source) noise level limits using the Leq metric, consistent with the direction of the Riverside County General Plan guidelines and standards provided in the Noise Element. Therefore, the Project's NIA (*Technical Appendix J*) has been prepared consistent with direction of the Riverside County DEH OIH guidelines and standards using the Municipal Code average Leq noise level metric for stationary-source (operational) noise level evaluation. (Urban Crossroads, 2023e, p. 17)

4.13.4 Basis for Determining Significance

A. Significance Thresholds

Section XIII of Appendix G to the State CEQA Guidelines addresses typical adverse effects to noise, and includes the following threshold questions to evaluate a project's impacts on noise (OPR, 2018a):

- Would the project result in the 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?
- Would the project result in the generation of excessive ground-borne vibration or noise levels?
- 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?

Additionally, the following thresholds are derived from Riverside County's Environmental Assessment Checklist and are used to evaluate the significance of the proposed Project's impacts due to noise. Thus, for purposes of analysis herein, significant impacts to noise would occur if the Project or any Project-related component would:

a. *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, expose people residing or working in the project area to excessive noise levels;*

b. *For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels;*

c. *Result in the 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, noise ordinance, or applicable standards of other agencies; or*

d. *Generate excessive ground-borne vibration or ground-borne noise levels.*

B. Noise-Sensitive Receptors

Noise level increases resulting from the Project are evaluated based on Appendix G to the State CEQA Guidelines described above at the closest sensitive receiver locations. 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. This approach recognizes that there is no single noise increase that renders the noise impact significant. This approach recognizes that there is no single noise increase that renders the noise impact significant. This is primarily because of the wide variation in individual thresholds of annoyance and differing individual experiences with noise. Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of it to the existing environment to which one has adapted – the so-called ambient environment. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will typically be judged. (Urban Crossroads, 2023e, p. 19)

The Federal Interagency Committee on Noise (FICON) developed guidance to be used for the assessment of project-generated increases in noise levels that consider the ambient noise level. The FICON recommendations are based on studies that relate aircraft noise levels to the percentage of persons highly annoyed by aircraft noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative noise exposure metrics, such as CNEL and Leq. (Urban Crossroads, 2023e, p. 19)

As previously stated, the approach used in the analysis in this Subsection recognizes that there is no single noise increase that renders the noise impact significant. For example, if the ambient noise environment is quiet (<60 dBA) and the new noise source greatly increases the noise levels, an impact may occur if the noise criteria may be exceeded. Therefore, for purposes of analysis herein, a readily perceptible 5 dBA or greater Project-related noise level increase is considered a significant impact when the without Project noise levels are below 60 dBA. Per the FICON, in areas where the without Project noise levels range from 60 to 65 dBA, a 3 dBA barely perceptible noise level increase appears to be appropriate for most people. When the without Project noise levels already exceed 65 dBA, any increase in community noise louder than 1.5 dBA or greater is considered a significant impact if the noise criteria for a given land use is exceeded, since it likely contributes to an existing noise exposure exceedance. (Urban Crossroads, 2023e, pp. 19-20)

The FICON guidance provides an established source of criteria to assess the impacts of substantial temporary or permanent increase in ambient noise levels. Based on the FICON criteria, the amount to which a given noise level increase is considered acceptable is reduced when the without Project noise levels are already shown to exceed certain land-use specific exterior noise level criteria. The specific levels are based on typical responses to noise level increases of 5 dBA or readily perceptible, 3 dBA or barely perceptible, and 1.5 dBA depending on the underlying without Project noise levels for noise-sensitive uses. These levels of increases and their perceived acceptance are consistent with guidance provided by both the FHWA and Caltrans. (Urban Crossroads, 2023e, p. 20)

C. *Non-Noise-Sensitive Receivers*

The Riverside County General Plan Noise Element, Table N-1, *Land Use Compatibility for Community Noise Exposure*, was used to establish the satisfactory noise levels of significance for non-noise-sensitive land uses in the Project study area. As previously shown on Table 4.13-4, the normally acceptable exterior noise level for non-noise-sensitive land uses is 70 dBA CNEL. Noise levels greater than 70 dBA CNEL are considered conditionally acceptable per General Plan Table N-1. (Urban Crossroads, 2023e, p. 20)

To determine if Project-related traffic noise level increases are significant at off-site non-noise-sensitive land uses, a barely perceptible 3 dBA criteria is used. When the without Project noise levels at the non-noise-sensitive land uses are greater than the normally acceptable 70 dBA CNEL land use compatibility criteria, a barely perceptible 3 dBA or greater noise level increase is considered a significant impact since the noise level criteria already is exceeded. The noise level increases used to determine significant impacts for non-noise-sensitive land uses is generally consistent with the FICON noise level increase thresholds for noise-sensitive land uses, but instead relies on the normally acceptable 70 dBA CNEL exterior noise level criteria pursuant to

Table N-1 of the Riverside County General Plan Noise Element (previously shown on Table 4.13-4). (Urban Crossroads, 2023e, p. 20)

D. Vibration

As previously discussed, for the vibration impacts originating from the construction of the proposed Project, vibration-generating activities are appropriately evaluated using the Caltrans vibration damage thresholds to assess potential temporary construction-related impacts at adjacent building locations. The nearest noise sensitive buildings adjacent to the Project site can best be described as "older residential structures" with a maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec). (Urban Crossroads, 2023e, p. 20)

E. Summary of Significance Criteria

Noise impacts shall be considered significant if any of the conditions listed in Table 4.13-5, *Significance Criteria Summary*, would occur as a direct result of the proposed Project (Urban Crossroads, 2023e, p. 21).

Table 4.13-5 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	
Operational	Noise-Sensitive	Exterior Noise Level Standards[3]	55 dBA Leq	45 dBA Leq
		If ambient is < 60 dBA Leq[1]	≥ 5 dBA Leq Project increase	
		If ambient is 60 - 65 dBA Leq[1]	≥ 3 dBA Leq Project increase	
		If ambient is > 65 dBA Leq[1]	≥ 1.5 dBA Leq Project increase	
Construction	Noise-Sensitive	Noise Level Threshold[4]	80 dBA Leq	70 dBA Leq
		Vibration Level Threshold[5]	0.3 PPV (in/sec)	

1. FICON, 1992.
2. County of Riverside General Plan Noise Element, Table N-1.
3. County of Riverside Ordinance No. 847, Section 4.
4. Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.
5. Caltrans Transportation and Construction Vibration Manual, April 2020, Table 19.

"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
(Urban Crossroads, 2023e, Table 4-1)

4.13.5 Methodology for Calculating Project-Related Noise Impacts

A. *Sensitive Receiver Locations*

To assess the potential for long-term operational and short-term construction noise impacts, sensitive receiver locations, as shown on Figure 4.13-5, *Receiver Locations*, were identified as representative locations for analysis. 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, outpatient 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. (Urban Crossroads, 2023e, p. 35)

To describe the potential off-site Project noise levels, four receiver locations in the vicinity of the Project site were identified. The selection of receiver locations is based on FHWA guidelines and is consistent with additional guidance provided by Caltrans and the FTA. Other sensitive land uses in the Project study area that are located at greater distances would experience lower noise levels than those identified herein due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the project boundary to each receiver location. (Urban Crossroads, 2023e, p. 35)

- Location R1: Location R1 represents the existing residence at 23275 Lawson Road, approximately 1,351 feet west of the Project site. Location R1 is placed in the private outdoor living area (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L1 (refer to Figure 4.13-4), to describe the existing ambient noise environment. (Urban Crossroads, 2023e, p. 35)

- Location R2: Location R2 represents the Temescal Valley Driving Range, approximately 223 feet northwest of the Project site. The Temescal Valley Driving Range does not include any noise sensitive nighttime receivers. A 24-hour noise measurement was taken near this location, L2 (refer to Figure 4.13-4), to describe the existing ambient noise environment. (Urban Crossroads, 2023e, p. 35)

- Location R3: Location R3 represents the existing residence at 9575 Stone Canyon Road, approximately 1,563 feet northwest of the Project site. R3 is placed in the private outdoor living area (backyard) facing the Project site. The 24-hour noise level measurement L1 (refer to Figure 4.13-4) is used to describe the existing ambient noise environment. (Urban Crossroads, 2023e, p. 35)

- Location R4: Location R4 represents the Shell gas station at 23255 Temescal Canyon Road, approximately 468 feet southwest of the Project site. A 24-hour noise measurement was taken near this location, L5 (refer to Figure 4.13-4), to describe the existing ambient noise environment. (Urban Crossroads, 2023e, p. 35)

Source(s): Urban Crossroads (06-23-2023)

Figure 4.13-5

Not to Scale

Receiver Locations

B. Construction Noise Methodology

1. Typical Construction Reference Noise Levels

To describe the Project construction noise levels, the construction noise analysis was prepared using reference construction equipment noise levels from the FHWA's Roadway Construction Noise Model (RCNM), which includes a national database of construction equipment reference noise emission levels. The RCNM equipment database provides a comprehensive list of the noise generating characteristics for specific types of construction equipment. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation. Table 4.13-6, *Construction Reference Noise Levels*, presents the combined noise levels for the loudest construction equipment, assuming they operate at the same time. (Urban Crossroads, 2023e, pp. 45, 47)

Table 4.13-6 Construction Reference Noise Levels

Construction Stage	Reference Construction Activity	Reference Noise Level @ 50 Feet (dBA Leq)[1]	Combined Noise Level (dBA Leq)[2]	Combined Sound Power Level (PWL)[3]
Site Preparation	Crawler Tractors	78	80	112
	Hauling Trucks	72		
	Rubber Tired Dozers	75		
Grading	Graders	81	83	115
	Excavators	77		
	Compactors	76		
Building Construction	Cranes	73	81	113
	Tractors	80		
	Welders	70		
Paving	Pavers	74	83	115
	Paving Equipment	82		
	Rollers	73		
Architectural Coating	Cranes	73	77	109
	Air Compressors	74		
	Generator Sets	70		

[1] FHWA Roadway Construction Noise Model (RCNM).
[2] 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.
[3] Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calibrated using the CadnaA noise model at the reference distance to the noise source.
(Urban Crossroads, 2023e, Table 10-1)

2. Construction Vibration

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Ground vibration levels associated with various types of construction equipment are summarized on Table 4.13-7, *Vibration Source Levels for Construction Equipment*. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential Project construction vibration levels using the vibration assessment methods defined by the FTA, as more fully described in subsection 10.7 of the Project's NIA (*Technical Appendix J*). (Urban Crossroads, 2023e, p. 51)

Table 4.13-7 Vibration Source Levels for Construction Equipment

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089
Vibratory Roller	0.210

(Urban Crossroads, 2023e, Table 10-5)

C. Operational Noise Methodology

Following is a summary of the methodology used to evaluated Project-related operational noise impacts. Refer to Section 9 of the Project's NIA (*Technical Appendix J*) for a complete discussion of the methodology and modeling inputs and assumptions.

1. Reference Noise Levels

To estimate the Project operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed Project. Table 4.13-8, *Reference Noise Level Measurements*, provides a summary of the reference noise levels that were used to estimate the Project operational noise impacts. It is important to note that the projected noise levels assume the worst-case noise environment with the loading dock activity, trailer parking activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements all operating at the same time. These sources of noise activity likely would vary throughout the day. (Urban Crossroads, 2023e, p. 37)

2. Measurement Procedures

The reference noise level measurements presented in Section 9 of the Project's NIA (*Technical Appendix J*) were collected using a Larson Davis LxT Type 1 precision sound level meter (serial number 01146). The LxT

Table 4.13-8 Reference Noise Level Measurements

Noise Source[1]	Noise Source Height (Feet)	Min./ Hour[2]		Reference Noise Level (dBA L_{eq}) @ 50 Feet	Sound Power Level (dBA)[3]
		Day	Night		
Loading Dock Activity	8'	60	60	62.8	103.4
Trailer Parking Activity	8'	60	60	62.8	103.4
Roof-Top Air Conditioning Units	5'	39	28	57.2	88.9
Trash Enclosure Activity	5'	60	60	57.3	89.0
Parking Lot Vehicle Movements	5'	60	60	52.6	81.1
Truck Movements	8'	60	60	59.8	93.2

[1] As measured by Urban Crossroads, Inc.
[2] Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site. "Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.
[3] Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calculated using the CadnaA noise model at the reference distance to the noise source. Numbers may vary due to size differences between point and area noise sources.
(Urban Crossroads, 2023e, Table 9-1)

sound level meter was calibrated using a Larson-Davis calibrator, Model CAL 200, was programmed in "slow" mode to record noise levels in "A" weighted form and was located at approximately five feet above the ground elevation for each measurement. The sound level meters and microphones were equipped with a windscreen during all measurements. 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. Refer to Section 9 of the Project's NIA for a description of the modeling assumptions used to evaluate Project operational noise levels. (Urban Crossroads, 2023e, p. 37)

3. CadnaA Noise Prediction Model

To fully describe the exterior operational noise levels from the Project, Urban Crossroads developed a noise prediction model using the CadnaA (Computer Aided Noise Abatement) computer program. CadnaA can analyze multiple types of noise sources using the spatially accurate Project site plan, georeferenced Nearmap aerial imagery, topography, buildings, and barriers in its calculations to predict outdoor noise levels. (Urban Crossroads, 2023e, p. 40)

Using the ISO 9613-2 protocol, CadnaA calculates the distance from each noise source to the noise receiver locations, using the ground absorption, distance, and barrier/building attenuation inputs to provide a summary of noise level at each receiver and the partial noise level contributions by noise source. Consistent with the ISO 9613-2 protocol, the CadnaA noise prediction model relies on the reference sound power level (Lw) to describe individual noise sources. While sound pressure levels (e.g., Leq) quantify in decibels the intensity of given sound sources at a reference distance, sound power levels (Lw) are connected to the sound source and are independent of distance. Sound pressure levels vary substantially with distance from the source and diminish because of intervening obstacles and barriers, air absorption, wind, and other factors. Sound power

is the acoustical energy emitted by the sound source and is an absolute value that is not affected by the environment. (Urban Crossroads, 2023e, p. 41)

The operational noise level calculations provided herein account for the distance attenuation provided due to geometric spreading, when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. A default ground attenuation factor of 0.5 was used in the CadnaA noise analysis to account for mixed ground representing a combination of hard and soft surfaces. Appendix 9.1 to the Project's NIA ((*Technical Appendix J*)) includes the detailed noise model inputs used to estimate the Project operational noise levels. (Urban Crossroads, 2023e, p. 41)

D. Off-Site Traffic Modeling Methodology

1. FHWA Traffic Noise Prediction Model

The expected roadway noise level increases from vehicular traffic were calculated by Urban Crossroads using a computer program that replicates the FHWA Traffic Noise Prediction Model- FHWA-RD-77-108. The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). In California the national REMELs are substituted with the California Vehicle Noise (Calveno) Emission Levels. Adjustments are then made to the REMEL to account for: the roadway classification (e.g., collector, secondary, major or arterial); the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway); the total average daily traffic (ADT); the travel speed; the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume; the roadway grade; the angle of view (e.g., whether the roadway view is blocked); the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping); and the percentage of total ADT which flows each hour throughout a 24-hour period. Research conducted by Caltrans has shown that the use of soft site conditions is appropriate for the application of the FHWA traffic noise prediction model used in the analysis. (Urban Crossroads, 2023e, p. 27)

2. Off-Site Traffic Noise Prediction Model Inputs

Table 6-1 of the Project's NIA (*Technical Appendix J*) presents the roadway parameters used to assess the Project's off-site transportation noise impacts. NIA Table 6-1 identifies the ten off-site study area roadway segments, the distance from the centerline to adjacent land use based on the functional roadway classifications per the County of Riverside General Plan Circulation Element, and the vehicle speeds. The ADT volumes used in the analysis, which are summarized on Table 6-2 of the Project's NIA, are based on the Project's Traffic Impact Analysis ("TIA"; *Technical Appendix K2*) for the following traffic scenarios: Existing; Horizon Year 2045 Without Project; and Horizon Year 2045 With Project. The ADT volumes vary for each roadway segment based on the existing traffic volumes and the combination of project traffic distributions. The analysis relies on a comparative evaluation of the off-site traffic noise impacts at the boundary of the right-of-way of the receiving adjacent land use, without and with project ADT traffic volumes from the Project traffic analysis. (Urban Crossroads, 2023e, p. 27)

To quantify the off-site noise levels, the Project-related truck trips were added to the heavy truck category in the FHWA noise prediction model. The addition of the Project-related truck trips increases the percentage of

heavy trucks in the vehicle mix. This approach recognizes that the FHWA noise prediction model is significantly influenced by the number of heavy trucks in the vehicle mix. (Urban Crossroads, 2023e, p. 28)

Table 6-3 of the Project's NIA (*Technical Appendix J*) provides the time of day (daytime, evening, and nighttime) vehicle splits. The daily Project truck trip-ends were assigned to the individual off-site study area roadway segments based on the August 23, 2022, vehicle classification count collected on Temescal Canyon Road south of Dawson Canyon Road (Harvill & Water Traffic Analysis, Urban Crossroads, Inc.) Table 6-4 of the Project's NIA shows the traffic flow by vehicle type (vehicle mix) used for all the without Project traffic scenarios, and Table 6-5 of the Project's NIA shows the vehicle mixes used for the "with Project" traffic scenarios. (Urban Crossroads, 2023e, p. 29)

Due to the added Project truck trips, the increase in Project traffic volumes and the distributions of trucks on the study area road segments, the percentage of autos, medium trucks and heavy trucks would vary for each of the traffic scenarios. This explains why the existing and future traffic volumes and vehicle mixes vary between seemingly identical study area roadway segments. (Urban Crossroads, 2023e, p. 29)

4.13.6 Impact Analysis

Threshold a.: ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) 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?***

The Project site is not located within two miles of a public airport or within an airport land use plan. The closest airport is the Corona Municipal Airport located roughly 10 miles northwest of the Project site. According to Map CO-3 of the Riverside County Airport Land Use Compatibility Plan Policy Document, the Project site is located well outside of the 55 dBA CNEL noise contour for this airport facility, which is considered "normally acceptable" for industrial and warehouse land uses pursuant to Table N-1 of the Riverside County General Plan (refer to Table 4.13-4). As such, the Project would not expose people residing or working in the area to excessive noise levels from airport operations, and impacts would be less than significant. (Urban Crossroads, 2023e, p. 21)

Threshold b.: ***For a project located within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?***

There are no private airstrips in the Project vicinity. The nearest private airport facility is the Skylark Airport, located approximately 14.3 miles southeast of the Project site within the City of Lake Elsinore. Due to the distance between the Project site and the Skylark Airport, as well as the limited operations that occur at the Skylark Airport, the Project would not expose people residing or working in the area to excessive private airport-related noise. Accordingly, impacts would be less than significant.

Threshold c.: ***Would the Project result in the 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, noise ordinance, or applicable standards of other agencies?***

The Project has the potential to result in the generation of substantial noise levels associated with construction activities, site operations, and Project-related traffic. Each is discussed below.

A. Construction Noise Impacts

Following is an analysis of the potential average dBA Leq impacts resulting from short-term construction activities associated with the development of the Project. Figure 4.13-6, *Construction Noise Source Locations*, shows the construction noise source locations in relation to the nearest sensitive receiver locations previously depicted on Figure 4.13-5. (Urban Crossroads, 2023e, p. 45)

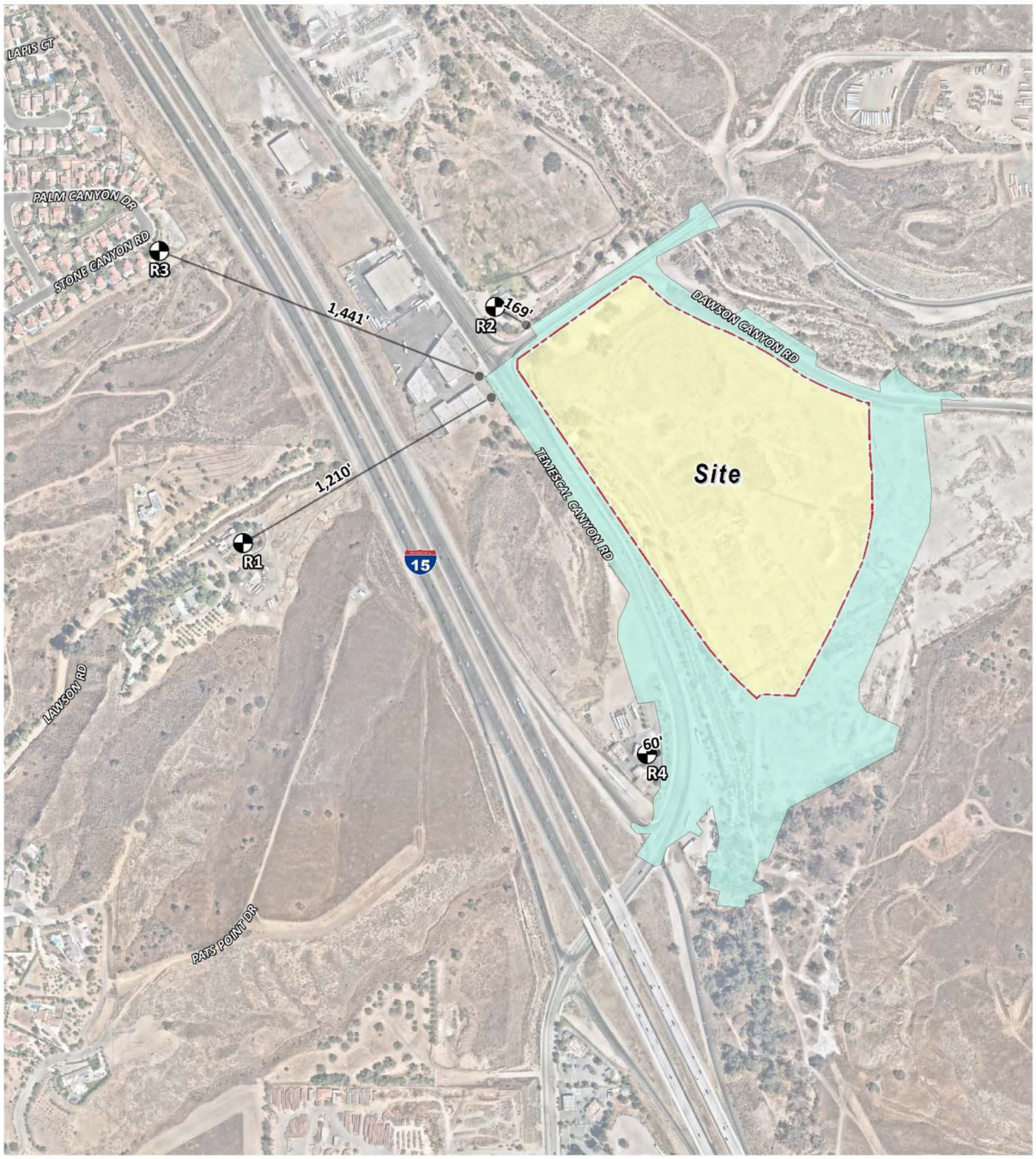
1. Construction Noise Levels

The FTA Transit Noise and Vibration Impact Assessment Manual recognizes that construction projects are accomplished in several different stages and outlines the procedures for assessing noise impacts during construction. Each stage has a specific equipment mix, depending on the work to be completed during that stage. As a result of the equipment mix, each stage has its own noise characteristics; some stages have higher continuous noise levels than others, and some have higher impact noise levels than others. The Project construction activities are expected to occur in the following stages: (Urban Crossroads, 2023e, p. 45)

- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

2. Typical Construction Noise Analysis

Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project construction noise level impacts at the nearest sensitive receiver locations were completed. Consistent with FTA guidance for general construction noise assessment, Table 4.13-6 (previously presented) shows the combined noise levels for the loudest construction equipment, assuming they operate at the same time. As shown on Table 4.13-9, *Construction Equipment Noise Level Summary*, the construction noise levels are expected to range from 43.5 to 63.4 dBA Leq at the nearby receiver locations. Appendix 10.1 to the Project's NIA (*Technical Appendix J*) includes the detailed CadnaA construction noise model inputs. (Urban Crossroads, 2023e, p. 47)



Source(s): Urban Crossroads (06-23-2023)

Figure 4.13-6

Not to Scale

Construction Noise Source Locations

Table 4.13-9 Construction Equipment Noise Level Summary

Receiver Location[1]	Construction Noise Levels (dBA Leq)					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels[2]
R1	48.8	51.8	49.8	51.8	45.8	51.8
R2	55.8	58.8	56.8	58.8	52.8	58.8
R3	46.5	49.5	47.5	49.5	43.5	49.5
R4	60.4	63.4	61.4	63.4	57.4	63.4

1. Noise receiver locations are shown on Figure 4.13-6.
2. Construction noise level calculations based on distance from the project site boundaries (construction activity area) to nearby receiver locations. CadnaA construction noise model inputs are included in Appendix 10.1 of the Project's NIA (*Technical Appendix J*).

(Urban Crossroads, 2023e, Table 10-2)

3. Typical Construction Noise Level Compliance

To evaluate whether the Project would generate potentially significant short-term noise levels at nearby receiver locations, a construction-related noise level threshold of 80 dBA Leq is used as acceptable thresholds to assess construction noise level impacts. The construction noise analysis shows that the nearby receiver locations would not be exposed to Project-related construction noise levels exceeding the 80 dBA Leq significance threshold, as shown on Table 4.13-10, *Construction Noise Level Compliance*. Therefore, the noise impacts due to Project construction noise would be less than significant at all receiver locations. (Urban Crossroads, 2023e, p. 48)

Table 4.13-10 Construction Noise Level Compliance

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})		
	Highest Construction Noise Levels[2]	Threshold[3]	Threshold Exceeded?[4]
R1	51.8	80	No
R2	58.8	80	No
R3	49.5	80	No
R4	63.4	80	No

1. Noise receiver locations are shown on Figure 4.13-6.
2. Highest construction noise level calculations based on distance from the construction noise source activity to nearby receiver locations as shown on Table 4.13-9.
3. Construction noise level thresholds as shown on Table 4.13-5.
4. Do the estimated Project construction noise levels exceed the construction noise level threshold?
5. Noise levels shown at Receiver Location R1 are representative of projected noise levels at the Temescal Valley Elementary School.

(Urban Crossroads, 2023e, Table 10-3)

4. Construction of Off-Site Roadway and Utility Improvements

In addition, to support the Project development, there will be paving for off-site improvements associated with roadway construction and utility installation of the Project site as previously shown on Figure 4.13-6. It is expected that these off-site improvements would be constructed mostly within the existing public right-of-way (ROW). The loudest phase of construction associated with offsite roadway and utility improvements would likely be grading/excavation activities, which would generate similar noise levels compared to the grading/excavation phase of the proposed Project's on-site construction activities previously outlined on Table 4.13-6. It is expected that the off-site construction activities would not take place at any one location for more than four days. 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 construction equipment noise levels presented on Table 4.13-9 and Table 4.13-10 include the potential noise source activities from the off-site roadway and utility improvements. (Urban Crossroads, 2023e, pp. 48-49)

5. Nighttime Concrete Pour Noise Analysis

Nighttime concrete pouring activities may occur as a part of Project building construction activities. Nighttime concrete pouring activities are often used to support reduced concrete mixer truck transit times and lower air temperatures than during the daytime hours and are generally limited to the actual building pad and loading dock areas. Figure 4.13-7, *Nighttime Concrete Pour Noise Source and Receiver Locations*, depicts the nighttime concrete pour noise source in relation to the identified receiver locations. Since the nighttime concrete pours would take place outside the permitted by Riverside County Ordinance No. 847 Section 2i, the Project Applicant would be required to obtain required to obtain authorization for nighttime work from the County of Riverside. Any nighttime construction noise activities are evaluated against the FTA nighttime exterior construction noise level threshold of 70 dBA Leq for noise sensitive residential land use. (Urban Crossroads, 2023e, pp. 48-49)

To estimate the noise levels due to nighttime concrete pouring activities, sample reference noise level measurements were taken during a nighttime concrete pour at a construction site. Urban Crossroads collected short-term nighttime concrete pour reference noise level measurements during the noise-sensitive nighttime hours between 1:00 a.m. to 2:00 a.m. at 27334 San Bernardino Avenue in the City of Redlands. The reference noise levels describe the expected concrete pour noise sources that may include 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. To describe the nighttime concrete pour noise levels associated with Project-related construction activities, the analysis herein relies on reference sound pressure level of 67.7 dBA Leq at 50 feet representing a sound power level of 100.3 dBA Lw. While the Project noise levels would depend on the actual duration of activities and specific equipment fleet in use at the time of construction, the reference sound power level of 100.3 dBA Lw is used to describe the expected Project nighttime concrete pour noise activities. (Urban Crossroads, 2023e, p. 49)

Source(s): Urban Crossroads (06-23-2023)

Figure 4.13-7

Not to Scale

Nighttime Concrete Pour Noise Source and Receiver Locations

As shown on Table 4.13-11, *Nighttime Concrete Pour Noise Level Compliance*, the noise levels associated with the nighttime concrete pour activities are estimated to range from 39.3 to 49.4 dBA Leq at the nearest noise sensitive receiver locations. The analysis shows that the unmitigated nighttime concrete pour activities would satisfy the FTA 70 dBA Leq nighttime residential noise level threshold at all the nearest noise sensitive receiver locations. Therefore, the noise impacts due to Project construction noise are considered less than significant at all receiver locations with prior authorization for nighttime work from the County of Riverside. Appendix 10.2 to the Project's NIA (*Technical Appendix J*) includes the CadnaA nighttime concrete pour noise model inputs. (Urban Crossroads, 2023e, p. 49)

Table 4.13-11 Nighttime Concrete Pour Noise Level Compliance

Receiver Location[1]	Concrete Pour Construction Noise Levels (dBA L_{eq})		
	Exterior Noise Levels[2]	Threshold[3]	Threshold Exceeded?[4]
R1	41.0	70	No
R2	49.4	70	No
R3	39.3	70	No
R4	45.5	70	No

1. Noise receiver locations are shown on Figure 4.13-6.
2. Nighttime Concrete Pour noise model inputs are included in Appendix 10.2 of the Project's NIA (*Technical Appendix J*).
3. Construction noise level thresholds as shown on Table 4.13-5.
4. Do the estimated Project construction noise levels exceed the construction noise level threshold?

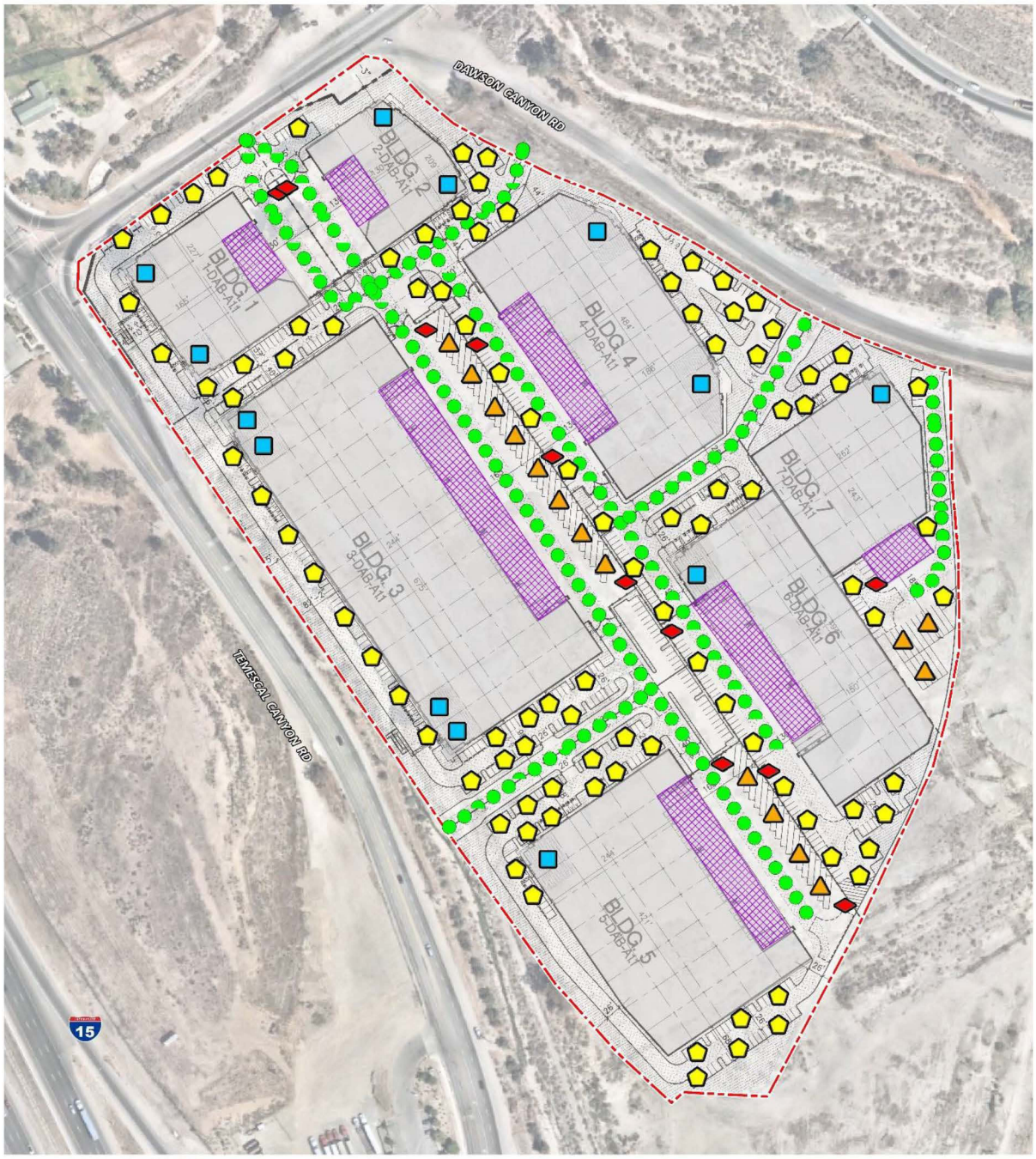
(Urban Crossroads, 2023e, Table 10-4)

B. Operational Noise Impacts

Following is an analysis of the potential stationary-source operational noise impacts at the nearest receiver locations, identified previously in Subsection 4.13.5.A, resulting from the operation of the proposed Project. Figure 4.13-8, *Operational Noise Source Locations*, identifies the noise source locations used to assess the hourly average Leq operational noise levels. (Urban Crossroads, 2023e, p. 37)

1. Operational Noise Sources

The operational noise analysis is intended to describe noise level impacts associated with the expected typical of daytime and nighttime activities at the Project site. Consistent with similar industrial uses, the Project business operations would primarily be conducted within enclosed buildings, except for traffic movement, parking, as well as loading and unloading of trucks at designated loading bays. The on-site Project-related noise sources are expected to include loading dock activity, trailer parking activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements. (Urban Crossroads, 2023e, p. 37)



Source(s): Urban Crossroads (06-23-2023)

Figure 4.13-8

Not to Scale

Operational Noise Source Locations

2. Project Operational Noise Levels

Using the reference noise levels to represent the proposed Project operations that include loading dock activity, trailer parking activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements, Urban Crossroads calculated the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. Table 4.13-12, *Daytime Project Operational Noise Levels*, shows the Project operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m. The daytime hourly noise levels at the off-site receiver locations are expected to range from 36.2 to 47.0 dBA Leq. (Urban Crossroads, 2023e, p. 41)

Table 4.13-12 Daytime Project Operational Noise Levels

Noise Source[1]	Operational Noise Levels by Receiver Location (dBA Leq)			
	R1	R2	R3	R4
Loading Dock Activity	29.0	44.8	34.8	29.9
Trailer Parking Activity	30.3	34.6	32.6	33.4
Roof-Top Air Conditioning Units	30.5	35.2	27.7	31.8
Trash Enclosure Activity	12.8	35.7	23.6	17.2
Parking Lot Vehicle Movements	28.4	37.0	25.2	33.8
Truck Movements	26.3	37.0	25.3	31.4
Total (All Noise Sources)	**36.2**	**47.0**	**38.0**	**39.3**

1. See Figure 4.13-8 for the noise source locations. CadnaA noise model calculations are included in Appendix 9.1 to the Project's NIA (*Technical Appendix J*).

(Urban Crossroads, 2023e, Table 9-2)

Table 4.13-13, *Nighttime Project Operational Noise Levels*, shows the Project operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the off-site receiver locations are expected to range from 35.6 to 46.9 dBA Leq. The difference between the daytime and nighttime noise levels is largely related to the duration of noise activity, as previously summarized in Table 4.13-8. Appendix 9.1 to the Project's NIA (*Technical Appendix J*) includes the detailed noise model inputs. (Urban Crossroads, 2023e, p. 42)

3. Project Operational Noise Level Compliance

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the Riverside County exterior noise level standards at nearest noise-sensitive receiver locations. Table 4.13-14, *Operational Noise Level Compliance*, shows that the operational noise levels associated with the proposed Project would satisfy the Riverside County 55 dBA Leq daytime and 45 dBA Leq nighttime exterior noise level standards at the nearest receiver locations. Although Receptor Location R2 would be exposed to nighttime operational noise levels exceeding 45 dBA Leq, this location represents the Temescal Valley Driving Range, which does not offer nighttime driving range activities. Therefore, the operational noise impacts would be less than significant at the nearest noise-sensitive receiver locations. (Urban Crossroads, 2023e, p. 42)

Table 4.13-13 Nighttime Project Operational Noise Levels

Noise Source[1]	Operational Noise Levels by Receiver Location (dBA Leq)			
	R1	R2	R3	R4
Loading Dock Activity	29.0	44.8	34.8	29.9
Trailer Parking Activity	30.3	34.6	32.6	33.4
Roof-Top Air Conditioning Units	28.0	32.7	25.3	29.4
Trash Enclosure Activity	12.8	35.7	23.6	17.2
Parking Lot Vehicle Movements	28.4	37.0	25.2	33.8
Truck Movements	26.3	37.0	25.3	31.4
Total (All Noise Sources)	**35.6**	**46.9**	**37.8**	**39.0**

1. See Figure 4.13-8 for the noise source locations. CadnaA noise model calculations are included in Appendix 9.1 to the Project's NIA (*Technical Appendix J*).

Note: Noise levels shown for Receiver Location R3 are representative of projected noise levels at the Temescal Valley Elementary School.
(Urban Crossroads, 2023e, Table 9-3)

Table 4.13-14 Operational Noise Level Compliance

Receiver Location[1]	Project Operational Noise Levels (dBA Leq)[2]		Noise Level Standards (dBA Leq)[3]		Noise Level Standards Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	36.2	35.6	55	45	No	No
R2	47.0	46.9	55	-[5]	No	-[5]
R3	38.0	37.8	55	45	No	No
R4	39.3	39.0	55	45	No	No

1. See Figure 4.13-5 for the receiver locations.
2. Proposed Project operational noise levels as shown on Table 4.13-12 and Table 4.13-13.
3. Exterior noise level standards for residential land use, as shown on Table 4.13-5.
4. Do the estimated Project operational noise source activities exceed the noise level standards?
5. Receiver R2 represents the Temescal Valley Driving Range and does not include any noise sensitive nighttime receivers.

Note: Noise levels shown for Receiver Location R3 are representative of projected noise levels at the Temescal Valley Elementary School.
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
(Urban Crossroads, 2023e, Table 9-4)

4. Project Operational Noise Level Increases

To describe the Project operational noise level increases, the Project operational noise levels are combined with the existing ambient noise levels measurements for the nearest receiver locations potentially impacted by Project operational noise sources. Since the dB units used to measure noise are logarithmic units, the Project-operational and existing ambient noise levels cannot be combined using standard arithmetic equations. Instead, they must be logarithmically added using the formula presented in Subsection 9.5 of the Project's NIA (*Technical Appendix J*). (Urban Crossroads, 2023e, p. 43)

The difference between the combined Project and ambient noise levels describes the Project noise level increases to the existing ambient noise environment. Noise levels that would be experienced at receiver locations when Project-source noise is added to the daytime and nighttime ambient conditions are presented on Table 4.13-15, *Daytime Project Operational Noise Level Increases*, and Table 4.13-16, *Nighttime Operational Noise Level Increases*, respectively. As indicated on Table 4.13-15 the Project would generate daytime operational noise level increases ranging from 0.0 to 0.2 dBA Leq at the nearest receiver locations. Table 4.13-16 shows that the Project would generate a nighttime operational noise level increases ranging from

Table 4.13-15 Daytime Project Operational Noise Level Increases

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Increase Criteria[7]	Increase Criteria Exceeded?
R1	36.2	L1	51.3	51.4	0.1	5.0	No
R2	47.0	L2	60.4	60.6	0.2	5.0	No
R3	38.0	L1	51.3	51.5	0.2	5.0	No
R4	39.3	L5	64.2	64.2	0.0	5.0	No

1. See Figure 4.13-5 for the receiver locations.
2. Total Project daytime operational noise levels as shown on 0.
3. Reference noise level measurement locations as shown on Figure 4.13-4.
4. Observed daytime ambient noise levels as shown on Table 4.13-1.
5. Represents the combined ambient conditions plus the Project activities.
6. The noise level increase expected with the addition of the proposed Project activities.
7. Significance increase criteria as shown on Table 4.13-5.

Note: Noise levels shown for Receiver Location R3 are representative of projected noise levels at the Temescal Valley Elementary School.
(Urban Crossroads, 2023e, Table 9-5)

Table 4.13-16 Nighttime Operational Noise Level Increases

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Increase Criteria[7]	Increase Criteria Exceeded?
R1	35.6	L1	51.1	51.2	0.1	5.0	No
R2	46.9	L2	57.1	57.5	0.4	5.0	No
R3	37.8	L1	51.1	51.3	0.2	5.0	No
R4	39.0	L5	62.0	62.0	0.0	5.0	No

1. See Figure 4.13-5 for the receiver locations.
2. Total Project nighttime operational noise levels as shown on Table 4.13-13.
3. Reference noise level measurement locations as shown on Figure 4.13-4.
4. Observed nighttime ambient noise levels as shown on Table 4.13-1.
5. Represents the combined ambient conditions plus the Project activities.
6. The noise level increase expected with the addition of the proposed Project activities.
7. Significance increase criteria as shown on Table 4.13-5.

Note: Noise levels shown for Receiver Location R3 are representative of projected noise levels at the Temescal Valley Elementary School.
(Urban Crossroads, 2023e, Table 9-6)

0.0 to 0.4 dBA Leq at the nearest receiver locations. Project-related operational noise level increases would satisfy the operational noise level increase significance criteria presented in Table 4.13-5, and therefore the Project noise level increases at the sensitive receiver locations would be less than significant. (Urban Crossroads, 2023e, p. 43)

C. *Off-Site Transportation Noise Impacts*

To assess the off-site transportation CNEL noise level impacts associated with the proposed Project, noise contours were developed based on the Project's TIA (*Technical Appendix K2*). Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway. 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. Refer to Subsections 7.1 and 7.2 of the Project's NIA (*Technical Appendix J*) for a discussion of traffic noise contours developed for the Project, which are presented in NIA Tables 7-1 through 7-3. (Urban Crossroads, 2023e, p. 31)

1. Horizon Year 2045 Traffic Noise Level Increase

Impact Analysis for Long-Term Conditions (with Temescal Canyon Road Realignment)

Table 7-2 of the Project's NIA (*Technical Appendix J*) presents the Horizon Year (HY) 2045 without Project conditions CNEL noise levels. The HY 2045 without Project exterior noise levels range from 72.2 to 80.1 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-3 of the Project's NIA shows that the HY 2045 with Project conditions will range from 72.2 to 80.1 dBA CNEL. Table 4.13-17, *Horizon Year 2045 With Project Traffic Noise Level Increases* – Long-Term Conditions, shows that the Project off-site traffic noise level increases would range from 0.0 to 0.7 dBA CNEL. Accordingly, because Project-related traffic under Horizon Year 2045 with Project conditions with the Temescal Canyon Road realignment would not exceed the applicable thresholds of significance, Project traffic-related noise impacts would be less than significant. (Urban Crossroads, 2023e, pp. 31-32)

Table 4.13-17 Horizon Year 2045 With Project Traffic Noise Level Increases – Long-Term Conditions

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Incremental Noise Level Increase Threshold[3]	
				No Project	With Project	Project Increment	Limit	Exceeded?
1	Temescal Canyon Rd.	s/o I-15	Non-Sensitive	76.4	76.4	0.0	3.0	No
2	Temescal Canyon Rd.	s/o Trilogy Pkwy.	Sensitive	76.6	76.6	0.0	1.5	No
3	Temescal Canyon Rd.	s/o Dos Lagos Rd.	Sensitive	76.9	76.9	0.0	1.5	No
4	Temescal Canyon Rd.	s/o Dawson Canyon Rd.	Non-Sensitive	76.9	77.2	0.3	3.0	No
5	Campbell Ranch Rd.	s/o Temescal Canyon Rd.	Sensitive	74.9	74.9	0.0	1.5	No
6	Temescal Canyon Rd.	e/o Campbell Ranch Rd.	Sensitive	73.1	73.1	0.0	1.5	No
7	Weirick Rd.	w/o I-15 SB Ramps	Sensitive	79.2	79.2	0.0	1.5	No
8	Dos Lagos Dr.	e/o I-15 NB Ramps	Non-Sensitive	80.1	80.1	0.0	3.0	No
9	Dawson Canyon Rd.	e/o Temescal Canyon Rd.	Non-Sensitive	73.2	73.9	0.7	3.0	No
10	Trilogy Pkwy.	w/o Trilogy Pkwy.	Sensitive	72.2	72.2	0.0	1.5	No

1. Based on a review of existing aerial imagery. Noise sensitive uses are limited to existing residential land uses.
2. The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
3. Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4.13-5)?

(Urban Crossroads, 2023e, Table 7-4)

Impact Analysis for Interim Conditions (without Temescal Canyon Road Realignment)

As discussed in EIR Section 3.0, although Temescal Canyon Road is planned to be realigned to form a 90-degree intersection with the north-south and east-west aligned portions of this roadway, the planned realignment is anticipated to occur in conjunction with buildout of the adjacent Serrano Specific Plan to the south and would not occur with buildout of the proposed Project. With buildout of the Project and prior to the planned realignment, the Project's driveway along Temescal Canyon Road (Driveway 1) would be restricted to a right-turn in/right-turn out only configuration. During this interim period, traffic associated with Buildings 3 and 5 would be required to travel north along Temescal Canyon Road to Dos Lagos Drive to access the I-15 freeway. Accordingly, and in order to address potential traffic-related noise impacts to sensitive receptors located between the Project site and the Dos Lagos interchange, a supplemental technical report was prepared for the Project and is included as *Technical Appendix J2*.

Table 4.13-18, *Horizon Year 2045 With Project Traffic Noise Level Increases for Interim Conditions*, presents the Horizon Year 2045 conditions CNEL noise levels for Interim Conditions (i.e., prior to the realignment of Temescal Canyon Road). As shown, the Horizon Year 2045 without Project exterior noise levels would range from 72.2 to 80.1 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 4.13-18 shows that the Horizon Year 2045 with Project conditions would range from 72.2 to 80.2 dBA CNEL with the Project off-site traffic noise level increases ranging from 0.0 to 1.1 dBA CNEL. Based on the significance criteria for off-site traffic noise, land uses adjacent to all study area roadway segments would experience-less-than significant noise level increases on receiving land uses due to the Horizon Year 2045 with Project conditions. Accordingly, because Project-related traffic under Horizon Year

2045 with Project conditions with the Temescal Canyon Road realignment would not exceed the applicable thresholds of significance, Project traffic-related noise impacts would be less than significant. Appendix 1 to the Project's Supplemental Noise Analysis (*Technical Appendix J2*) includes a summary of the dBA CNEL traffic noise level contours for each of the traffic scenarios. (Urban Crossroads, 2025b, p. 2)

Table 4.13-18 Horizon Year 2045 With Project Traffic Noise Level Increases for Interim Conditions

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Incremental Noise Level Increase Threshold[3]	
				No Project	With Project	Project Increment	Limit	Exceeded?
1	Temescal Canyon Rd.	s/o I-15	Non-Sensitive	76.4	76.4	0.0	3.0	No
2	Temescal Canyon Rd.	s/o Trilogy Pkwy.	Sensitive	76.6	76.6	0.0	1.5	No
3	Temescal Canyon Rd.	s/o Dos Lagos Dr.	Sensitive	76.9	77.0	0.1	1.5	No
4	Temescal Canyon Rd.	s/o Dawson Canyon Rd.	Non-Sensitive	76.9	77.2	0.3	3.0	No
5	Campbell Ranch Rd.	s/o Temescal Canyon Rd.	Sensitive	74.9	74.9	0.0	1.5	No
6	Temescal Canyon Rd.	e/o Campbell Ranch Rd.	Sensitive	73.1	73.1	0.0	1.5	No
7	Weirick Rd.	w/o I-15 SB Ramps	Sensitive	79.2	79.2	0.0	1.5	No
8	Dos Lagos Dr.	e/o I-15 NB Ramps	Non-Sensitive	80.1	80.2	0.1	3.0	No
9	Dawson Canyon Rd.	e/o Temescal Canyon Rd.	Non-Sensitive	73.2	74.3	1.1	3.0	No
10	Trilogy Pkwy.	w/o Trilogy Pkwy.	Sensitive	72.2	72.2	0.0	1.5	No

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
[3] Does the Project create an incremental noise level increase exceeding the significance criteria?
(Urban Crossroads, 2025b, Table 1)

Impact Analysis for Long-Term Cumulative Conditions (with Temescal Canyon Road Realignment)

Table 4.13-19, *Cumulative and Project Off-Site Incremental Noise Level Increases*, presents a summary of the cumulative and Project incremental noise level increases for each of the study area roadway segments. The cumulative traffic noise level increase increment describes the difference between the Horizon Year 2045 with Project conditions and the Existing (baseline) conditions, and assumes completion of the Temescal Canyon Road realignment. The cumulative off-site traffic noise level increases are expected to range from 0.6 to 5.1 dBA CNEL and would exceed the cumulative off-site traffic noise level increase thresholds on five of the ten study area roadway segments. The difference between cumulative and Project traffic noise impacts is that the cumulative impacts are caused by Project traffic in combination with traffic from other closely related past, present, and reasonably foreseeable future projects rather than Project-only traffic. The Project's contribution to the future noise level is determined by comparing the future with Project and no Project conditions, and a determination is made whether the Project's contribution is cumulatively considerable. (Urban Crossroads, 2023e, p. 33)

Table 4.13-19 Cumulative and Project Off-Site Incremental Noise Level Increases

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]					Incremental Noise Level Increase Threshold[3]		
				Existing No Project (a)	HY (2045) Without Project (b)	HY (2045) With Project (c)	Cumulative Increase (c-a)	Project Increase (c-b)	Limit	Cumulative Impact?	Project Impact?
1	Temescal Canyon Rd.	s/o I-15	Non-Sensitive	74.0	76.4	76.4	2.4	0.0	3.0	No	No
2	Temescal Canyon Rd.	s/o Trilogy Pkwy.	Sensitive	74.4	76.6	76.6	2.2	0.0	1.5	**Yes**	No
3	Temescal Canyon Rd.	s/o Dos Lagos Rd.	Sensitive	75.8	76.9	76.9	1.1	0.0	1.5	No	No
4	Temescal Canyon Rd.	s/o Dawson Canyon Rd.	Non-Sensitive	73.4	76.9	77.2	3.8	0.3	3.0	**Yes**	No
5	Campbell Ranch Rd.	s/o Temescal Canyon Rd.	Sensitive	72.8	74.9	74.9	2.1	0.0	1.5	**Yes**	No
6	Temescal Canyon Rd.	e/o Campbell Ranch Rd.	Sensitive	68.0	73.1	73.1	5.1	0.0	1.5	**Yes**	No
7	Weirick Rd.	w/o I-15 SB Ramps	Sensitive	78.6	79.2	79.2	0.6	0.0	1.5	No	No
8	Dos Lagos Dr.	e/o I-15 NB Ramps	Non-Sensitive	77.8	80.1	80.1	2.3	0.0	3.0	No	No
9	Dawson Canyon Rd.	e/o Temescal Canyon Rd.	Non-Sensitive	71.3	73.2	73.9	2.6	0.7	3.0	No	No
10	Trilogy Pkwy.	w/o Trilogy Pkwy.	Sensitive	70.0	72.2	72.2	2.2	0.0	1.5	**Yes**	No

1. Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
2. The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
3. Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4.13-5)?

(Urban Crossroads, 2023e, Table 7-5)

Table 4.13-19 shows that the off-site cumulative traffic noise level impacts would result primarily from the cumulative growth in the Project area with the Project contributing off-site traffic noise level increases ranging from 0.0 to 0.7 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4.13-5, land uses adjacent to the study area roadway segments would experience less-than-significant noise level increases on receiving land uses due to the Project-related traffic. In addition, the cumulative noise impacts are not cumulatively considerable, and the off-site traffic noise impacts therefore would be less than significant. (Urban Crossroads, 2023e, p. 33)

D. Summary of Significance of Project-Related Noise Impacts

As indicated in the preceding analysis, Project-related construction activities, long-term operational activities on site, and Project-related traffic (including during both interim and long-term conditions without and with the Temescal Canyon Road realignment) would not expose nearby sensitive receptors to noise increases exceeding the thresholds of significant presented in Table 4.13-5. Accordingly, the Project would not result in the 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, noise ordinance, or applicable standards of other agencies, and impacts would be less than significant.

Threshold d.: ***Would the Project result in the generation of excessive ground-borne vibration or ground-borne noise levels?***

The construction and operation of the proposed Project has the potential to result in ground-borne vibration or ground-borne noise during both construction and long-term operation. Each is discussed below.

A. Construction-Related Vibration Impacts

Using the vibration source level of construction equipment previously presented on Table 4.13-7 and the construction vibration assessment methodology published by the FTA, it is possible to estimate the Project vibration impacts. Table 4.13-20, *Project Construction Vibration Levels*, presents the expected Project related vibration levels at the nearby receiver locations. At distances ranging from 60 to 1,441 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.000 to 0.056 in/sec PPV. 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 of the noise-sensitive receiver locations. Therefore, the Project-related vibration impacts would be less than significant during typical construction activities at the Project site. Moreover, the impacts at the site of the nearest sensitive receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter. (Urban Crossroads, 2023e, pp. 51-52)

Table 4.13-20 Project Construction Vibration Levels

Location[1]	Distance to Const. 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	Vibratory Roller	Highest Vibration Level		
R1	1,210'	0.000	0.000	0.000	0.000	0.001	0.001	0.3	No
R2	169'	0.000	0.002	0.004	0.005	0.012	0.012	0.3	No
R3	1,441'	0.000	0.000	0.000	0.000	0.000	0.000	0.3	No
R4	60'	0.001	0.009	0.020	0.024	0.056	0.056	0.3	No

1. Receiver locations are shown on Figure 4.13-6.
2. Distance from receiver building facade to Project construction boundary (Project site boundary).
3. Based on the Vibration Source Levels of Construction Equipment included on Table 4.13-7.
4. Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Table 19, p. 38.
5. Does the vibration level exceed the maximum acceptable vibration threshold?

"PPV" = Peak Particle Velocity
(Urban Crossroads, 2023e, Table 10-6)

B. Operational-Related Vibration Impacts

Project operations would not include the use of any stationary equipment that would result in excessive vibration levels. Although the Project would generate up to 364 truck trips per day (actual vehicles), including

25 truck trips in the a.m. peak hour and 26 truck trips during the PM peak hour, Project-related traffic is not anticipated to result in excessive groundborne vibration (Urban Crossroads, 2020, Table 4-2). Caltrans has issued a publication entitled, "Transportation and Construction Vibration Guidance Manual," dated April 2020 (Caltrans, 2020). As noted by Caltrans:

> "*Because vehicles traveling on highway are supported on flexible suspension systems and pneumatic tires, these vehicles are not an efficient source of ground vibration. They can, however, impart vibration into the ground when they roll over pavement that is not smooth. Continuous traffic traveling on a smooth highway creates a fairly continuous but relatively low level of vibration. Where discontinuities exist in the pavement, heavy truck passages can be the primary source of localized, intermittent vibration peaks. These peaks typically last no more than a few seconds and often for only a fraction of a second. Because vibration drops off rapidly with distance, there is rarely a cumulative increase in ground vibration from the presence of multiple trucks.*" (Caltrans, 2020, p. 10)

All trucks generated by the Project would travel along County roadways that are regularly maintained to prevent discontinuous pavement (e.g., potholes). As such, and based on guidance from Caltrans, the Project's operational traffic-related vibration impacts would be less than significant.

4.13.7 Cumulative Impact Analysis

The cumulative study area for the issue of noise includes the Project vicinity as well as areas adjacent to roadways evaluated by the Project's TIA (*Technical Appendix K2*). Areas outside of the cumulative study area are too far away to be adversely impacted by noise and ground-borne vibration generated as a result of the proposed Project.

As indicated under the analysis of Thresholds a. and b., the Project site is located outside of areas that would be subject to airport-related noise in excess of 55 dBA. There are no components of the proposed Project that would cause or contribute to increased airport-related noise in the area. As such, impacts would be less-than-cumulatively considerable.

The analysis under Threshold c. indicates that the Project would not generate substantial amounts of construction-related noise that could adversely affect nearby sensitive receptors. Construction activities associated with the proposed Project and other construction projects in the area may overlap, resulting in cumulative periodic noise increases in the local area. However, construction noise impacts primarily affect the areas immediately adjacent to a construction site. Although lands surrounding the Project site may be under construction simultaneous with the Project, there would be no sensitive receptors within these areas that could be impacted by Project-related cumulative construction noise while these areas are under construction. Due to distance and intervening topography, the Project's contribution to construction-related noise affecting sensitive receptors in the local area would not be perceptible. Accordingly, Project-related construction noise impacts would be less-than-cumulatively considerable.

With respect to Project operational noise increases, areas surrounding the Project site are planned for a mixture of light industrial/business park, public facility, and open space land uses, with commercial retail and

residential uses planned for undeveloped areas located to the west of I-15. As previously indicated in 0 and Table 4.13-13, the daytime hourly noise levels at the off-site receiver locations are expected to range from 36.2 to 47.0 dBA Leq while the nighttime hourly noise levels at the off-site receiver locations are expected to range from 35.6 to 46.9 dBA Leq. The Project-related operational noise levels at the nearest sensitive receptors would be far below the Riverside County 55 dBA Leq daytime and 45 dBA Leq nighttime exterior noise level standards. Thus, even with development of light industrial/business park uses on lands located east of I-15, the Project would have no potential to result in cumulatively-considerable operational noise impacts affecting nearby sensitive receptors. As such, Project operational-related noise impacts would be less-than-cumulatively considerable.

With respect to traffic-related noise impacts, Table 4.13-19 (previously presented) show that the cumulative noise increases from Project-related traffic and traffic from cumulative developments. As shown, the cumulative off-site traffic noise level increases would range from 0.6 to 5.1 dBA CNEL and would exceed the cumulative off-site traffic noise level increase thresholds on five of the study area road segments, including Temescal Canyon Road south of Trilogy Parkway (#2), Temescal Canyon Road south of Dawson Canyon Road (#4), Campbell Ranch Road south of Temescal Canyon Road (#5), Temescal Canyon Road east of Campbell Ranch Road (#6, and Trilogy Parkway west of Trilogy Parkway (#10). The difference between cumulative and Project traffic noise impacts is that the cumulative impacts are caused by Project traffic in combination with traffic from other closely related past, present, and reasonably foreseeable future projects rather than Project-only traffic. The Project's contribution to the future noise level is determined by comparing the future with project and no project conditions, and a determination is made whether the Project's contribution is cumulatively considerable. Table 4.13-19 shows that the off-site cumulative traffic noise level impacts would result primarily from the cumulative growth in the Project area with the Project contributing off-site traffic noise level increases ranging from 0.0 to 0.7 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4.13-5, land uses adjacent to the study area roadway segments would experience less-than-significant noise level increases on receiving land uses due to Project-related traffic. In addition, the cumulative noise impacts are not cumulatively considerable, and therefore the off-site traffic noise impacts would be less than significant. (Urban Crossroads, 2023e, p. 33)

With respect to construction-related vibration impacts, the data presented previously in Table 4.13-20 shows that at distances ranging from 60 to 1,441 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.000 to 0.056 in/sec PPV and would remain below the Riverside County threshold of 0.3 PPV (in/sec) at all receiver locations shown on Table 4.13-5. The Project's construction-related vibration increases would be nominal and would not be perceptible at the nearby sensitive receptor locations, even when considered in conjunction with construction-related vibration produced by cumulative developments. Accordingly, Project-related construction vibration impacts would be less-than-cumulatively considerable.

In addition, and as previously noted, Project operations would not include the use of any stationary equipment that would result in excessive vibration levels. Although the Project would generate up to 364 truck trips per day (actual vehicles), including 25 truck trips in the a.m. peak hour and 26 truck trips during the PM peak hour, Project-related traffic is not anticipated to result in excessive groundborne vibration (Urban Crossroads, 2020,

Table 4-2). All trucks generated by the Project would travel along County roadways that are regularly maintained to prevent discontinuous pavement (e.g., potholes). As such, and based on guidance from Caltrans, the Project's operational traffic-related vibration impacts would be less than significant on both a direct and cumulatively-considerable basis.

4.13.8 Significance of Impacts Before Mitigation

Threshold a.: Less-than-Significant Impact. There are no airports within the vicinity of the Project site, with the nearest airport (Corona Municipal Airport) located approximately 10 miles northwest of the Project site. The Project site is located well outside of the 55 dBA CNEL noise contour for the Corona Municipal Airport. As such, the Project would not exposed people residing or working in the area to excessive noise levels from airport operations, and impacts would be less than significant.

Threshold b.: Less-than-Significant Impact. There are no private airstrips in the Project vicinity. The nearest private airport facility is the Skylark Airport, located approximately 14.3 miles southeast of the Project site within the City of Lake Elsinore. Due to the distance between the Project site and the Skylark Airport, as well as the limited operations that occur at the Skylark Airport, the Project would not expose people residing or working in the area to excessive private airport-related noise. Accordingly, impacts would be less than significant.

Threshold c.: Less-than-Significant Impact. Project-related construction noise levels are expected to range from 43.5 to 63.4 dBA Leq at the nearby receiver locations during normal construction activities, and noise levels from nighttime concrete pouring activities are estimated to range from 39.3 to 49.4 dBA Leq at the nearest noise sensitive receiver locations. The construction noise analysis shows that the nearby sensitive receiver locations would not be exposed to Project-related construction noise levels exceeding the daytime significance threshold of 80 dBA or the nighttime significance threshold of 70 dBA Leq; therefore, the noise impacts due to Project construction noise would be less than significant at all receiver locations.

With respect to Project operations, the daytime hourly noise levels at the off-site receiver locations are expected to range from 36.2 to 47.0 dBA Leq, while the nighttime hourly noise levels at the off-site receiver locations are expected to range from 35.6 to 46.9 dBA Leq. The operational noise levels associated with the proposed Project would satisfy the Riverside County 55 dBA Leq daytime and 45 dBA Leq nighttime exterior noise level standards at the nearest receiver locations. Although Receptor Location R2 would be exposed to nighttime operational noise levels exceeding 45 dBA Leq, this location represents the Temescal Valley Driving Range, which does not offer nighttime driving range activities. Therefore, the operational noise impacts are considered less than significant at the nearest noise-sensitive receiver locations.

Table 4.13-17 and Table 4.13-19 demonstrate that Project traffic-related noise increases would range from 0.0 to 0.7 dBA CNEL at all receiver locations under all study scenarios with the planned realignment of Temescal Canyon Road, while Table 4.13-18 shows that Project traffic-related noise increases would range from 0.0 to 1.1 dBA CNEL prior to the realignment of Temescal Canyon Road. The Project would not contribute to incremental noise increases exceeding the identified thresholds of significance under Horizon Year 2045 with Project Traffic noise conditions under either Interim Conditions or Long-Term Conditions (i.e., without and

with the planned Temescal Canyon Road realignment, respectively). Although the cumulative off-site traffic noise level increases are expected to range from 0.6 to 5.1 dBA CNEL and would exceed the cumulative off-site traffic noise level increase thresholds on five of the ten study area roadway segments, the off-site cumulative traffic noise level impacts would result primarily from the cumulative growth in the Project area with the Project contributing off-site traffic noise level increases ranging from 0.0 to 0.7 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4.13-5, land uses adjacent to the study area roadway segments would experience less-than-significant noise level increases on receiving land uses due to the Project-related traffic. Accordingly, long-term operational traffic noise increases associated with the Project would be less than significant.

Threshold d.: Less-than-Significant Impact. At distances ranging from 60 to 1,441 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.000 to 0.056 in/sec PPV and would remain below the Riverside County threshold of 0.3 PPV (in/sec) at all receiver locations. Therefore, the Project-related vibration impacts would be less than significant during the construction activities at the Project site. For Project long-term operations, all trucks generated by the Project would travel along County roadways that are regularly maintained to prevent discontinuous pavement (e.g., potholes). As such, and based on guidance from Caltrans, the Project's operational traffic-related vibration impacts would be less than significant on both a direct and cumulatively-considerable basis.

4.13.9 County Regulations, Design Requirements, and Mitigation

Applicable County Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable County regulations and design requirements.

- All construction activities and haul truck deliveries shall adhere to Section 2.i of Riverside County Ordinance No. 847, which prohibits construction activities that make loud noise from occurring between 6:00 p.m. and 6:00 a.m. during the months of June through September, and between 6:00 p.m. and 7:00 a.m. during the months of October through May, and on Sundays and federal holidays. Exceptions to these time restrictions may be granted pursuant to Section 7 of Ordinance No. 847 (e.g., if needed to accommodate nighttime concrete pouring activities).

Mitigation

Impacts would be less than significant; therefore, mitigation measures are not required.

4.14 PALEONTOLOGICAL RESOURCES

This Subsection 4.14 evaluates the Project's potential to result in direct, indirect, or cumulatively-considerable impacts to paleontological resources. The analysis in this subsection is based, in part, on information from the report titled, "Geotechnical Investigation – Proposed Warehouse Development, Temescal Canyon Road and Park Canyon Road, Corona, County of Riverside, California," prepared by NorCal Engineering (herein, "NorCal"), dated October 12, 2020, and included as EIR *Technical Appendix F1* (NorCal, 2020).

4.14.1 EXISTING CONDITIONS

A. *Regional and Local Geology*

The property is located in the Peninsular Ranges geomorphic province of California. The Peninsular Ranges province extends from the Los Angeles Basin southeast to Baja California and from the Pacific Ocean eastward to the Coachella Valley and Colorado Desert. The province consists of numerous northwest to southeast-trending mountain ranges and valleys that are geologically controlled by several major active faults. The Project site is located within and near the southwestern edge part of the Perris block, a generally stable area situated roughly midway between two of these major faults: the Chino/Elsinore and San Jacinto fault zones. More specifically, the Project site is situated on the ancient flood plain of the Temescal Wash drainage. (NorCal, 2020, p. 2)

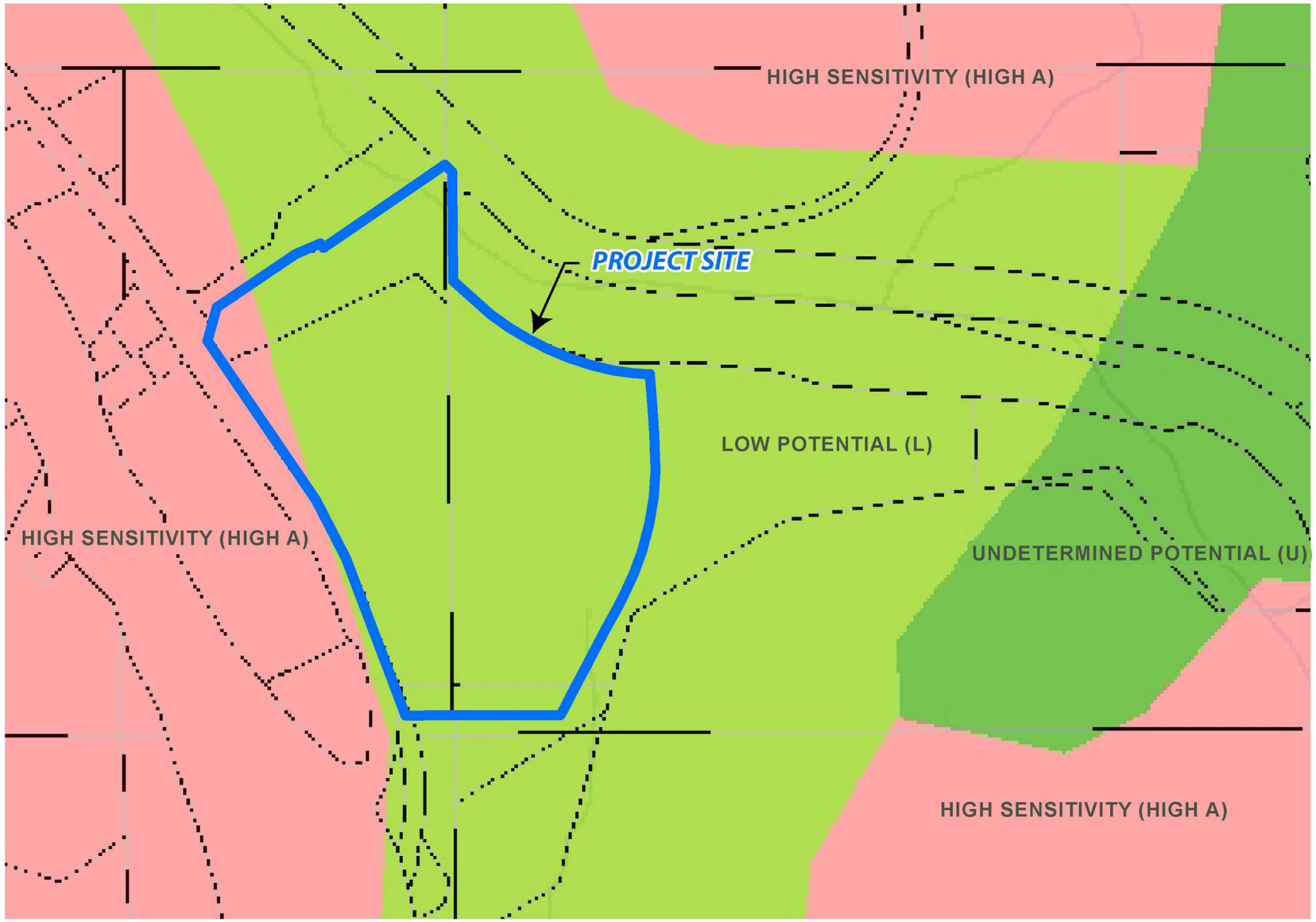
The USGS Open File Reports for the Lake Mathews 7.5' Quadrangle assigns the soil materials underlying the site as early Pleistocene to Holocene alluvial deposits. These sediments are, in turn, underlain by Cretaceous volcanic rocks and older metamorphic rocks. Relatively minor amounts of Paleocene sediments are mapped south of the site. The alluvium is described in general as unconsolidated to mostly well-dissected and well-indurated silt, sand, and gravel deposits. Figure 1 of the Project's Geotechnical Investigation (*Technical Appendix F1*) shows the distribution of the alluvial sediments and bedrock in the vicinity of the Project site. (NorCal, 2020, p. 2)

B. *Paleontological Sensitivity*

According to Riverside County GIS, and as depicted on Figure 4.14-1, *Paleontological Sensitivity*, the majority of the Project site is mapped as having a "Low Potential (L)" for containing paleontological resources. The extreme northwestern corner of the Project site is classified as having a "High Sensitivity (High A)" for containing paleontological resources. Areas identified as having "Low Potential (L)" include lands for which previous field surveys and documentation demonstrate as having a low potential for containing significant paleontological resources subject to adverse impacts. Areas are mapped as "High Sensitivity (High A)" based on geologic formations or mapped rock units that are known to contain or have the correct age and depositional conditions to contain significant paleontological resources. (Riverside County, 2015a, p. 4.9-11)

4.14.2 APPLICABLE REGULATORY REQUIREMENTS

The following is a brief description of the federal, State, and local environmental laws and related regulations related to paleontological resources.



Source(s): Riverside County GIS (2021)

Figure 4.14-1

Not to Scale

Paleontological Sensitivity

B. Federal Regulations

1. Paleontological Resources Preservation Act

The Paleontological Resources Preservation Act (PRPA) was signed into law on March 30, 2009 (Public Law 111-11, Title VI, Subtitle D; 16 U.S.C. §§ 470aaa - 470aaa-11). PRPA directs the Department of Agriculture (U.S. Forest Service) and the Department of the Interior (National Park Service, Bureau of Land Management, Bureau of Reclamation, and Fish and Wildlife Service) to implement comprehensive paleontological resource management programs. Section 6310 of PRPA specifically states, "as soon as practical after the date of enactment of this Act, the Secretary shall issue such regulations as are appropriate to carry out this subtitle, providing opportunities for public notice and comment." (NPS, 2020a)

C. State Regulations

1. California Administrative Code, Title 14, Section 4308

Section 4308, *Archaeological Features*, of Title 14 of the California Administrative Code provides that: "No person shall remove, injure, disfigure, deface, or destroy any object of archaeological or historical interest or value." (Westlaw, n.d.)

2. California Public Resources Code

Public Resources Code § 5097.5 states that a "person shall not knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands." Public Resources Code § 30244 states that, "where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required." (FindLaw, n.d.)

D. Local Regulations

1. Riverside County Planning Department Procedures

In order to ensure the review and protection of paleontological resources for projects subject to the California Environmental Quality Act (CEQA) and not otherwise categorically exempt, the Riverside County Geologist performs an initial review of Riverside County's database and mapped information for the subject site. When existing information indicates that a site proposed for development has high paleontological sensitivity, a paleontological resource impact mitigation program (PRIMP) is required for the project. The PRIMP shall specify the steps to be taken to mitigate impacts to paleontological resources. If the site warrants protection, then an Environmental Constraint is placed on the approved map for the project, stating that (Riverside County, 2015a, pp. 4.9-26 and -27):

> "This site, as delineated on this [Environmental Constraint Sheet] map and as indicated in the county's General Plan, has been mapped as having a high potential for containing significant nonrenewable fossil material. The proposed project's potential to impact paleontological resources has been

determined to be possible. Therefore, mitigation of this potential impact in the form of monitoring of all site earth-moving activities and collection/curation of all significant fossils unearthed is required unless proven unnecessary through comprehensive literature research and site inspection."

When existing information indicates that a site proposed for development has low paleontological sensitivity, no direct mitigation is required unless a fossil is encountered during site development. Should a fossil be encountered, the Riverside County Geologist must be notified and a paleontologist must be retained by the project proponent. The paleontologist documents the extent and potential significance of the paleontological resources on the site and establishes appropriate mitigation measures for further site development. (Riverside County, 2015a, p. 4.9-27)

When existing information indicates that a site proposed for development has undetermined paleontological sensitivity, a report is filed with the Riverside County Geologist documenting the extent and potential significance of the paleontological resources on site and identifying mitigation measures for the fossil and for impacts to significant paleontological resources. (Riverside County, 2015a, p. 4.9-27)

4.14.3 Basis for Determining Significance

Section VII of Appendix G to the CEQA Guidelines addresses typical adverse effects on paleontological resources, and includes the following threshold question to evaluate the Project's impacts to paleontological resources (OPR, 2018a):

- Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Significance thresholds are set forth in Riverside County's Environmental Assessment Checklist, as modified based on the 2018 updates to Section VII of Appendix G to the CEQA Guidelines, and indicate significant impacts would occur if the Project or any Project-related component would:

a. Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature.

The significance threshold set forth in Riverside County's Environmental Assessment Checklist, as modified by the 2018 updates to the CEQA Guidelines, was used to evaluate the significance of the proposed Project's impacts on paleontological resources.

4.14.4 Impact Analysis

Threshold a.: ***Would the Project directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?***

There are no unique geologic features on site. The Project site has been subject to extensive grading and disturbance, and currently comprises largely unvegetated land with little topographic variation. As such, no impacts to unique geologic features would occur with Project implementation.

Based on mapping information provided by Riverside County Geographic Information Systems (GIS), and as depicted on Figure 4.14-1, the majority of the Project site is mapped as having a "Low Potential (L)" for containing paleontological resources, while the extreme northwestern corner of the Project site is classified as having a "High Sensitivity (High A)" for containing paleontological resources. As such, grading activities in the northwestern portion of the Project site have the potential to result in direct and indirect impacts to unique paleontological resources. This is evaluated as a significant impact for which mitigation would be required.

4.14.5 Cumulative Impact Analysis

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development in the vicinity of the Project site, including buildout of the Riverside County General Plan Land Use Plan and the general plans of cities throughout western Riverside County. This cumulative study area was selected for analysis because it encompasses a region in which geological conditions, and thus paleontological sensitivity, are similar to what occurs in the immediate vicinity of the Project site.

As indicated under the analysis of Threshold a., the northwestern corner of the Project site is mapped as containing geological formations that have a "High A" sensitivity for containing paleontological resources, and the Project has the potential to directly impact unique paleontological resources that may be present on the Project site. Other developments within the region occurring on soils/geologic units with a high potential for containing paleontological resources also have the potential to impact subsurface unique paleontological resources during grading and excavation. Therefore, the Project's potential impacts to paleontological resources on site would be cumulatively considerable.

4.14.6 Significance of Impacts Before Mitigation

Threshold a.: Significant Direct and Cumulatively-Considerable Impact. The Project would not impact any known paleontological resources or unique geological features. However, the northwestern corner of the Project site is underlain by soils and geologic units with a "High A" potential for containing unique paleontological resources. Thus, there is a potential for impacts to paleontological resources during Project grading and excavation within the northwestern portion of the Project site. This is considered a potentially significant impact on both a direct and cumulatively-considerable basis.

4.14.7 County Regulations, Design Requirements, and Mitigation

Mitigation

MM 4.14-1 Prior to the issuance of grading permits affecting areas in the northwestern portion of the Project site (i.e., within areas mapped as having a "High A" potential for containing paleontological resources), the Project Applicant shall retain a qualified paleontologist approved by the County to create and implement a Project-specific plan for monitoring site grading/earth-moving activities (Project Paleontologist). The Project Paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate.

These requirements shall be documented by the Project Paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for approval prior to issuance of a grading permit. Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, is as follows:

- Prior to issuance of grading permits, a qualified vertebrate paleontologist ("Project Paleontologist") shall review the Project grading plans and geotechnical report data, with particular regard to location and depth of earth moving and the rock unit(s) being encountered. The review is for the purpose of assessing potential for fossil remains being encountered by earth moving. If previously undisturbed strata with potential for containing fossil remains will be encountered by earth moving, the following measures shall be implemented.

    - Museum Storage Agreement. The Western Science Center (WSC), Natural History Museum of Los Angeles County (LACM), San Diego Natural History Museum (SDNHM), San Bernardino County Museum (SBCM), or Riverside Municipal Museum (RMM) shall be the designated museum repository for any vertebrate, invertebrate, and plant fossil remains and associated specimen data and corresponding geologic and geographic site data that might be recovered from the site as a result of the PRIMP. Prior to any earth moving at the Project site, the Project Paleontologist shall develop a formal agreement with the museum regarding final disposition and permanent storage and maintenance of the fossil collection and associated data. The agreement shall cover, but not necessarily be limited to, museum requirements regarding: 1) level of treatment of the collection; 2) storage and maintenance fees, if any; 3) purchase of specimen storage cabinets and drawers, as well as specimen trays, vials, specimen data cards, and other curatorial supplies, if required.

    - Discovery Clause/Treatment Plan. As part of the PRIMP, the Project Paleontologist shall develop a discovery clause/treatment plan (DC/TP) to allow for the additional tasks (recovery, geologic mapping, fossiliferous rock sample processing, specimen preparation, identification, curation, cataloging, data entry, specimen storage, and maintenance by museum) and manpower required to treat a large or productive fossil occurrence that cannot be treated without diverting the monitor from routine monitoring. The DC/TP shall also include approved procedures and lines of communication to be followed by specific individuals if fossil remains are uncovered by earth moving, particularly when a paleontologic monitor is not present at the site. Names and telephone numbers of contact personnel shall be included in the lines of communication. The preparation of the required PRIMPs for future grading permits would ensure compliance with these requirements.

- Pre-Construction Meeting. The Project Paleontologist or field supervisor, as well as a paleontologic construction monitor, shall attend a preconstruction meeting to explain the PRIMP to construction contractor and the developer's construction workers. The presentation shall summarize mitigation procedures to be employed by PRIMP personnel and shall detail procedures and lines of communication to be followed by specific Project personnel when fossil remains are found at the site.

  The Project Paleontologist or field supervisor shall inform the construction contractor and the developer's construction workers of the following items:

  1) Routine mitigation measures (primarily monitoring and test screening) to be employed by a monitor during earth moving.
  2) The potential for fossil remains being uncovered by earth moving in particular areas of the site and the need to implement specific actions and additional mitigation measures when a fossil occurrence is uncovered by earth moving.
  3) Functions and responsibilities of the monitor when fossil remains are uncovered by earth moving and can be recovered without diverting the monitor from monitoring (temporarily divert earth moving around fossil site until remains evaluated, recovered, and earth moving allowed to proceed through site by monitor; if approved by construction contractor, enlist assistance of earth-moving equipment and operator to expedite recovery of remains, obviate need for additional personnel, and reduce any potential construction delay).
  4) Functions and responsibilities of the monitor when a fossil occurrence is uncovered by earth moving and is sufficiently large or productive that it cannot be recovered without diverting the monitor from monitoring.
     4a) Flag the site.
     4b) Advise construction contractor to avoid fossil site until further notice.
     4c) Call the Project Paleontologist or field supervisor to site.
  5) Functions and responsibilities of the Project Paleontologist or field supervisor when notified by the monitor that a large or productive fossil occurrence has been uncovered by earth moving and cannot be recovered without diverting the monitor from monitoring. Evaluate occurrence to determine if recovery is warranted.
     5a) If recovery is warranted, notify construction contractor and the Project developer of necessity for implementing additional mitigation measures specified in DC/TP initiating increased level of monitoring, if not already in effect, in immediate vicinity of fossil site and assigning additional personnel to PRIMP.
     5b) Within 24 hours, mobilize recovery crew to recover occurrence; supervise recovery of occurrence and its transport to laboratory facility or to location

elsewhere at site approved by construction contractor for initial/field processing of a fossiliferous rock sample or to laboratory facility for preparation of a fossil specimen.

5c) If warranted and approved by construction contractor, enlist assistance of the earth-moving equipment and operator to expedite recovery of occurrence.

5d) To obviate need for additional personnel and reduce any potential construction delay, after recovery of occurrence, have construction contractor allow earth moving to proceed through fossil site.

5e) Notify Project developer of recovery (or of decision not to recover fossil occurrence, if appropriate) and of authorization for earth moving to proceed through fossil site.

6) Responsibilities of the construction contractor and earth-moving equipment operators if fossil remains are uncovered by earth moving, particularly if a monitor is not present at the site when the remains are encountered.

6a) Avoid disturbance of fossil site by earth moving.

6b) Notify monitor, the Project Paleontologist or the field supervisor and Project developer of the fossil occurrence.

6c) Avoidance of fossil site by earth-moving activities.

6d) Assist with equipment and operator to expedite recovery of occurrence.

If warranted, the Project Paleontologist or field supervisor and a monitor shall give a similar presentation to the earth-moving equipment operators at one of their earliest safety meetings. The operators shall be instructed on recognizing fossil remains in the field, informed of their responsibilities if they observe fossil remains when the monitor is not present at the site (avoid disturbance of occurrence by earth moving; have construction contractor call monitor to fossil site; expedite recovery of occurrence, if requested), and advised that unauthorized collecting of fossil remains is illegal.

- Monitoring Earth Moving. Earth moving shall be monitored by a paleontologic monitor only in those areas of the site where earth moving will disturb soils greater than 5 feet deep (monitoring will not be conducted in areas in which soils will be buried, but not disturbed) and where paleontological resources have the potential to occur. Monitoring shall not be implemented until earth moving has reached a depth of 5 feet below current grade. Monitoring shall consist of visually inspecting freshly exposed rock and debris for larger fossil remains and periodically dry test screening a small (25 pound) sample of rock and debris with a 20-mesh box screen for smaller vertebrate fossil remains. Monitoring shall be conducted on a full-time basis. However, if too few or no fossil remains are uncovered by earth moving in areas underlain by a particular rock unit,

monitoring can be reduced, generally, to half or quarter time or suspended once 50% of earth moving in the area underlain by the rock unit has been completed. Alternatively, if sufficient fossil remains are uncovered by earth moving, monitoring may be increased in areas underlain by the fossil-bearing rock unit, at least in the immediate vicinity of the fossil site.

- Large-Specimen Evaluation and Recovery Option.

  1) If a large fossil specimen is found as a result of monitoring earth moving and the specimen can be recovered without significantly diverting the monitor from monitoring, earth moving shall be temporarily diverted around the fossil site and the specimen shall be evaluated, and, if warranted, excavated, covered with a protective plaster-impregnated burlap jacket, if required, and recovered.

     If necessary, earth-moving equipment and an operator shall be enlisted to expedite recovery of the specimen and obviate the need for additional personnel, and the construction contractor shall be allowed to have earth moving proceed through the fossil site immediately after recovery of the specimen. A temporary field number shall be assigned to the specimen; the field number, a preliminary field identification, and pertinent specimen (field number, identification by taxon and element) and geologic (particularly stratigraphic level within rock unit) and geographic site data (location, elevation) recorded in the monitor's daily monitoring log; and the field number recorded and the fossil site location plotted on a map of the site.

     At the end of the day the monitor or (following his next site inspection) the field supervisor shall transport the fossil remains and associated data to a laboratory facility for further treatment. If appropriate, samples of fossil wood will be submitted for carbon-14 dating analysis.

  2) If a fossil specimen is found and is sufficiently large that it cannot be recovered without significantly diverting the monitor from monitoring, the fossil site shall be flagged with colored survey ribbon to temporarily divert earth moving around the site, the construction contractor shall be advised to avoid the site until further notice, and the Project Paleontologist or field supervisor shall be called to the site. The grading contractor will notify the Project developer and Project Paleontologist of the occurrence and of the avoidance of the site. The Project Paleontologist or field supervisor in turn shall evaluate the specimen to determine if recovery is warranted.

     2a) If specimen recovery is not warranted, no further action will be taken to preserve the fossil site or remains, and the construction contractor will be allowed to have earth moving proceed through the site immediately.

2b) If specimen recovery is warranted, the Project Paleontologist or field supervisor shall notify the construction contractor and Project developer of the necessity for implementing additional mitigation measures specified in the DC/TP, initiating full-time monitoring, if not already in effect, at least in the immediate vicinity of the site in areas underlain by the fossil-bearing rock unit, and assigning additional personnel to the PRIMP. Within 24 hours a recovery crew shall be mobilized to recover the specimen. The size of the crew shall reflect the size of the specimen and the need to recover the specimen as quickly as possible.

The specimen shall be excavated with hand tools, covered with a protective plaster-impregnated burlap jacket, and recovered. If necessary and approved by the construction contractor, earth-moving equipment and an operator shall be enlisted to expedite recovery of the specimen, reduce any potential construction delay, and obviate the need for additional personnel. The construction contractor shall be allowed to have earth moving proceed through the fossil site immediately after recovery of the specimen.

A temporary field number shall be assigned to the specimen; the field number, a preliminary field identification, and pertinent specimen (field number, identification by taxon and element) and geologic (particularly stratigraphic level within rock unit) and geographic site data (location, elevation) recorded in the monitor's daily monitoring log; and the field number recorded and the fossil site location plotted on a map of the site. The field supervisor and, if necessary, a crew member shall transport the fossil specimen and associated site data to a laboratory facility for further treatment.

- Small-Specimen Sample Evaluation, Recovery, and Processing. If a sufficient number of smaller vertebrate fossil remains are found at one (1) site as a result of test screening by the paleontological monitor, the fossil site shall be flagged with colored survey ribbon to temporarily divert earth moving around the site. The construction contractor shall be advised to avoid the site until further notice, and if requested by the monitor to expedite recovery of a fossiliferous rock sample reduce any potential construction delay and obviate the need for additional personnel, the construction contractor shall have earth-moving equipment and an operator acquire a rock sample from the fossil site and transport the sample, if possible, to a nearby temporary location at the site approved by the construction contractor.

  If a sample is recovered, the construction contractor shall be allowed to have earth moving proceed through the fossil site immediately after recovery of the sample. The Project Paleontologist or field supervisor shall be called to the fossil/storage site to determine if the fossil site/sample is sufficiently productive to warrant recovery of a large sample of fossiliferous rock to process for additional small remains.

1) If the site/sample is determined too unproductive or the remains too poorly preserved or insufficiently diagnostic, no further action will be taken to preserve the fossil site/sample or remains, and the construction contractor will be allowed to have earth moving proceed through the fossil/storage site immediately.

2) If sample recovery is warranted, the Project Paleontologist or field supervisor shall notify the construction contractor and Project developer of the necessity for implementing additional mitigation measures specified in the DC/TP and assigning additional personnel to the PRIMP.

   2a) Within 24 hours, a recovery crew shall be mobilized to recover the sample. The size of the crew shall reflect the need to recover the sample as quickly as possible. The field supervisor shall record the size and supervise recovery of the sample. Up to 3 tons of fossiliferous rock shall be recovered. The sample shall be excavated with hand tools for recovery. If necessary and if approved by the construction contractor, earth-moving equipment and an operator shall be enlisted to expedite transportation of the sample to the processing facility site, obviate the need for additional personnel, and reduce any potential construction delay and the construction contractor will be allowed to have earth moving proceed through the fossil site immediately after recovery of the sample.

   2b) A temporary field number shall be assigned to the sample; the field number and pertinent specimen (field number, identification by taxon and element) and geologic (particularly stratigraphic level within rock unit) and geographic site data (location, elevation) recorded in the monitor's daily monitoring log; and the field number recorded and the fossil site location plotted on a map of the site. The field supervisor and, if necessary, a crew member will transport the sample to a location elsewhere at the site approved by the construction contractor or to an offsite location for initial/field processing (wet screening) of the sample. The total weight of all samples from each fossil-bearing rock unit at the site shall not exceed 3 tons.

   2c) If warranted, the field supervisor shall setup a field processing facility for wet screening the sample at a site location approved by the construction contractor. Wet screening shall consist of sieving rock through a 20- (and/or finer) mesh box screen immersed in a tub of water to remove the smaller (clay and silt) particles from the larger (sand and rock) particles and small fossil remains, and could result in a reduction in sample weight/volume in excess of 90%. If necessary, rock shall be soaked in an environmentally safe dispersant (citrus oil) prior to screening to improve the separation of the clay particles from the rest of the sample during screening. The monitor shall conduct wet screening if screening can be accomplished without diverting the monitor from monitoring. If it is not possible to have the monitor perform

the wet screening, a field technician shall be assigned to the task. Following the next site inspection, the field supervisor will transport the concentrate (larger particles and small fossil remains) generated by initial processing to a laboratory facility for final/laboratory processing.

2d) If the fossil remains in the concentrate are sufficiently fossilized (dense), an environmentally safe heavy liquid (sodium polytungstate), if appropriate, shall be used by the senior vertebrate paleontologist to separate the remains from the remaining sand and rock particles. When added to a beaker filled with heavy liquid, the concentrate will separate, the particles floating to the surface, and the remains sinking to the bottom, from where they are retrieved. This technique can result in a further sample weight/volume reduction in excess of 90% (less than 1% of original sample size). The final concentrate shall be examined under a microscope and fossil specimens recovered from any remaining sand and rock particles. If the fossil bone in the original concentrate is not sufficiently dense for use of the heavy-liquid separation technique, the entire sample of concentrate shall be sorted under a microscope for fossil remains. Recovered fossil remains shall then be treated as outlined herein.

2e) During the final processing of a sample, the senior vertebrate paleontologist shall continually evaluate the results of field and laboratory processing. If the sample is insufficiently productive or the fossil remains, too poorly preserved, the senior vertebrate paleontologist shall have the option of discontinuing further laboratory processing of the sample, having field processing of the remainder of the sample suspended, and disposing of the remainder of the sample and unprocessed concentrate. Similarly, processing shall be discontinued if, after preliminary identification of some specimens, the remains are determined insufficiently diagnostic or diverse taxonomically, or the species represented are the same as those in another sample from the fossil-bearing rock unit. If appropriate, small splits from one or more samples shall be submitted for palynological analysis.

- Fossil Treatment. Final treatment of all fossil specimens recovered from the site as a result of the PRIMP shall be conducted at a laboratory facility. Larger vertebrate fossil specimens shall be removed from their protective jackets, prepared to the point of identification using hand tools, and hardened or stabilized with a penetrating solution by a preparator. All recovered fossil specimens shall be identified to the lowest taxonomic level possible by knowledgeable vertebrate and invertebrate paleontologists and, if required, other knowledgeable paleontologists (i.e., paleobotanists, micropaleontologists, palynologists). The specimens shall then be curated (assigned and labeled with museum specimen data and corresponding site numbers, placed in specimen trays and, if appropriate, vials with completed specimen data cards), catalogued (specimen and site numbers and specimen data and corresponding geologic

and geographic site data, respectively, archived [entered into appropriate catalogs and computerized databases]), and accessioned into the museum fossil collection, where they will be permanently stored, maintained, and, along with associated data, made available for future study by qualified investigators. With the possible exception of those tasks (curation, cataloging) that might be conducted by museum staff, all treatment of the fossil specimens shall be conducted by a laboratory technician. Fossil specimen preparation, identification, curation, and cataloguing are now required before a fossil collection will be accepted by most museum repositories, including the WSC, LACM, SDNHM, SBCM, and RMM. Moreover, the scientific importance of a fossil specimen cannot be evaluated until the specimen has been identified to the lowest taxonomic level possible, and specimen identification often is not possible without prior preparation.

- Final Report. A final technical report of findings shall be prepared by the Project Paleontologist and shall describe the site's stratigraphy, summarize field and laboratory methods employed during the PRIMP, include a taxonomic list and an inventory of catalogued fossil specimens recovered as a result of the PRIMP, evaluate the scientific importance of the specimens, and discuss the relationship of the fossil assemblage from any newly recorded fossil site at the project site to relevant fossil assemblages from fossil sites in other areas. The report shall be submitted to the contractor and County Geologist. Submission of the final report will signify completion of the PRIMP and will ensure Project compliance with Public Resources Code Section 21081.6 (mitigation monitoring, reporting, and compliance).

All reports shall be signed by the Project Paleontologist and all other professionals responsible for the report's content (e.g. Project Geologist), as appropriate. One original signed copy of the report(s) shall be submitted to the County Geologist along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the Project Planner, Plan Check staff, Land Use Counter or any other County office. In addition, the Project Applicant shall submit proof of hiring (i.e. copy of executed contract, retainer agreement, etc.) a Project Paleontologist for the in-grading implementation of the PRIMP.

4.14.8 Significance of Impacts After Mitigation

Threshold a.: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.14-1 would ensure that a PRIMP is prepared prior to issuance of any grading permits that have the potential to affect subsurface paleontological resources. Implementation of a PRIMP would ensure that paleontological resources, if uncovered during site grading activities, are appropriately treated, and would reduce the Project's direct and cumulatively-considerable impacts to paleontological resources to less-than-significant levels.

4.15 POPULATION AND HOUSING

The following analysis discloses existing population and housing data from Riverside County and assesses the potential for impacts on population and housing associated with implementation of the Project. The analysis in this Subsection 4.15 is based on information contained in the Riverside County General Plan (Riverside County, 2021a) and addresses population and housing projections and requirements from the Southern California Association of Governments (SCAG). Refer to Section 7.0, *References*, for a complete list of reference sources.

4.15.1 EXISTING CONDITIONS

A. *Existing Site Conditions*

As previously depicted on EIR Figure 2-7, under existing conditions the 46.14-acre Project site is vacant and undeveloped, but was previously developed with a concrete pipe manufacturing facility (Hydro Conduit). The site is largely graded and disturbed, and is regularly disced for weed and fire abatement purposes. The Temescal Wash traverses the northeastern corner of the Project site, while the existing Coldwater Canyon Wash drainage occurs on site along the western Project boundary.

As indicated in Section 2.0 of this EIR, the Project site is located in the Temescal Canyon Area Plan (TCAP) of the Riverside County General Plan. The General Plan and TCAP designate the 46.14-acre Project for "Light Industrial (LI)," "Community Center (CC)," and "Open Space – Water (OS-W)" land uses. The LI land use designation is intended to accommodate industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses. The CC land use designation is intended to accommodate a combination of small-lot single family residences, multi-family residences, commercial retail, office, business park uses, civic uses, transit facilities, and recreational open space within a unified planned development area. The OS-W land use designation is intended to include bodies of water and major floodplains and natural drainage corridors. (Riverside County, 2018, Table 1)

B. *Population Projections*

The Project site is located within unincorporated Riverside County, south of the City of Corona, and north of the City of Lake Elsinore. According to SCAG's 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy ("Connect SoCal"), and as shown in Table 4.15-1, *SCAG Region Projected 2000-2045 Growth Forecast*, in 2020 the SCAG region had a population of approximately 18,830,000 persons. The population within Riverside County is expected to increase to 20,909,000 persons by 2050, reflecting an 11.0% increase in population over the 30-year period. Generally, the forecast anticipates higher rates of household growth in counties with a historical job surplus, recognizing that, like at the regional scale, a county experiences practical limits to employment growth without being able to house the working population. Notably, Riverside County, which has historically provided space to house workers whose jobs are elsewhere, is expected to have a slightly higher rate of job growth than household growth. (SCAG, 2024b, Demographics and Growth Forecast Technical Appendix)

Table 4.15-1 SCAG Region Projected 2000-2045 Growth Forecast

	2020	2030	2040	2050
Population	18,830,000	19,476,000	20,346,000	20,909,000

(SCAG, 2024b, Demographics and Growth Forecast Technical Appendix, Table 3)

4.15.2 Applicable Environmental Regulations

The following is a brief description of the federal, State, and local environmental laws and related regulations governing environmental topics related to population and housing.

A. Federal Plans, Policies, and Regulations

1. Fair Housing Act

The federal Fair Housing Act protects people from discrimination when they are renting or buying a home, getting a mortgage, seeking housing assistance, or engaging in other housing-related activities. Additional protections apply to federally-assisted housing. (HUD, n.d.)

2. United States (U.S.) Census Bureau

The United States (U.S.) Census Bureau is the leading source of statistical information about the nation's people. Population statistics come from decennial censuses, which count the entire U.S. population every 10 years, along with several other surveys. The American Community Survey (ACS) is an ongoing annual survey intended to help communities decide where to target services and resources. Demographic surveys measure income, poverty, education, health insurance coverage, housing quality, crime victimization, computer usage, and many other subjects. Economic surveys are conducted monthly, quarterly, and yearly, and cover selected sectors of the nation's economy. (USCB, n.d.)

B. State and Regional Plans, Policies, and Regulations

1. State Housing Law

The California law regulating residential occupancies is entitled the "State Housing Law" and is found in Division 13, Part 1.5 of the California Health and Safety Code (HSC), Sections 17910 to 17998.3. Regulations implementing the State Housing Law mandate Statewide residential building standards for new construction, which are found in the California Code of Regulations (CCR), Title 24, Part 11, also referred to as the California Green Building Standards Code (CalGreen). (CA Legislative Info, n.d.)

2. Southern California Association of Governments (SCAG)

SCAG determines regional housing needs and the share of the regional needs to be addressed by Riverside County and its constituent cities. SCAG is a Joint Powers Authority and is the designated Council of Governments (COG), Regional Transportation Planning Agency (RTPA), and Metropolitan Planning Organization (MPO) for the six-county region of Los Angeles, Orange, Ventura, San Bernardino, Riverside, and Imperial counties. SCAG's Regional Comprehensive Plan and Guide (RCPG) and Regional Housing

Needs Assessment (RHNA) are tools for coordinating regional planning and housing development strategies in southern California. (SCAG, 2024c)

3. Regional Housing Needs Assessment (RHNA)

State Housing Law (California Government Code Article 10.6, Sections 65580-65590) mandates that local governments, through COGs, identify existing and future housing needs in a Regional Housing Needs Assessment (RHNA). The RHNA provides recommendations and guidelines to identify housing needs within counties and cities. Riverside County addresses its RHNA allocation through its General Plan Housing Element. The RHNA prepared by SCAG projects the County's share of regional housing need for 2021-2029 as 40,647 homes, as summarized in Table 4.15-2, *Regional Housing Needs Allocation Unincorporated County (2021-2029)*. (SCAG, 2024c; Riverside County, 2024b, Table H-1)

Table 4.15-2 Regional Housing Needs Allocation Unincorporated County (2021-2029)

Income Category	Allocation
Extremely Low	5,185
Very Low	5,186
Low	6,627
Moderate	7,347
Above Moderate	16,302
Total	**40,647**

(Riverside County, 2024b, Table H-1)

4. Senate Bill 330 (SB 330, Housing Crisis Act of 2019) and Senate Bill 8 (SB 8, 2021)

On October 9, 2019, California Governor Gavin Newsom signed the Housing Crisis Act of 2019 (HCA) into law, commonly known as Senate Bill 330 (SB 330) (Chapter 654, Statutes of 2019) to respond to the California housing crisis. On September 16, 2021, Gov. Newsom also signed SB 8 (Chapter 161, Statutes of 2021), which is an extension of the HCA. The HCA aims to increase residential unit development, protect existing housing inventory, and expedite permit processing, and applies only to "affected cities" and "affected counties." Under this legislation, municipal and county agencies are restricted in ordinances and polices that can be applied to residential development. For example, State law now prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, a housing development project for very low, low-, or moderate-income households or an emergency shelter unless the local agency makes specified written findings based on a preponderance of the evidence in the record. SB 330 requires a local agency that proposes to disapprove a housing development project that complies with applicable, objective general plan and zoning standards and criteria that were in effect at the time the application was deemed to be complete, or to approve it on the condition that it be developed at a lower density, to base its decision upon written findings supported by substantial evidence on the record that specified conditions exist, and places the burden of proof on the local agency to that effect. (CA Legislative Info, n.d.)

C. *Local Plans, Policies, and Regulations*

1. Riverside County General Plan Housing Element

The 2021-2029 Housing Element identifies and establishes policies intended to fulfill the housing needs of existing and future residents in Riverside County. It establishes policies that guide County decision-making and set forth an action plan to implement its housing goals. The Housing Element includes a review of previous housing goals, an assessment of the effectiveness of those goals, and an assessment of housing needs. Additionally, the Housing Element includes an inventory of resources and constraints related to meeting housing needs in Riverside County; an analysis of affordable housing developments and programs intended to preserve such housing; community goals for the maintenance, preservation, improvement and development of housing; and a program which sets forth a five-year schedule of actions that the County is undertaking or intends to undertake in implementing the polices set forth in the Housing Element. (Riverside County, 2024b, p. H-1)

2. SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal)

SCAG is a JPA under California State law, established as an association of local governments and agencies that convene as a forum to address regional issues. On April 4, 2024, SCAG's Regional Council adopted *Connect SoCal (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy*). Connect SoCal is intended to create a plan for defining and solving regional problems including housing, traffic, water, air quality, and other regional challenges. Connect SoCal builds upon the elements of existing local general plans and provides a blueprint for where and how the southern California area will grow. (SCAG, 2024b)

4.15.3 Basis for Determining Significance

Section XIV of Appendix G to the California Environmental Quality Act (CEQA) Guidelines addresses typical adverse effects due to population and housing, and includes the following threshold questions to evaluate the Project's impacts due to population and housing (OPR, 2018a):

- 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 the extension of infrastructure)? or

- Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Significance thresholds are set forth in Riverside County's Environmental Assessment Checklist, are derived from Section XIV of Appendix G to the CEQA Guidelines (listed above), and state that the proposed Project would have a significant impact to population and housing if construction and/or operation of the Project would:

a. *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere;*

b. *Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income; or*

c. *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).*

The significance thresholds set forth in Riverside County's Environmental Assessment Checklist were used to evaluate the significance of the proposed Project's impacts on population and housing.

4.15.4 Impact Analysis

Threshold a: ***Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

Under existing conditions, the Project site consists of undeveloped land with no dwelling units or structures located on the Project site. Accordingly, the Project would have no potential to displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impacts would occur.

Threshold b: ***Would the Project create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?***

Under existing conditions, the Project site is designated for urban non-residential development by the Riverside County General Plan and TCAP. The Project Applicant proposes to change the site's existing land use designations from LI, CC, and OS-W to instead allow for LI development on approximately 33.63 acres, Open Space-Conservation Habitat (OS-CH) land uses on 1.84 acres, approximately 6.90 acres of Open Space – Water (OS-W) along the southeastern boundary of the Project site that are proposed for the realignment of the Coldwater Canyon Wash drainage channel. Approximately 0.70-acre in the northern portion of the site would be dedicated as right-of-way for Dawson Canyon Road South. In addition, the Project includes two remainder parcels comprising 3.17 acres that would accommodate the future realignment of Temescal Canyon Road, although the planned realignment would not occur as part of the proposed Project. Areas proposed for development with LI land uses generally would encompass areas that are currently designated for LI or CC land uses. The Project would result in approximately 615 future employees. Riverside County currently suffers from a poor jobs-housing ratio, wherein there are not enough jobs within the County to prevent the need for County residents to travel outside the region for employment (Riverside County, 2021a, p. LU-27). Thus, by developing the Project site with employment-generating land uses, the Project would assist the County in improving its jobs-housing balance. Furthermore, the Riverside County General Plan designates areas of the County in which lower-income housing can be accommodated to meet the County's RHNA obligations, and does not rely on residential development on the Project site in order to meet its RHNA obligations. Moreover,

it is anticipated that any future employees generated by the Project could be accommodated by existing residential communities and/or by future residential uses to be constructed in accordance with the General Plan Land Use Plan or the general plans of cities within the County, and that no additional housing, including housing affordable to households earning 80% or less of the County's median income, would be required to accommodate Project-related employees. Impacts would be less than significant.

Threshold c:	***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)?***

Under existing conditions, the Project site is designated for urban non-residential development by the Riverside County General Plan and TCAP. The Project Applicant proposes to change the site's existing land use designations from LI, CC, and OS-W to instead allow for LI development on approximately 33.63 acres, OS-CH land uses on 1.84 acres, and OS-W land uses on approximately 6.90 acres. Approximately 0.70-acre in the northern portion of the site would be dedicated as right-of-way for Dawson Canyon Road South. In addition, the Project includes two remainder parcels comprising 3.17 acres that would accommodate the future realignment of Temescal Canyon Road, although the planned realignment would not occur as part of the proposed Project. Areas proposed for development with LI land uses generally would encompass areas that are currently designated for LI or CC land uses. As indicated in Appendix E2 to the Riverside County General Plan, CC uses within the TCAP area are expected to be developed with "Job Center (No Residential)" uses, which has an employee per square foot (s.f.) of building area ratio ranging from 300 employees per s.f. to 1,030 employees per s.f. General Plan Appendix E2 also indicates that the LI uses proposed as part of the Project generate one employee per 1,030 s.f. of building area. Thus, the Project would generate fewer jobs as compared to the site's existing General Plan land use designations. As such, the Project would not directly result in substantial unplanned population growth in the area. Furthermore, the Project's proposed roadway and other infrastructure (e.g., water, sewer, etc.) improvements have been designed and sized to serve the proposed Project, and would not indirectly induce growth in the local area. Thus, the Project would not induce substantial unplanned population growth in the area, either directly or indirectly, and impacts would be less than significant.

4.15.5 Cumulative Impact Analysis

For purposes of analysis, the cumulative study area for the issue of population and housing encompasses western Riverside County as well as the various cities within western Riverside County. This study area is appropriate because growth in the region is largely controlled by the Riverside County General Plan and the general plans of the various cities within the County.

The Project site does not contain any existing residential units on site under existing conditions. As such, the Project would not result in the displacement of existing residents or housing, and cumulatively-considerable impacts would not occur.

Although the Project would result in approximately 615 future employees, Riverside County currently suffers from a poor jobs-housing ratio, wherein there are not enough jobs within the County to prevent the need for County residents to travel outside the region for employment (Riverside County, 2021a, p. LU-27). Thus, by developing the Project site with employment-generating land uses, the Project would assist the County in improving its jobs-housing balance. Furthermore, the Riverside County General Plan designates areas of the County in which lower-income housing can be accommodated to meet the County's RHNA obligations, and does not rely on residential development on the Project site in order to meet its RHNA obligations. Moreover, it is anticipated that any future employees generated by the Project could be accommodated by existing residential communities and/or by future residential uses to be constructed in accordance with the General Plan Land Use Plan or the general plans of cities within the County, and that no additional housing, including housing affordable to households earning 80% or less of the County's median income, would be required to accommodate Project-related employees. As such, implementation of the proposed Project would not create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income, and cumulatively-considerable impacts would not occur.

Under existing conditions, the Project site is designated by the General Plan and TCAP for urban development. The Project Applicant proposes to change the site's existing land use designations from LI, CC, and OS-W to instead allow for LI development on approximately 33.63 acres, OS-CH land uses on 1.84 acres, and OS-W land uses on approximately 6.90 acres. Approximately 0.70-acre in the northern portion of the site would be dedicated as right-of-way for Dawson Canyon Road South. In addition, the Project includes two remainder parcels comprising 3.17 acres that would accommodate the future realignment of Temescal Canyon Road, although the planned realignment would not occur as part of the proposed Project. Areas proposed for development with LI land uses generally would encompass areas that are currently designated for LI or CC land uses. Because CC land uses generate more employees per s.f. of building area than LI uses, the Project would not induce substantial unplanned growth in the local area. Furthermore, the Project's proposed roadway and other infrastructure (e.g., water, sewer, etc.) improvements have been designed to serve the proposed Project, and would not contribute to or indirectly induce growth in the local area. As such, the Project would not induce substantial unplanned population growth in the area, and impacts would therefore be less-than-cumulatively considerable.

4.15.6 Significance of Impacts Before Mitigation

Threshold a: No Impact. The Project site does not contain any existing residences or housing, and the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

Threshold b: Less-than-Significant Impact. Although the Project would result in approximately 615 future employees, Riverside County currently suffers from a poor jobs-housing ratio, wherein there are not enough jobs within the County to prevent the need for County residents to travel outside the region for employment. Thus, by developing the Project site with employment-generating land uses, the Project would assist the County in improving its jobs-housing balance. Furthermore, the Riverside County General Plan designates areas of the County in which lower-income housing can be accommodated to meet the County's RHNA

obligations, and does not rely on residential development on the Project site in order to meet its RHNA obligations. Moreover, it is anticipated that any future employees generated by the Project could be accommodated by existing residential communities and/or by future residential uses to be constructed in accordance with the General Plan Land Use Plan or the general plans of cities within the County, and that no additional housing, including housing affordable to households earning 80% or less of the County's median income, would be required to accommodate Project-related employees. Impacts would be less than significant.

Threshold c: Less-than-Significant Impact. The Project site is designated for development with urban uses by the General Plan and TCAP, and the Project would accommodate fewer employment opportunities as compared to the site's existing General Plan land use designations. As such, the Project would not directly induce substantial unplanned population growth in the area, and impacts would be less than significant. The Project also would not indirectly induce substantial unplanned population growth due to infrastructure improvements, as all proposed infrastructure improvements would be sized to serve only the proposed Project; thus, indirect population growth impacts would be less than significant.

4.15.7 Applicable Regulations, Design Requirements, and Mitigation

No significant environmental impacts related to population and housing would occur as a result of the proposed Project. Thus, no mitigation measures are required.

4.16 PUBLIC SERVICES

This Subsection 4.16 provides information on existing public services and service levels for fire protection, police protection, schools, libraries, and public health facilities, and evaluates potential impacts to the environment that may result from the demand the Project may have on such services.

4.16.1 EXISTING CONDITIONS

A. Fire Protection/Emergency Medical Services

The County of Riverside contracts with the State of California (the California Department of Forestry and Fire Protection, also now known as "CalFire") for fire protection. Under CalFire "Riverside Operational Unit" management, the Riverside County Fire Department operates 106 stations in 15 battalions (RCFD, n.d.). During peak periods the Riverside Operational Unit is staffed with 1,150 CalFire uniformed personnel, 240 Riverside County & support personnel, and 150 volunteer/reserve firefighters. Fire prevention, fire protection, and emergency medical assistance are provided by the RCFD. Riverside County Fire Department resources include: 28 Battalion Chiefs, 82 Type 1 Engines, 17 Type 3 Engines, 10 Type 6 Engines, 1 Dozer, 11 Water Tenders, 8 Truck Companies, 2 Medic Patrols, 10 Medic Ambulances, 1 Haz-Mat Unit and 2 Breathing Supports. (CalFire, 2024, pp. 8-9)

According to the RCFD 2009-2029 Strategic Plan, the County is divided into four land use designation areas for fire protection purposes: 1) heavy urban, 2) suburban, 3) rural and 4) outlying. Each land use designation is broken into individual categories relating to fire control goals: fire station location; suppression initiated; full assignment in operation; and initial attack fire control. There are minute values assigned to each land use designator. The values are currently in place through adoption of the Strategic Plan; however, there have been internal adjustments based on new information, operational needs and technologies. While the adopted Fire Protection Master Plan created standardized guidelines for response and station locations, the information was largely based on available documents and references from the 1980s and prior. Current technology, equipment, and dispatch policies have been modernized since that time and created the ability to extend spatial distance between facilities such as fire stations. The Project area would be considered within the suburban land use category, which is described as consisting of a broad mix of uses, including many types of commercial and industrial land uses and residential land uses with a density of two to eight dwelling units per acre. The RCFD has established a goal for suburban land uses to achieve initial response within 10 minutes and full dispatch within 15 minutes of receipt of an alarm. (RCFD, 2009, pp. 133-134; RCFD, 1986, pp. 3-19 to 3-20)

The RCFD is also the Operational Area Coordinator for the California Fire and Rescue Mutual Aid System for all fire service jurisdictions in Riverside County (such as, municipal, tribal, state and federal). Upon receipt of a call for mutual aid through Riverside County's Emergency Command Center (ECC), Riverside County's mutual aid coordinator will determine whether a city or the County of Riverside will provide a response. The ECC is a combined Riverside County, State of California and local agency dispatch center responsible for alerting and handling incidents over a 7,200-square mile area. (Riverside County, 2015a, p. 4.17-4)

The Riverside County Fire Department (RCFD) fire stations are staffed by State (CalFire) firefighters. Each fire station engine unit is staffed with three personnel. Depending upon the service area (Riverside County is divided into six service areas), the staffing configurations are either: Fire Captain, Fire Apparatus Engineer, and Firefighter or Company Officer (Fire Captain or Fire Apparatus Engineer) and two Firefighters. The RCFD engine companies are also advanced life support paramedic assessment units. (Riverside County, 2015a, p. 4.17-9)

The closest existing fire station that services the Project site is Station 64 (Sycamore Creek), which is located approximately 3.4 roadway miles south of the Project site at 25310 Campbell Ranch Road, Corona, CA 92883 (Google Earth, 2024). According to the RCFD website, Battalion 4 is intended to be served by two battalion chiefs, although as of February 2025 one of the battalion chief positions is vacant (RCFD, n.d.).

B. Sheriff Services

The Riverside County Sheriff's Department (RCSD) provides community policing for the Project area. The Sheriff Station serving the Project area is the Lake Elsinore Station, located at 33 Limited Avenue, Lake Elsinore, CA 92530, approximately 11.6 miles southeast of the Project site (Google Earth, 2024). The RCSD is responsible for 7,300 square miles which extends over 200 miles in length and approximately 50 miles in width. The RCSD has over 4,000 positions that provide community policing services. The Sheriff's Department is a "demand response" agency that maintains limited patrol services. Eleven Sheriff Department stations are located throughout Riverside County to provide local sheriff protection services. In addition, the Sheriff's Department operates the Moreno Valley Police Department station in the City of Moreno Valley, providing law enforcement services to that city under contract. (RCSD, n.d.)

Unincorporated Riverside County has set minimum standards that include 1.0 deputy per 1,000 residents; one supervisor and one support staff employee per seven officers; one patrol vehicle per three sworn officers; and one school resource officer per school. In addition, Mitigation Measure 4.15.C of EIR No. 441, which was prepared for the County's 2003 General Plan, establishes a standard of 1.5 sworn peace officers per 1,000 population. (Riverside County, 2015a, pp. 4.17-25 through 4.17-35)

C. Schools

The Project site is located within the Corona-Norco Unified School District (CNUSD). The nearest schools to the Project site include Temescal Valley Elementary School, located 0.5 mile northwest of the Project site; El Cerrito Middle School, located approximately 4.1 miles northwest of the Project site; and Santiago High School, located approximately 4.7 miles northwest of the Project site. During the 2023-2024 school year, the most recent year for which public information is available, the CNUSD had a total enrollment of 50,256 students (DOE, n.d.).

D. Libraries

The Project site is located within the Riverside County Public Library System (RCPLS) service area. Riverside County operates a system of 35 libraries and two book mobiles (one serving Coachella Valley and one serving

western Riverside County) to serve unincorporated populations. In addition, the Riverside County Library System operates an automated network that currently deploys over 350 computer/terminal workstations in the library branches of the Riverside County Library System, Riverside Public Library, Moreno Valley Library, Murrieta Public Library, Murrieta Valley High School, and College of the Desert. The network can also be accessed by Riverside County residents via the internet. The library system manages the library catalog of the 1.3 million items in the library system and the annual checkout of over 3.5 million books, audios, and videos. For 2010, the Riverside County Library System reported a total of 681,117 registered borrowers utilizing County library services. (Riverside County, 2015a, pp. 4.17-65 and 4.17-66)

The RCPLS does not maintain a specific numerical factor to analyze the needs created by new development. However, the American Library Association suggests that an appropriate service criterion would be availability of convenient library facilities and book reserves at a rate of 0.5 square foot (s.f.) of library space and 2.5 volumes per capita. The County's ability to support the needs of future growth is dependent upon its ability to secure sites for, construct, and stock new libraries on a timely basis. As of 2015, there was no specific funding mechanism for expansion of library facilities. Based on 2010 reported registered borrowers (681,117) and current square footage of library facilities available (333,884), as of 2015 facilities provided approximately 0.49 s.f. of space per registered borrower (not the Riverside County population as a whole). (Riverside County, 2015a, p. 4.17-66)

E. Health Services

Public health services in Riverside County are provided by the County Department of Public Health. However, most health services are provided by the private sector. The nearest medical facility to the Project site is the Corona Regional Medical Center, located at 800 South Main Street in the City of Corona, or approximately 7.5 miles northwest of the Project site.

4.16.2 Applicable Regulatory Requirements

The following is a brief description of the federal, State, and local laws and related regulations related to public services.

A. State Regulations

1. Fire Protection Services Regulations and Plans

- **Public Resources Code (PRC) Sections 4290-4299**

PRC Sections 4290-4299 establish minimum Statewide fire safety provisions pertaining to roads for fire equipment access; signs identifying streets, roads, and buildings; minimum private water supply reserves for emergency fire use; and fire fuel breaks and greenbelts. With certain exceptions, all new construction after July 1, 1991, in potential wildland fire areas, is required to meet these Statewide standards. The State requirements, however, do not supersede more restrictive local regulations. (CA Legislative Info, n.d.)

As defined by CalFire, wildland areas defined as State Responsibility Areas (SRAs) may contain substantial wildfire risks and hazards. They consist of lands exclusive of cities, and federal lands regardless of ownership. The primary financial responsibility for preventing and suppressing fires within wildlands belongs to the State of California. However, it is not the State of California's responsibility to provide fire protection services to buildings or structures located within the wildlands unless CalFire has entered into a cooperative agreement with a local agency for those purposes pursuant to PRC Section 4142. As such, wildland areas require disclosure of these fire hazards in real estate transactions, and owners of properties in wildland areas are subject to PRC Section 4291 maintenance requirements. The law requires CalFire every five years (1991, 1996, 2001, etc.) to provide maps identifying the boundaries of lands classified as SRAs to the Riverside County Assessor. (CA Legislative Info, n.d.)

❑ Public Resources Code §§ 4102 and 4127 - State Responsibility Areas (SRAs)

PRC Section 4102 specifies that "'State responsibility areas' means areas of the state in which the financial responsibility of preventing and suppressing fires has been determined by the [State Fire] Board pursuant to Section 4125, to be primarily the responsibility of the state." These areas may contain State- or privately-owned forest, watershed, and rangeland. §§ 4126-4127 of the PRC further specify the standards that define what does and does not constitute a SRA. (CA Legislative Info, n.d.) (CA Legislative Info, n.d.)

❑ California Code of Regulations (CCR) Title 24, Parts 2 and 9 – Fire Codes

Part 2 of Title 24 of the California Code of Regulations (CCR) refers to the California Building Code which contains complete regulations and general construction building standards of State of California adopting agencies, including administrative, fire and life safety, and field inspection provisions. Part 2 was updated in 2019 to reflect changes in the base document from the Uniform Building Code to the 2018 International Building Code. Part 9 refers to the California Fire Code, which contains other fire safety-related building standards. In particular, Chapter 7A "Materials and Construction Methods for Exterior Wildfire Exposure," in the 2019 California Building Code addresses fire safety standards for new construction and Section 701A.3.1 addresses "New Buildings Located in Any Fire Hazard Severity Zone." Additionally, Chapter 49 specifies fuel modification requirements for wildland-urban interface areas that are prone to fire hazards. (CA DGS, 2018)

❑ CCR Title 14 – Natural Resources

These regulations constitute the basic wildland fire protection standards of the California Board of Forestry. They were prepared and adopted to establish minimum wildfire protection standards in conjunction with building, construction, and development within SRAs. Among other things, Title 14 requires the design and construction of structures, subdivisions, and developments in an SRA provide for basic emergency access and perimeter wildfire protection measures (fire fuel modification zones, etc.). (Westlaw, n.d.)

❑ California Government Code (CGC) Sections 51178-51179 – Very High Fire Hazard Severity Zones

California Government Code Section 51178 specifies that the Director of CalFire, in cooperation with local fire authorities, must identify areas that are Very High Fire Hazard Severity Zones (VHFHSZs) in Local Responsibility Areas (LRAs), based on consistent Statewide criteria and the expected severity of fire hazard. It further specifies that VHFHSZs "shall be based on fuel loading, slope, fire weather, and other relevant factors," including areas subject to Santa Ana winds which are a "major cause of wildfire spread." Section 51179 states that a local agency (such as a county) must also designate (and map) the VHFHSZs in its jurisdiction by ordinance. (See the discussion on Ordinance No. 787, below, regarding Riverside County's VHFHSZs). Other portions of the Government Code outline when a local agency may use its discretion to exclude areas from VHFHSZ requirements or add areas not designated by the State of California to its VHFHSZ areas. (CA Legislative Info, n.d.)

❑ CGC Section 51182 – Defensible Space

Pursuant to this code, a person who "owns, leases, controls, operates, or maintains an occupied dwelling or occupied structure in, upon, or adjoining a mountainous area, forest-covered land, brush-covered land, grass-covered land, or land that is covered with flammable material" in a very high fire hazard severity zone designated by the local agency pursuant to § 51179, shall at all times maintain a specified amount of "defensible space" to protect structures in high fire hazard areas. (CA Legislative Info, n.d.)

❑ PRC Section 4213 - Fire Prevention Fees

Pursuant to PRC Section 4213, in July of 2011, the State of California began assessing an annual "Fire Prevention Fee" for all habitable structures within the SRA to pay for fire prevention services. The SRA is the portion of the State where the State of California is financially responsible for the prevention and suppression of wildfires. The SRA does not include lands within incorporated city boundaries, tribal, or federally owned land. As of 2013, the fee is up to $150 per habitable structure (i.e., a building that can be occupied for residential use, which does not include incidental buildings such as detached garages, barns, outdoor bathrooms, sheds, etc.). (FindLaw, 2024a)

2. School Services Regulations and Plans

❑ Assembly Bill 16 (AB 16)

In 2002, Assembly Bill 16 (AB 16) created the Critically Overcrowded School Facilities program, which supplements new construction provisions within the School Facilities Program (SFP). The SFP provides State of California funding assistance for new facility construction projects and modernization projects. The Critically Overcrowded School Facilities program allows school districts with critically overcrowded school facilities, as determined by the California Department of Education (CDE), to apply for new construction projects in advance of meeting all SFP new construction program requirements. Districts with SFP new

construction eligibility and school sites included on a CDE list of source schools may apply. (CA Legislative Info, n.d.)

- **Senate Bill 50 (SB 50) – Leroy F. Greene School Facilities Act of 1998**

Senate Bill 50 (SB 50) was enacted by the State Legislature in 1998, which amended existing State law governing school fees. In particular, SB 50 amended prior California Government Code (CGC) Section 65995(a) to prohibit State or local agencies from imposing school impact mitigation fees, dedications, or other requirements in excess of those provided in the statute in connection with "any legislative or adjudicative act...by any State or local agency involving...the planning, use, or development of real property...." (CA Legislative Info, n.d.)

The legislation also amended CGC Section 65996(b) to prohibit local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any "legislative or adjudicative act [involving] the planning, use, or development of real property." Further, SB 50 established the base amount of allowable developer fees: $1.93 per s.f. for residential construction and $0.31 per s.f. for commercial construction. These base amounts are commonly called "Level 1 fees" and are the same caps that were in place at the time SB 50 was enacted. Level 1 fees are subject to inflation adjustment every two years. (CA Legislative Info, n.d.)

In certain circumstances, for residential construction, school districts can impose fees that are higher than Level 1 fees. School districts can impose Level 2 fees, which are equal to 50% of land and construction costs if they: (1) prepare and adopt a school needs analysis for facilities; (2) are determined by the State Allocation Board to be eligible to impose these fees; and (3) meet at least two of the following four conditions (CA Legislative Info, n.d.):

- At least 30% of the district's students are on a multi-track year-round schedule.
- The district has placed on the ballot within the previous four years a local school bond that received at least 50% of the votes cast.
- The district has passed bonds equal to 30% of its bonding capacity.
- At least 20% of the district's teaching stations are relocatable classrooms.

Additionally, if the State of California's bond funds are exhausted, a school district that is eligible to impose Level 2 fees is authorized to impose even higher fees. Commonly referred to as "Level 3 fees," these fees are equal to 100% of land and construction costs of new schools required as a result of new developments. (CA Legislative Info, n.d.)

4.16.3 Basis for Determining Significance

Section XV of Appendix G to the California Environmental Quality Act (CEQA) Guidelines addresses typical adverse effects to public services, and includes the following threshold question to evaluate a project's impacts to public services (OPR, 2018a):

- 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 government facilities, the construction of which could cause significant environmental, impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:
  - Fire protection?
  - Police protection?
  - Schools?
  - Parks?
  - Other public facilities?

Significance thresholds are set forth in Riverside County's Environmental Assessment Checklist, have been updated to reflect the 2018 updates to Section XV of Appendix G to the State CEQA Guidelines (listed above), and state that the proposed Project would have a significant impact on public services if construction and/or operation of the Project would:

a. *Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities or the need for new or physically altered fire protection 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 facilities;*

b. *Result in substantial adverse physical impacts associated with the provision of new or physically altered sheriff facilities or the need for new or physically altered sheriff facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for sheriff services;*

c. *Result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities or the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for school services;*

d. *Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities or the need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for library services; or*

e. *Result in substantial adverse physical impacts associated with the provision of new or physically altered health care facilities or the need for new or physically altered health care facilities, the*

construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for health care services.

The significance thresholds set forth in Riverside County's Environmental Assessment Checklist, as modified/updated per the 2018 updates to the State CEQA Guidelines, were used to evaluate the significance of the proposed Project's impacts on public services.

4.16.4 Impact Analysis

Threshold a.:	***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities or the need for new or physically altered fire protection 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 facilities?***

The Project, which would entail development of the 46.14-acre Project site with seven (7) light industrial warehouse buildings with a total building area of 633,607 s.f., would place additional demand on the RCFD, which provides fire protection services in the Project area. Implementation of the Project would cumulatively affect the Department's ability to service the planned population. The Project would require an Urban-Category II level of service as defined by the Riverside County Fire Protection Master Plan. This classification requires that a fire station be within 3.0 miles of the Project site, and a full first alarm assignment team operating on the scene within 15 minutes of dispatch. The closest existing fire station that would serve the Project is Station 64 (Sycamore Creek), which is located approximately 3.4 roadway miles south of the Project site. The Project would therefore not be located within 3.0 roadway miles of a fire station, which would potentially negatively affect RCFD's ability to meet the response time standards established for the site's suburban land use designation.

In addition, as set forth by the Riverside County Fire Protection Master Plan, a new fire station and/or appropriate fire company is required for the development of 2,000 dwelling units or more, or for development of more than 3.0 million square feet of industrial or commercial uses. No residential uses are proposed as part of the Project, and thus the Project would not result in the need for a new fire station in the local area based on this standard. Notwithstanding, buildout of the Project would entail construction of seven (7) light industrial warehouse buildings with a total building area of 633,607 s.f. that would accommodate approximately 615 employees. Development of the proposed Project would impact fire services by placing an additional demand on existing RCFD resources and personnel.

The RCFD has indicated need for a new fire station in the local area to meet existing and projected demands, and the construction and operation of a new fire station would result in physical impacts to the environment. Although the Project Applicant offered to locate the new fire station on the Project site, the RCFD has indicated preference for the new fire station to be located within the Serrano Commerce Center Specific Plan (SCCSP) area, located south of and abutting the Project site. The RCFD is working with the SCCSP property owners to plan for the new fire station within the SCCSP. Development within the SCCSP area was previously

evaluated in Environmental Impact Report No. 492 ("EIR"; SCH No. 2006081015) certified by Riverside County in 2011. The new fire station site would occur within the development impact footprint of EIR No. 492, which is hereby incorporated by reference pursuant to CEQA Guidelines §15150.[1] Although applications for an amendment to the SCCSP are currently being processed with Riverside County, and on May 20, 2024, Riverside County issued a Notice of Preparation (NOP) indicating that a Subsequent Environmental Impact Report (SEIR) will be prepared for the pending amendment to the SCCSP, certified EIR No. 492 is a legally adequate EIR that can be referenced and relied upon to demonstrate that the environmental effects associated with development within the SCCSP area have been adequately evaluated in accordance with CEQA. Applicable mitigation measures from EIR No. 492 would apply to the development of a fire station within the SCCSP area.

Additionally, as a condition of Project approval, the proposed Project would be required to conform to all mandatory local, State, and federal laws, ordinances, and standards relating to fire safety. Among other items, these requirements include conformance with the Chapter 7A of the California Building Code, which requires that all buildings be constructed with fire retardant roofing material. The access routes in the local area would be required to be maintained throughout construction and buildout of the Project. Additionally, the Project would be subject to the fire code standards established as part of Riverside County Ordinance No. 787 (Fire Code Standards). The Project's buildings are required by law to include fire sprinklers. Based on the building types, it is highly likely that the building would be equipped with an Early Suppression, Fast Response (ESFR) fire sprinkler system. ESFR systems incorporate high volume, high-pressure sprinkler heads to provide necessary fire protection. While most other sprinkler systems are intended to control the growth of a fire, an ESFR sprinkler system is designed to suppress a fire. To suppress a fire does not necessarily mean that the system will extinguish the fire but rather it is meant to "knock" the fire back down to its original point of origin. ESFR systems provide buildings with a high margin of fire safety and also allow more time for emergency responders to reach a fire incident before a fire spreads from its point of origin.

The Project also is required to adhere to Riverside County Ordinance No. 659, which requires payment of a Development Impact Fee (DIF) to assist the County in providing for fire protection facilities, including fire stations. Payment of DIF fees are intended to ensure that funds are available for capital improvements, such as land/equipment purchases and fire station construction. However, the Fire Department has indicated that DIF fees alone may not be adequate to pay for needed equipment and a new fire station in the area and additional sources of funding are being sought, including by means of adding conditions of approval to development projects such as the proposed Project to provide for additional funding.

In conclusion, the Fire Department is pursuing the establishment of a new fire station site in the SCCSP area located south of the Project site, and with the establishment of that station in the future, demand-based service needs will be met in the local area, including at the Project site. In the interim, the Fire Department will be

[1] EIR No. 492 is available for public review at the Riverside County Planning Department, 4080 Lemon Street, Riverside CA, during regular business hours. EIR No. 492 evaluates the environmental effects of planned development within the Serrano Commerce Center Specific Plan area, which is the area that the RCFD prefers for locating a new fire station.

using DIF funding and pursuing additional funding sources to purchase additional equipment including a ladder truck that will be housed at an existing fire station site until the new fire station in the SCCSP is constructed. Physical environmental impacts associated with placement of a fire station in the SCCSP area are covered by the certified Serrano Commerce Center EIR (SCH No. 2006081015). Accordingly, the Project would not cause physical impacts to the environment that are not already anticipated and covered by a certified EIR. Related to funding sources, the funding of a new fire station and equipment purchases are not environmental effects. However, it is acknowledged that RCFD may lack adequate funding to build and equip the new fire station. With mandatory payment of DIF fees and payment of supplemental fees earmarked for RCFD, Project-related impacts due to the need for new or expanded fire protection facilities in the local area would be less than significant.

Threshold b.: ***Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered sheriff facilities or the need for new or physically altered sheriff facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for sheriff services?***

Implementation of the proposed Project would result in development of the 46.14-acre Project site with seven (7) light industrial warehouse buildings with a total building area of 633,607 s.f. The proposed land uses on site would generate approximately 615 new jobs. Development of the property and the introduction of a new business on the site could result in an incremental increase in criminal activity. However, according to the Riverside County Sheriff's Department (RCSD), there is not a direct correlation between employment growth, the number of crimes committed, and the number of RCSD personnel needed to respond to these increases. As the population and use of an area increases, however, additional financing of equipment and manpower needs are required to meet the increased demand. The proposed Project would result in an increase in the cumulative demand for services from the RCSD, which provides police protection services to the Project site. Specifically, the Project would generate a demand for approximately one new sworn officer (615 employees x 1.5 officers/1,000 population = 0.9 officers), based on the 1.5 per 1,000 population service standard (Riverside County, 2015a, Table 4.17-H). Staff necessary to support the additional deputy would include an appropriate level of civilian, investigation, and supervisory personnel. The proposed Project would not, however, in and of itself result in the need for new or expanded sheriff facilities to accommodate new personnel.

The Project is required to adhere to Riverside County Ordinance No. 659, which requires payment of a DIF to assist the County in providing for sheriff protection services, including new or expanded facilities. Payment of the DIF fee would ensure that funds are available for capital improvements, such as land/equipment purchases and sheriff facilities construction. Accordingly, Project-related impacts to sheriff protection services are evaluated as less than significant and no mitigation beyond payment of DIF fees would be required.

Therefore, implementation of the Project would not result in the need for new or expanded sheriff facilities, and impacts would be less than significant. The Project's incremental demand for sheriff protection services also would be less than significant because the Project would be required to contribute DIF fees. Accordingly,

a less-than-significant impact would occur with respect to sheriff protection services or facilities as a result of implementation of the proposed Project.

Threshold c.: ***Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities or the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for school services?***

As previously indicated, the Project site is located within the CNUSD. However, no residential uses are proposed as part of the Project. As such, the Project would not result in a direct demand for new or expanded school services in the local area. Notwithstanding, the Project would employ residents currently living in or moving to the area, which could place additional demand on school facilities in the surrounding areas. Although the CNUSD may need to construct new school facilities to meet the growing demand within this portion of unincorporated Riverside County, there are no current publicly-available plans detailing where such facilities would be built. The Project would not directly cause or contribute to the need for new or expanded school facilities, and it is not possible to identify environmental impacts that may be associated with the construction of new or expanded school facilities until a specific proposal and design for a new facility is prepared by the CNUSD, and an analysis of potential physical environmental impacts resulting from the construction and operation of new or expanded school facilities would be speculative in nature (see State CEQA Guidelines § 15145). Environmental effects of such school facilities and any associated mitigation would be identified through a future CEQA process required in association with any future proposals for new or expanded school facilities. Any mitigation measures required for new or expanded school facilities could be funded, in part, from property taxes and/or through payment of school impact fees (as discussed below).

Although it is not possible to identify physical environmental effects that may result from new or expanded school facilities, the Project Applicant would be required to contribute fees to the CNUSD in accordance with Riverside County Ordinance No. 575. For new development, the CNUSD currently assesses $0.84 per s.f. of new industrial building area. Pursuant to the Leroy F. Greene School Facilities Act of 1998, payment of school impact fees constitutes full and complete mitigation for Project-related impacts to school services. Although the Project would not result in a direct increase in demand for school services, mandatory payment of school impact fees still would be required and would ensure that the Project's impacts to school facilities and services would be less than significant. Accordingly, impacts would be less than significant and no mitigation beyond payment of fees would be required.

Threshold d.: ***Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities or the need for new or physically altered library facilities, the construction of which could cause significant environmental***

impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for library services?

The Project would entail development of the 46.14-acre Project site with seven (7) light industrial warehouse buildings with a total building area of 633,607 s.f. Land uses proposed as part of the Project would not result in a direct increase in the County's population.

Although use of the internet has resulted in decreased demand being placed on library services nationwide, the County continues to maintain its standards for book titles and library square footage. Library services in Riverside County are provided by the RCPLS. Buildout of the Project would result in up to 615 new employees. Assuming that all of the jobs produced by the Project would consist of new residents within the County, in order to attain the RCPLS level of service standard of 2.5 titles-per-capita, the Project-generated employees would require an additional 1,538 titles (2.5 titles-per-capita x 615 employees = 1,537.5 titles). To attain the RCPLS standard of 0.5 s.f. of library space per capita, the Project would create the demand for 308 s.f. of additional library space (0.5 s.f. of library space per capita x 615 employees = 307.5 s.f.). However, these estimates are conservative in nature because the majority of jobs that would be generated by the Project likely would be filled by existing Riverside County residents, given the county's generally poor jobs-to-housing ratio. Thus, the Project's impacts to the local library system likely would be substantially less than described above. (Riverside County, 2015a, Table 4.17-W)

The provision of additional library space would be addressed through the County's compliance with the adopted level of service standards. Additionally, mandatory compliance with Riverside County Ordinance No. 659 would require the payment of impact fees. These fees would provide funding for library books and library expansion projects. Although new library facilities may be under consideration by the RCPLS in the Project area, it is not possible to identify environmental impacts that may be associated with the development of any new library facilities until a specific proposal and design for the facility is prepared by the RCPLS. Accordingly, impacts due to the construction of new or expanded library facilities are too speculative for evaluation in this EIR (State CEQA Guidelines, 14 CCR § 15145). Environmental effects of such library facilities and any associated mitigation would be identified through a future CEQA process required in association with any future proposals for new or expanded library facilities. Any mitigation measures required for new or expanded library facilities could be funded, in part, from property taxes, including increased property taxes resulting from buildout of the Project site. As such, Project impacts to library facilities and resources are evaluated as less than significant.

Threshold e.: ***Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered health care facilities or the need for new or physically altered health care facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for health care services?***

As previously indicated, the nearest medical facility to the Project site is the Corona Regional Medical Center, located at 800 South Main Street in the City of Corona, or approximately 7.5 miles northwest of the Project

site. The Project would result in approximately 615 new jobs, the majority of which are anticipated to be filled by existing County residents. Using a 1.9 hospital beds per 1,000 persons generation factor, the Project would generate the need for approximately one new hospital bed (615 x 1.9 ÷ 1,000 = 1.2). However, as most of the future jobs on the Project site would be filled by existing County residents, the Project's conservatively estimated demand for health care services and hospital beds would not represent a new demand for such resources within the County.

The provision of private health care is largely based on economic factors and demand and is beyond the scope of analysis required for this EIR. However, EIR No. 521 concluded impacts associated with buildout of the Riverside County General Plan would be less than significant, and further notes that: "compliance with…existing General Plan policy and existing Mitigation Measures 4.15.7A and 4.15.7B from EIR No. 441, would further reduce or avoid the insignificant impacts…" (Riverside County, 2015a, p. 4.17-18). Mitigation Measure 4.15.7A requires the County to perform periodic medical needs assessments to evaluate the current medical demand and level of medical service provided within each area plan every three years. Mitigation Measure 4.15.7B requires the County to fund the new construction and/or expansion of existing medical facilities according to the level of demand for medical services based on the needs assessment required as part of Mitigation Measure 4.15.7A. Furthermore, mandatory compliance with County Ordinance No. 659 requires a DIF payment to the County that is partially allocated to public health services and facilities. While new or expanded health care facilities may ultimately be needed within the County due to the anticipated growth in population, it is not possible to identify environmental impacts that may be associated with the development of any new health care facilities until a specific proposal and design for the facility is prepared. Accordingly, impacts due to the construction of new or expanded health care facilities are too speculative for evaluation in this EIR (State CEQA Guidelines § 15145). As such, impacts to public medical facilities and resources associated with the proposed Project would be less than significant.

4.16.5 Cumulative Impact Analysis

The cumulative study area for public services encompasses the service area of the RCFD, RCSD, CNUSD, and/or RCPLS, and assumes full buildout of the general plans for jurisdictions within these service areas.

The existing fire station that would serve the Project is Station 64 (Sycamore Creek), which is located approximately 3.4 roadway miles south of the Project site. The Project site would not be located within 3.0 roadway miles of the nearest fire station, adversely affecting RCFD's ability to meet the response time standards established for the site's suburban land use designation. Additionally, development of the proposed Project would impact fire services by placing an additional demand on existing RCFD resources and personnel. The Project, combined with other development projects in the area including but limited to buildout of the SCCSP, RCFD has indicated a need for a new fire station in the local area to meet existing and projected demands, and has indicated a preference for the new fire station to be located south of the Project site within the SCCSP area. As previously noted, physical impacts associated with the buildout of the SCCSP area previously were identified as part of Environmental Impact Report No. 492 (SCH No. 2006081015). Accordingly, the Project would not cause cumulatively-considerable physical impacts to the environment that are not already anticipated and covered by a certified EIR. Related to funding sources, the funding of a new

fire station and equipment purchases are not environmental effects. However, it is acknowledged that RCFD may lack adequate funding to build and equip the new fire station. With mandatory payment of DIF fees and payment of supplemental fees earmarked to the RCFD in accordance with the Project's conditions of approval, cumulatively-considerable impacts due to the need for new or expanded fire protection facilities in the local area would be less than significant.

Although the Project site would be adequately served by sheriff facilities, the increased population that would be generated by the Project, when considered in conjunction with other on-going development throughout western Riverside County, has the potential to adversely affect service response times. However, the proposed Project and all cumulative developments would be required to contribute DIF fees pursuant to County Ordinance No. 659, which would help to provide for adequate equipment and personnel in the Project area. Therefore, with mandatory payment of DIF fees, Project impacts to police protection services would be less-than-cumulatively considerable.

The proposed Project would entail development of the site with light industrial land uses, and therefore the Project would not result in a direct demand for school services or new or expanded school facilities. Although the Project may indirectly result in an increase in the population within the CNUSD, the Project Applicant would be required to contribute fees in accordance with Riverside County Ordinance No. 575. Other cumulative developments, including both residential and non-residential developments, would similarly be required to contribute fees pursuant to Riverside County Ordinance No. 575, or similar ordinances within cities within the service area of these school districts. Pursuant to the Leroy F. Greene School Facilities Act of 1998, payment of school impact fees constitutes full and complete mitigation for project-related impacts to school services. As such, and with mandatory fee payment, the Project's impacts to school services and facilities would be less-than-cumulatively considerable.

The Project would entail development of the Project site with seven (7) light industrial warehouse buildings with a total building area of 633,607 s.f., and therefore the Project would not result in a direct demand for library services. Although the Project may result in an indirect increase in the County's population, the Project is not expected to result in the need for new or expanded library services or facilities. Furthermore, it is not possible to identify environmental impacts that may be associated with such new or expanded library facilities until a specific proposal and design for such facilities are prepared by Riverside County. Accordingly, impacts due to the construction of new or expanded library facilities are too speculative for evaluation in this EIR (State CEQA Guidelines § 15145). Environmental effects of such library facilities and associated mitigation would be identified through a future CEQA process required in association with any future proposals for new or expanded library facilities. However, the Project and all cumulative developments would contribute property taxes and would be required to contribute DIF fees to Riverside County pursuant to County Ordinance No. 659, which could be used for the purpose of acquiring book titles and/or additional library square footage. Any mitigation measures required for new or expanded library facilities also could be funded, in part, from property taxes allocated by Riverside County to such purposes. Therefore, because environmental impacts associated with new or expanded library facilities cannot be known at this time and would be determined in the future

once Riverside County identifies a specific proposal for new or expanded library facilities, Project impacts to library services and facilities are evaluated as less than significant on a cumulatively-considerable basis.

The proposed Project, when considered in conjunction with on-going growth and development in western Riverside County, would cumulatively impact the ability of local medical facilities that provide health services. However, the Project and all cumulative developments would be required to comply with County Ordinance No. 659, which requires a DIF payment to the County that is partially allocated to public health services and facilities. With mandatory compliance with Ordinance No. 659, the Project's impacts to health services and facilities would be less than significant on a cumulative basis.

4.16.6 Significance of Impacts Before Mitigation

Threshold a: Less-than-Significant Impact. Although the Project site is not located within 3.0 roadway miles of the nearest fire station and would contribute to the need for a new fire station in the local area, a new fire station is being planned within the SCCSP area to the south of the Project site, and physical environmental effects associated with buildout of the SCCSP area were evaluated as part of Riverside County EIR No. 492. Accordingly, the Project would not cause physical impacts to the environment that are not already anticipated and covered by a certified EIR. Related to funding sources, the funding of a new fire station and equipment purchases are not environmental effects. However, it is acknowledged that RCFD may lack adequate funding to build and equip the new fire station. As such, the Project applicant's payment of supplemental fees earmarked to the RCFD in addition to standard payment of DIF fees will assist RCFD in ensuring the provision of adequate fire protection services to the Project.

Threshold b: Less-than-Significant Impact. With payment of mandatory DIF fees, the proposed Project's potential direct and cumulatively-considerable impacts to the Riverside County Sheriff's Department would be reduced to less-than-significant levels, and the Project would not result in or require the construction of new police protection facilities that could result in a significant impact to the environment.

Threshold c: Less-than-Significant Impact. The Project would not directly generate a resident population, and thus would not directly impact school services in the local area. Although the Project may indirectly result in new residents within the service area of the CNUSD, and thus may indirectly result in an incremental increase in demand for new school facilities, there are no current publicly-available plans detailing where such facilities would be built. As such, it is not possible to identify environmental impacts that may be associated with the construction of new or expanded school facilities until a specific proposal and design for the facility is prepared by the CNUSD, and an analysis of potential physical environmental impacts resulting from the construction and operation of new or expanded school facilities would be speculative in nature (see State CEQA Guidelines § 15145). Environmental effects of such school facilities and any associated mitigation would be identified through a future CEQA process required in association with any future proposals for new or expanded school facilities. Any mitigation measures required for new or expanded school facilities could be funded, in part, from property taxes and/or through payment of school impact fees. Furthermore, the payment of mandatory school impact fees would ensure that the Project would result in less-than-significant direct or cumulatively-considerable impacts to the ability of the CNUSD to provide for school services.

Threshold d: Less-than-Significant Impact. The Project would not directly generate a resident population, and thus would not directly impact library services in the local area. Although the Project may indirectly result in new residents within the local area, and thus could result in an incremental demand for increased library facilities, it is not possible to identify environmental impacts that may be associated with such new or expanded library facilities until a specific proposal and design for such facilities are prepared by Riverside County. Accordingly, impacts due to the construction of new or expanded library facilities are too speculative for evaluation in this EIR (State CEQA Guidelines § 15145). Environmental effects of such library facilities and associated mitigation would be identified through a future CEQA process required in association with any future proposals for new or expanded library facilities. However, the Project would be required to contribute DIF fees, which would be used in part to provide for library space and/or new book volumes. Accordingly, with payment of DIF fees, Project impacts to library services and facilities are evaluated as less than significant on both a direct and cumulatively-considerable basis.

Threshold e: Less-than-Significant Impact. With payment of mandatory DIF fees, the Project would result in less-than-significant direct and cumulatively-considerable impacts to health services facilities, and the Project would not result in or require the construction of new health services facilities that could result in a significant impact to the environment.

4.16.7 County Regulations, Design Requirements, and Mitigation

Applicable County Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable County regulations and design requirements.

- As a condition of Project approval, the proposed Project would be required to conform to all mandatory local, State, and federal laws, ordinances, and standards relating to fire safety. Among other items, these requirements include conformance with the Uniform Building Code Section 1503, which requires that all buildings be constructed with fire retardant roofing material. Access routes in the Project area would be required to be maintained throughout construction and buildout of the proposed Project.

- The Project would be required to adhere to Riverside County Ordinance No. 659, which requires payment of a development impact fee (DIF) to assist the County in providing for fire protection facilities, including fire stations. Payment of the DIF fee would ensure that funds are available for capital improvements, such as land/equipment purchases and fire station construction.

- The Project would be required through a condition of approval to contribute supplementing funding earmarked to the Riverside County Fire Department to assist in equipment purchases and/or the construction of a new fire station to serve the Temescal Valley area.

- The Project would be required to adhere to Riverside County Ordinance No. 659, which requires payment of a development impact fee (DIF) to assist the County in providing for sheriff protection facilities, including sheriff stations. Payment of the DIF fee would ensure that funds are available for additional sheriff personnel as well as capital improvements, such as land/equipment purchases and sheriff station construction.

- The Project is required to comply with Riverside County Ordinance No. 575, which requires mandatory payment of school impact fees pursuant to Public Education Code § 17072.10-18.

- The Project would be required to adhere to Riverside County Ordinance No. 659, which requires payment of a development impact fee (DIF) to assist the County in providing for library facilities. Payment of the DIF fee would ensure that funds are available for capital improvements, such as land/equipment purchases and library construction or expansion.

- The Project would be required to adhere to Riverside County Ordinance No. 659, which requires payment of a development impact fee (DIF) to assist the County in providing for health facilities. Payment of the DIF fee would ensure that funds are available for capital improvements, such as land/equipment purchases and health facility construction.

Mitigation

Impacts would be less than significant; therefore, no mitigation is required.

4.17 RECREATION

This Subsection 4.17 provides an overview of the existing parks and recreational facilities that exist within the Project vicinity and that could potentially be directly or indirectly physically affected by implementation of the proposed Project. The analysis herein is based in part on the Riverside County General Plan Multipurpose Open Space Element and Healthy Communities Element.

4.17.1 EXISTING CONDITIONS

A. Federal Parks

The nearest federal park is the Cleveland National Forest located approximately one mile west of the Project site. There are no other federal parks in the Project vicinity.

B. State Parks

The nearest State park to the Project site is the Chino Hills State Park, located approximately 12.0 miles northwest of the Project site. The Chino Hills State Park features passive recreational opportunities, such as walking, horseback riding, or mountain biking along approximately 60 miles of trails and fire roads. There are no other State parks in the Project vicinity.

C. Regional and Local Parks

Several regional and local parks occur within a two-mile radius of the Project site. These facilities are depicted on Figure 4.17-1, *Existing Local and Regional Parks and Recreation Facilities*, and are described below:

- **California Meadows Park**. California Meadows Park is a small local park located 0.6 mile west of the Project site, and features a tot lot, picnic areas, and open play areas.

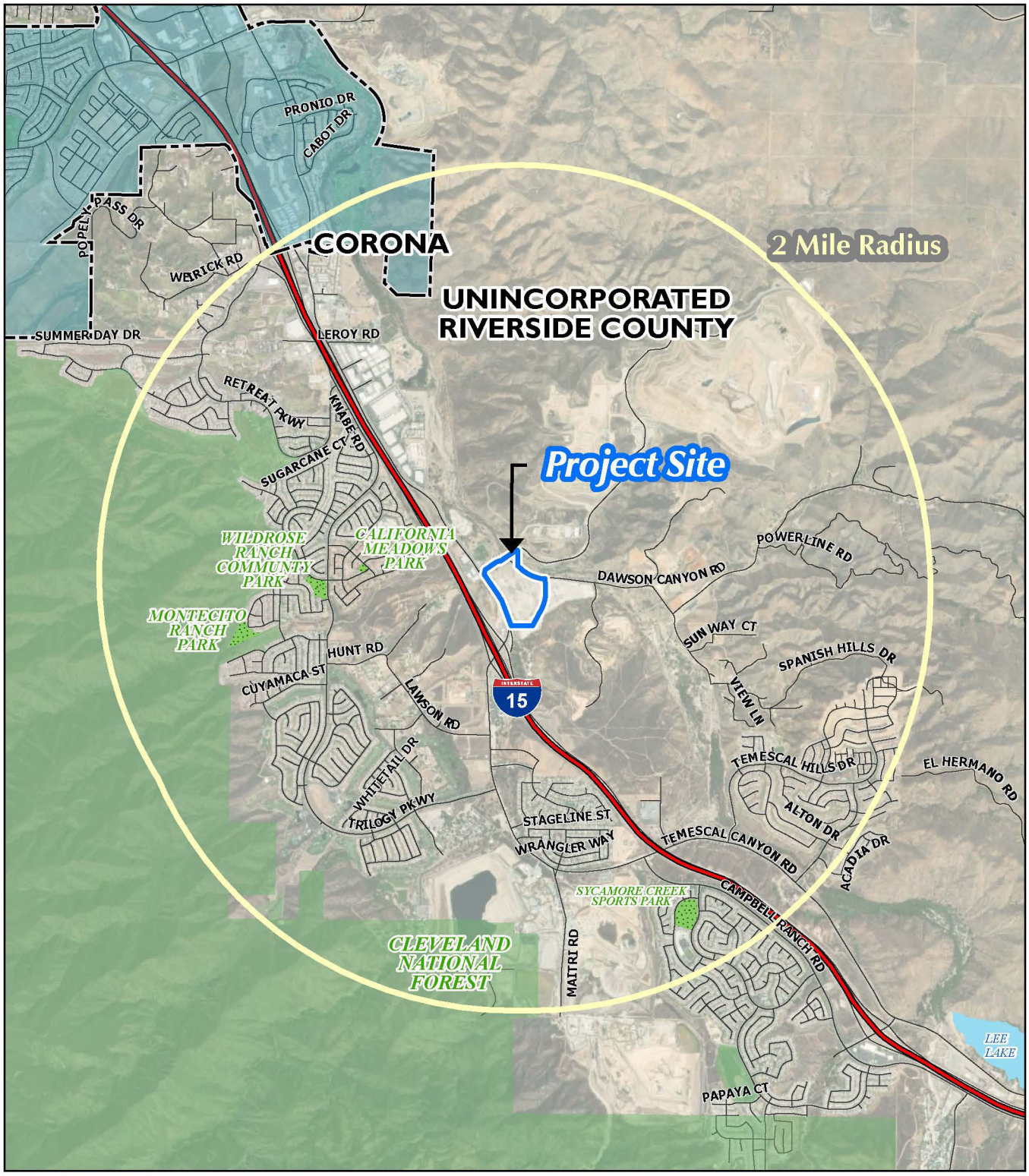
- **Wildrose Ranch Community Park**. Wildrose Ranch Community Park is a small local park located 0.8 mile west of the Project site, and features a tot lot, half-court basketball court, picnic areas/shade structures, and open play fields.

- **Montecito Ranch Park**. Montecito Ranch Park is a community park located approximately 1.2 miles west of the Project site, and features a baseball diamond, a tot lot, and open play areas.

- **Sycamore Creek Sports Park**. Sycamore Creek Sports Park is a regional park located 1.6 miles south of the Project site, and features two baseball diamonds, tot lots, picnic areas, and open field play areas.

D. Regional Trails and Bikeway Systems

The Temescal Canyon Area Plan (TCAP) identifies the County's long-term objectives for recreational trails and bikeways within the Temescal Canyon area. As previously shown on EIR Figure 2-10, *TCAP Trails and*



Source(s): Esri, RCIT (2023)

0 750 1,500 3,000 Feet

Figure 4.17-1

Existing Local and Regional Parks and Recreation Facilities

Bikeway System, there is a proposed historic trail along Temescal Canyon Road, a proposed design guidelines trail along Temescal Canyon Road and Dawson Canyon Road South, and a proposed community trail on the south side of the Project site.

4.17.2 Applicable Environmental Regulations

The following is a brief description of the State and local environmental laws and related regulations associated with recreation and parks.

A. State Regulations

1. Quimby Act, California Government Code § 66477

The State of California's Quimby Act was established by the California Legislature for the purpose of preserving open space and providing park facilities for California's growing communities. The Quimby Act allows local agencies to establish ordinances requiring residential subdivisions to provide land or "in-lieu-of" fees for park and recreation purposes. This State Act requires the dedication of land and/or imposes a requirement of fees for park and recreational purposes as a condition of approval of a tentative tract map or parcel map. (CA Legislative Info, n.d.)

A. Local Regulations

1. Riverside County Ordinance No. 460

Riverside County Ordinance No. 460, Section 10.35 (Park and Recreation Fees and Dedications) implements the Quimby Act by establishing a requirement for dedication of three acres of parkland per 1,000 residents, or payment of a fee in lieu of such dedication. An exception exists in cases where a Community Parks and Recreation Plan, as approved by the Board of Supervisors, applies and has determined that the amount of existing neighborhood and community park area exceeds that limit, in which case the Board may determine that the public interest, convenience, health, welfare, and safety requires that a higher standard, not to exceed five acres of land per 1,000 persons residing within the County, shall be devoted to neighborhood and community park purposes. There are no Community Parks and Recreation Plans applicable to the Project area.

4.17.3 Basis for Determining Significance

Section XVI of Appendix G to the California Environmental Quality Act (CEQA) Guidelines addresses typical adverse effects to parks and recreation, and includes the following threshold questions to evaluate a project's impacts to recreational resources (OPR, 2018a):

- 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?

- 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?

Significance thresholds are set forth in Riverside County's Environmental Assessment Checklist, are derived from Section XVI of Appendix G to the State CEQA Guidelines (listed above), and state that the proposed Project would have a significant impact to parks and recreation if construction and/or operation of the Project would:

a. *Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment;*
b. *Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated;*
c. *Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees); or*
d. *Include the construction or expansion of a trail system.*

The significance thresholds set forth in Riverside County's Environmental Assessment Checklist were used to evaluate the significance of the proposed Project's impacts on parks and recreation.

4.17.4 Impact Analysis

Threshold a:	***Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***
Threshold d:	***Would the Project include the construction or expansion of a trail system?***

The Project would entail development of the 46.14-acre Project site with seven (7) light industrial warehouse buildings with a total building area of 633,607 s.f. As such, because the Project does not include any residential uses, the Project would not result in a direct demand for recreational resources. Thus, the Project would not directly require the construction or expansion of recreational facilities off site that may have an adverse physical effect on the environment due to new Project-generated population growth in the area.

As part of the Project, and in conformance with TCAP Figure 8, the Project would accommodate a planned realignment of Temescal Canyon Road, although Temescal Canyon Road would not be realigned as part of the Project. As part of the Project, ultimate and interim improvements are proposed to Temescal Canyon Road that would include restriping of bike lanes and the installation of a 21-foot-wide parkway that would include a five-foot-wide sidewalk that would be separated from the curb by a three- to seven-foot-wide decomposed granite (d.g.) area. Ultimate improvements planned for Temescal Canyon Road would include a Design Guidelines/Historic Trail that would be 10 feet wide within a 21-foot-wide parkway along the western edge of the roadway. A Community Trail also is expected to be constructed by others in the future along the southern edge of the realigned Coldwater Canyon Wash drainage channel in the southeastern portion of the Project site. No other recreational facilities are required or proposed as part of the Project. Although the Project would accommodate new and planned trail facilities on site, these trails would occur in areas already planned for physical disturbance as part of the Project, and there would be no impacts to the environment specifically related to the construction of proposed trails and pedestrian facilities that have not already been addressed

throughout this EIR (i.e., for impacts to biological or cultural resources). As such, and assuming implementation of the mitigation measures identified throughout this EIR, impacts associated with proposed trails and pedestrian facilities would be less than significant.

Threshold b: ***Would the Project include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?***

The Project does not propose any residential uses or other land use that may directly or indirectly generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities, as a majority of the Project's future jobs are anticipated to be filled by existing or future planned residents within the County. Accordingly, implementation of the proposed Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park, and impacts would be less than significant.

Threshold c: ***Would the Project be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?***

The Project site is not located within a Community Service Area (CSA) and is not located within a Community Parks and Recreation Plan (RCIT, 2021). Additionally, the provisions of Section 10.35 of Riverside County Ordinance No. 460, which addresses parkland dedication and in-lieu fees, are not applicable to the proposed Project because the Project does not include any residential subdivision of land; thus, the Project would not be subject to payment of in-lieu fees for recreational resources. Accordingly, impacts due to a conflict with a Community Parks and Recreation Plan and due to the need for payment of in-lieu fees for parkland acquisition and construction would be less than significant.

4.17.5 Cumulative Impact Analysis

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development within two miles of the Project site. Although it is not anticipated that future Project employees would substantially utilize recreational facilities in the local area, this study area was selected because any use of local recreation facilities by future Project employees likely would occur in close proximity to the Project site.

As discussed under the analysis of Thresholds a. and d., cumulatively-considerable impacts associated with the construction of proposed trails and pedestrian facilities on site have been evaluated throughout this EIR under the appropriate subject heading (e.g., air quality, biological resources, etc.). Where cumulatively-considerable impacts have been identified associated with Project implementation, mitigation measures have been identified to reduce construction-related impacts to the maximum feasible extent. There are no components of the planned trails or pedestrian facilities on site that have not already been addressed and accounted for throughout this EIR for the Project site. Accordingly, cumulatively-considerable impacts due to the construction of on-site trails and pedestrian facilities would be less than significant.

The Project does not propose any residential uses or other land use that may generate a population that would directly increase the use of existing neighborhood and regional parks or other recreational facilities. Although there may be a nominal increase in the use of local recreation facilities, Project employees are not expected to utilize local recreational facilities to the extent that physical deterioration would occur or be accelerated, even when considered in the context of cumulative developments in the area. Although other cumulative developments in the local area that involve residential use and that don't accommodate adequate recreational facilities may result in physical deterioration of existing recreational facilities, the Project's contribution to such effects would be de minimis and would be less than significant on both a direct and cumulatively-considerable basis.

The Project site is not located within a recreational-related CSA, and is not located within a park district with a Community Parks and Recreation Plan. The Project also would not be subject to payment of Quimby fees or fees pursuant to Section 10.35 of Riverside County Ordinance No. 460 because the Project does not include any residential uses. Accordingly, impacts due to a conflict with a CSA, due to Quimby fees, or due to a conflict with the park dedication requirements of Riverside County Ordinance No. 460 would be less-than-cumulatively considerable.

4.17.6 Significance of Impacts Before Mitigation

Thresholds a. and d.: Less-than-Significant Impact. The physical construction of the on-site trails and pedestrian facilities has been addressed under the relevant issue areas identified throughout this EIR (e.g., air quality, biological resources, cultural resources, etc.). Under each of these topics, the Project impacts are determined to be less than significant, or mitigation measures have been identified to reduce impacts to the maximum feasible extent. There are no components of the planned trails or pedestrian facilities on site that have not already been addressed and accounted for throughout this EIR. Accordingly, Project impacts due to parkland development on site would be less than significant, requiring no mitigation beyond that which is identified in other portions of this EIR.

Threshold b.: Less-than-Significant Impact. The Project does not propose any residential uses or other land use that may generate a population that would directly increase the use of existing neighborhood and regional parks or other recreational facilities. Accordingly, implementation of the proposed Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park, and impacts would be less than significant.

Threshold c.: Less-than-Significant Impact. The Project site is not located within a CSA that was established for recreational facilities, the Project site is not located within a Community Parks and Recreation Plan, and the Project is not subject to payment of in-lieu fees (Quimby fees) for recreational facilities pursuant to § 10.35 of Riverside County Ordinance No. 460. Accordingly, impacts due to a conflict with a Community Parks and Recreation Plan and due to the need for payment of in-lieu fees for parkland acquisition and construction would be less than significant.

4.17.7 Applicable Regulations, Design Requirements, and Mitigation

Impacts to recreation would be less than significant; thus, mitigation measures are not required.

4.18 TRANSPORTATION

The following analysis is based on a technical study prepared by Urban Crossroads, Inc. (herein, "Urban Crossroads"), entitled, "Corona Clay Vehicle Miles Traveled (VMT) Analysis" (herein, "VMT Analysis"), dated January 11, 2024, and included as *Technical Appendix K1* to this EIR (Urban Crossroads, 2024). It should be noted that the Project's VMT Analysis evaluates a total of 677,718 s.f. of building area (rather than the 633,607 s.f. proposed as part of the Project), and therefore provides a "worst case" analysis of the Project's impacts due to VMT. Additionally, and although not relied upon herein to evaluate the Project's impacts to the environment, the discussion within this Subsection also relies in part on a two additional technical reports prepared by Urban Crossroads. The first report addresses both near- and long-term conditions and assumes the realignment of Temescal Canyon Road, is titled, "Temescal Valley Commerce Center (PPT 220039) Traffic Analysis" (herein, "TA"), is dated September 30, 2022, and is included as *Technical Appendix K2* to this EIR (Urban Crossroads, 2022). The second report addresses near-term conditions assuming buildout of the Project but without the realignment of Temescal Canyon Road (herein, "Interim Conditions"). This report is titled, "Temescal Valley Commerce Center Focused Traffic Assessment," is dated April 18, 2025, and is included as *Technical Appendix K3*. Refer to Section 7.0, *References*, for a complete list of reference sources.

On December 28, 2018, updates to the California Environmental Quality Act (CEQA) Guidelines were approved by the Office of Administrative Law (OAL). As part of the updates to the CEQA Guidelines, thresholds of significant for evaluation of impacts to transportation have changed. As required by Senate Bill (SB) 743, new Threshold b. of the CEQA Guidelines for Transportation requires an evaluation of impacts due to VMT, which replaced the Level of Service (LOS) criteria (i.e., automobile delay) that has been utilized in the past to evaluate potential effects to transportation under CEQA. Pursuant to CEQA Guidelines Section 15064.3(a), "…a project's effect on automobile delay shall not constitute a significant environmental impact."

4.18.1 EXISTING CONDITIONS

A. Existing Vehicle Miles Traveled (VMT)

Urban Crossroads has obtained a VMT data table from County Staff for all TAZs within Riverside County that identifies VMT per capita and VMT per employee. The data utilizes the sub-regional Riverside Transportation Analysis Model (RIVTAM) to measure baseline VMT performance for individual Traffic Analysis Zones (TAZs). Utilizing the Western Riverside Council of Governments (WRCOG) Screening tool, it was determined that the Project resides in TAZ 3309, which is shown to generate 14.66 VMT per employee under existing conditions, whereas the existing Countywide average VMT per employee is 14.2 work VMT per employee. (Urban Crossroads, 2024, pp. 3-4)

B. Definition of Level of Service (LOS)

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. (Urban Crossroads, 2022, p. 19)

C. *Study Area Description*

Based on consultation with Riverside County staff, the study area for purposes of the Project's TA includes a total of 16 study area intersections as listed in Table 4.18-1, *Intersection Analysis Locations*. At a minimum, the study area includes intersections where the Project is anticipated to contribute 50 or more peak hour trips per the County's traffic study guidelines. The "50 peak hour trip" criteria represent a minimum number of trips at which a typical intersection would have the potential to be substantively affected by a given development proposal. The 50 peak hour trip criterion is a traffic engineering rule of thumb that is accepted and widely used within Riverside County for estimating a potential area of influence (i.e., study area). (Urban Crossroads, 2022, p. 5)

Table 4.18-1 Intersection Analysis Locations

#	Intersection	Jurisdiction	CMP Facility?
1	I-15 SB Ramps & Weirick Rd.	County, Corona, Caltrans	No
2	I-15 NB Ramps & Weirick Rd.	County, Corona, Caltrans	No
3	Temescal Canyon Rd. & Dos Lagos Dr.	County, Corona	No
4	Temescal Canyon Rd. & Dawson Canyon Rd.	County	No
5	Temescal Canyon Rd. & Driveway 1	County	No
6	Old Temescal Canyon Rd. & Temescal Canyon Rd.	County	No
7	I-15 NB Ramps & Temescal Canyon Rd.	County, Caltrans	No
8	I-15 SB Ramps & Temescal Canyon Rd.	County, Caltrans	No
9	Temescal Canyon Rd. & Trilogy Pkwy.	County	No
10	Campbell Ranch Rd. & Temescal Canyon Rd.	County	No
11	Driveway 2 & Dawson Canyon Rd.	County	No
12	Park Canyon Rd. & Dawson Canyon Rd.	County	No
13	Park Canyon Rd. & Driveway 3	County	No
14	Park Canyon Rd. & Driveway 4	County	No
15	Park Canyon Rd. & Driveway 5	County	No
16	Park Canyon Rd. & Driveway 6	County	No

(Urban Crossroads, 2022, Table 1-1)

D. *Existing Traffic*

Traffic counts within the Project's study area were collected by Urban Crossroads in August 2022. Traffic counts were conducted between the hours of 7:00 to 9:00 AM and 4:00 to 6:00 PM. The 2022 weekday AM and weekday PM peak hour count data is representative of typical weekday peak hour traffic conditions in the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and near-by schools were in session and operating

on normal schedules. As such, no additional adjustments were made to the traffic counts to establish the baseline condition. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1 to the Project's TA (EIR *Technical Appendix K2*). Existing weekday and weekend peak hour intersection volumes in the Project's study area are shown on Exhibit 3-10 of the Project's TA. (Urban Crossroads, 2022, pp. 30, 37)

E. Area Conditions

Following is a summary of the Riverside County General Plan Circulation Network and a review of existing peak hour intersection operations, traffic signal warrant, and freeway facility operations analyses.

1. General Plan Circulation Elements

The Project site is located within Riverside County. The roadway classifications and planned (ultimate) roadway cross-sections of the major roadways within the study area, as identified in the Riverside County General Plan Circulation Element, are described in Subsection 3.2 of the Project's TA (*Technical Appendix K2*). Exhibit 3-2 of the TA shows the Riverside County General Plan Circulation Element and Exhibit 3-3 of the TA illustrates the Riverside County General Plan roadway cross-sections. Exhibit 3-4 of the Project's TA show the City of Corona's General Plan Circulation Element. (Urban Crossroads, 2022, pp. 25, 30)

2. Bicycle and Pedestrian Facilities

In an effort to promote alternative modes of transportation, Riverside County also includes a trails and bikeway system. The trails and bikeway system, shown on Exhibit 3-5 of the Project's TA (*Technical Appendix K2*), shows the proposed trails connected with major features within Riverside County. There is a proposed historic trail along Temescal Canyon Road, a proposed design guidelines trail along Temescal Canyon Road and Dawson Canyon Road South, and a proposed community trail on the south side of the Project site. Exhibit 3-6 of the TA shows the City of Corona's existing and proposed bike trails. (Urban Crossroads, 2022, p. 30)

Existing pedestrian facilities within the study area are shown on Exhibit 3-7 of the Project's TA (*Technical Appendix K2*). As shown on TA Exhibit 3-7, there are limited pedestrian facilities in the vicinity of the Project site. Field observations and traffic counts conducted in August 2022 indicate light pedestrian and bicycle activity within the study area. (Urban Crossroads, 2022, p. 30)

3. Transit Service

The study area within the County of Riverside is currently served by Riverside Transit Agency (RTA), a public transit agency serving various jurisdictions within Riverside County. Based on a review of the existing transit routes within the vicinity of the proposed Project, RTA Route 205 runs along Temescal Canyon Road along the Project's frontage and could potentially serve the Project site. Transit service is reviewed and updated by RTA periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. Existing transit routes in the vicinity of the study area are illustrated on Exhibit 3-8 of the Project's TA (*Technical Appendix K2*). The City of Corona transit routes are shown on TA Exhibit 3-9. (Urban Crossroads, 2022, p. 36)

4. Existing Conditions Analysis

Refer to Section 3 of the Project's TA (*Technical Appendix K2*) for a discussion of intersection operations, traffic signal warrants, off-ramp queuing operations, freeway facility operations, and freeway merge/diverge ramp junction analysis for existing conditions.

4.18.2 Applicable Regulatory Requirements

A. State Regulations

1. Assembly Bill 1358 (AB 1358) – Complete Streets Act

In September 2008, Governor Schwarzenegger signed into law AB 1358, the Complete Streets Act. AB 1358 requires that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan. By requiring new duties of local officials, AB 1358 imposes a State-mandated local program (CA Legislative Info, 2008). AB 1358 required the Office of Planning and Research (OPR) to prepare or amend guidelines for a legislative body to accommodate the safe and convenient travel of users of streets, roads, and highways in a manner that is suitable to the rural, suburban, or urban context of the general plan, and in doing so to consider how appropriate accommodation varies depending on its transportation and land use context. AB 1358 authorized OPR, in developing these guidelines, to consult with leading transportation experts, including, but not limited to, bicycle transportation planners, pedestrian planners, public transportation planners, local air quality management districts, and disability and senior mobility planners. (CA Legislative Info, n.d.)

2. Statewide Transportation Improvement Program (STIP)

The Statewide Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The programming cycle begins with the release of a proposed fund estimate in July of odd-numbered years, followed by California Transportation Commission (CTC) adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal by December 15th (odd years). Caltrans prepares the Interregional Transportation Improvement Plan (ITIP) and regional agencies prepare Regional Transportation Improvement Plans (RTIPs). Public hearings are held in January (even years) in both northern and southern California. The STIP is adopted by the CTC by April (even years). (Caltrans, 2024a)

3. Senate Bill 743 (SB 743)

Senate Bill 743 (SB 743, Steinberg, 2013), which was codified in Public Resources Code Section 21099, required changes to the implementing CEQA Guidelines regarding the analysis of transportation impacts (CA

Legislative Info, n.d.). As one appellate court explained: "During the last 10 years, the Legislature has charted a course of long-term sustainability based on denser infill development, reduced reliance on individual vehicles and improved mass transit, all with the goal of reducing greenhouse gas emissions. Section 21099 is part of that strategy…" (*Covina Residents for Responsible Development v. City of Covina* (2018) 21 Cal.App.5th 712, 729.) Pursuant to Section 21099, the criteria for determining the significance of transportation impacts must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." (*Id*., subd. (b)(1); see generally, adopted CEQA Guidelines, § 15064.3, subd. (b) [Criteria for Analyzing Transportation Impacts].) To that end, in developing the criteria, OPR has proposed, and the California Natural Resources Agency (CRNA) has certified and adopted, changes to the CEQA Guidelines that identify VMT as the most appropriate metric to evaluate a project's transportation impacts. With the CRNA's certification and adoption of the changes to the CEQA Guidelines, automobile delay, as measured by LOS and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA as of July 1, 2020. (Public Resources Code § 21099, subd. (b)(3).) (OPR, 2018b)

4. Senate Bill 325 (SB 325) - Transportation Development Act (TDA, Mills-Alquist-Deddeh Act)

The Mills-Alquist-Deddeh Act (SB 325) was enacted by the California Legislature to improve existing public transportation services and encourage regional transportation coordination. Known as the Transportation Development Act (TDA) of 1971, this law provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans. TDA established two funding sources; the Local Transportation Fund (LTF), and the State Transit Assistance (STA) fund. Providing certain conditions are met, counties with a population under 500,000 (according to the 1970 federal census) may also use the LTF for local streets and roads, construction, and maintenance. The STA funding can only be used for transportation planning and mass transportation purposes. (Caltrans, 2024b)

5. Road Repair and Accountability Act of 2017 (Senate Bill 1 (SB 1))

On April 28, 2017, Governor Brown signed Senate Bill 1 (SB 1) (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017. SB 1 augments the base of the State Transit Assistance program essentially doubling the funding for this program. To provide for SB 1 reporting and transparency, transit agencies are asked to work with Caltrans to report on planned expenditures for these augmented funds. (Caltrans, 2024b)

B. Regional Regulations

1. SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal)

The Southern California Association of Governments (SCAG) is a regional agency established pursuant to California Government Code § 6500, also referred to as the Joint Powers Authority law. SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). The Project site is within SCAG's regional authority. On September 3, 2020, SCAG adopted the *2024-2050 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)* ("RTP/SCS"; also referred to herein as "Connect SoCal") with goals to: 1) build and maintain an integrated multimodal transportation network; 2) develop, connect and sustain communities that are livable and thriving; 3) create a healthy region for the people of today and tomorrow; and 4) support a sustainable, efficient and

productive regional economic environment that provides opportunities for all residents. Performance measures and funding strategies also are included to ensure that the adopted goals are achieved through implementation of the RTP. Performance measures and funding strategies also are included to ensure that the adopted goals are achieved through implementation of the RTP.

Connect SoCal includes long-range regional transportation plans, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. Connect SoCal also provides objectives for meeting emissions reduction targets set forth by the California Air Resources Board (CARB); these objectives were provided in a direct response to Senate Bill 375 (SB 375) which was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing, and environmental planning (SCAG, 2024). Connect SoCal is updated periodically to allow for the consideration and inclusion of new transportation strategies and methods.

The Goods Movement Technical Report of Connect SoCal is applicable to the Project because the Project entails a use that is closely associated with, and relies directly on, the goods movement system (e.g., manufacturing, construction, retail trade, wholesale trade and transportation, and warehousing). In April 2018, SCAG published a document entitled, *Industrial Warehousing in the SCAG Region*. According to the document, the SCAG region is a vibrant hub for international and domestic trade because of its large transportation base and extensive multimodal transportation system. The SCAG region's freight transportation system includes warehouses and distribution centers; the Ports of Los Angeles, Long Beach, and Hueneme; airports; rail intermodal terminals; rail lines, and local streets, State highways, and interstates. Together the system enables the movement of goods from source to market, facilitating uninterrupted global commerce. The region is home to approximately 34,000 warehouses with 1.17 billion square feet (s.f.) of warehouse building space, and undeveloped land that could accommodate an additional 338 million s.f. of new warehouse building space. These regions attract robust logistics activities and are a major reason the region is a critical mode in the global supply chain. (SCAG, 2018, p. ES-1)

2. Riverside County Congestion Management Program (CMP)

The intent of a Congestion Management Program (CMP) is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related deficiencies, and improve air quality. The Riverside County CMP became effective with the passage of Proposition 111 in 1990 and updated most recently in 2011. The RCTC adopted the 2011 CMP for Riverside County in December 2011. CMP intersections are identified in Table 4.18-1. There are no Study Area intersections identified as a Riverside County CMP facility. (Urban Crossroads, 2022, p. 8)

C. Western Riverside County Association of Governments Transportation Uniform Mitigation Fee

The Western Riverside Council of Governments (WRCOG) established a consolidated Transportation Uniform Mitigation Fee (TUMF) program for all of western Riverside County, which commenced in 2003. The establishment of TUMF was based on the desire to establish a single, uniform fee program to mitigate the

cumulative impacts of new development on the western Riverside County sub-region's arterial highway system rather than having multiple and potentially uncoordinated fee programs across the region. WRCOG is responsible for establishing and updating TUMF payment rates, based on a TUMF Program Nexus Study, which is periodically updated to consider the impact of future development on the subregion's system of highways and arterial roads. The most recent Nexus Study update was approved by the WRCOG Executive Committee in July 2017. The updated Nexus Study continues to demonstrate the relationship between the TUMF fee levels and the cost of anticipated improvements to the Regional System of Highways and Arterials (RSHA) necessitated by new development throughout western Riverside County. (WRCOG, 2018, p. 3)

D. Local Regulations

Ordinances specifically applicable to the circulation system are presented below (Riverside County, 2015a, p. 4.18-28):

- Ordinance No. 413 – Vehicle Parking: Ordinance No. 413 establishes regulations to vehicle parking on Riverside County roadways.

- Ordinance No. 452 – Speed Limits: Ordinance No. 452 pertains to prima facie speed limits on Riverside County roadways and establishes or amends prima facie speed limits on certain Riverside County roads.

- Ordinance No. 460 – Subdivision of Land: Ordinance No. 460, in conjunction with the Subdivision Map Act, establishes regulations for the division of land and describes procedures. The ordinance also includes the provisions for the establishment of Road and Bridge Benefit Districts and associated fees.

- Ordinance No. 461 – Road Improvement Standards and Specifications: Ordinance No. 461 adopts Road Improvement Standards and Specifications.

- Ordinance No. 499 – Encroachments in County Highways: Ordinance No. 499, subject to the control of the Board of Supervisors, delegates to the Riverside County Transportation Director the administration of the use of county highways, including county roads, for excavations and encroachments; construction, operation, and maintenance of utility facilities; planting, maintenance, and removal of trees; and the issuance, modification, and revocation of permits for such uses.

- Ordinance No. 659 – Development Mitigation Fee for Residential Development (DIF Program): Ordinance No. 659 establishes a development impact fee (DIF) for the development of infrastructure, including County roadways and the installation of traffic signals.

- Ordinance No. 671 – Consolidated Fees for Land Use and Related Functions: Ordinance No. 671 establishes a consolidated fee program for land use and related functions. This is a deposit-based fee program and provides for unused fees to be refunded to the applicant.

- Ordinance No. 748 – Mitigation of Traffic Congestion Through Signalization: Ordinance No. 748 establishes a fee program for the installation of traffic signals based on a priority list. The fee would also have a component for the installation of traffic signal interconnect, and a component for the application of intelligent transportation systems technologies.

- Ordinance No. 824 – Western Riverside County Transportation Uniform Mitigation Fee (TUMF) Program: Ordinance No. 824 establishes a TUMF program for western Riverside County. The fees are collected by Riverside County and administered by WRCOG to make roadway improvements in the WRCOG area. TUMF funds are intended for use solely for the engineering, construction, and right-of-way acquisition for regional facilities. TUMF funds may not be used to defray operational and maintenance expenses. Facilities eligible for TUMF are designated by WRCOG and updated periodically. They include streets, arterials, and road improvements as defined in the ordinance.

4.18.3 Basis for Determining Significance

A. *Thresholds of Significance*

Section XVII of Appendix G to the CEQA Guidelines addresses typical adverse effects related to transportation, and includes the following threshold questions to evaluate a project's impacts to transportation (OPR, 2018a):

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

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

- 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)?

- Would the project result in inadequate emergency access or access to nearby uses?

The following thresholds are derived from Riverside County's Environmental Assessment Checklist, which incorporate the current Appendix G thresholds pursuant to the 2018 changes to the CEQA Guidelines, in order to evaluate the significance of the proposed Project's impacts on transportation. The proposed Project would result in a significant impact to transportation if the Project or any Project-related component 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 section 15064.3, subdivision (b);*

c. *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment);*

d. Cause an effect upon, or a need for new or altered maintenance of roads;

e. Cause an effect upon circulation during the project's construction;

f. Result in inadequate emergency access or access to nearby uses;

g. Include the construction or expansion of a bike system or bike lanes; or

The significance thresholds set forth in Riverside County's Environmental Assessment Checklist, as modified/updated per the 2018 updates to the CEQA Guidelines, were used to evaluate the significance of the proposed Project's impacts on transportation.

Regarding threshold b., which relates to VMT, the County Guidelines indicate that land use projects should be evaluated against the applicable VMT screening criteria based on their location, size, and land use type to determine if a presumption of a less-than-significant transportation impact can be made without the need of a full project-level VMT analysis. The County Guidelines list the following six screening criteria, of which three (shown in bold) were selected for further review based on their applicability to the proposed Project. An analysis of the applicability of the screening criteria is provided under the analysis of Threshold b. in subsection 4.18.4. (Urban Crossroads, 2024, p. 2)

- **Small Projects Screening**
- **High Quality Transit Areas (HQTA) Screening**
- Local Serving Retail
- Affordable Housing
- Local Essential Service
- **Map-Based Screening**

The County Guidelines further indicate that industrial land use projects that do not meet any of the above-listed screening criteria should be evaluated using VMT per employee as the efficiency metric. The County Guidelines indicate that a project would result in a significant project-generated VMT impact if its VMT exceeds the existing countywide average Work VMT per employee. For the County of Riverside, the countywide average Work VMT per employee is 14.2 Work VMT per employee. (Urban Crossroads, 2024, p. 4)

4.18.4 Impact Analysis

Threshold a: ***Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?***

The only applicable programs, plans, ordinances, or policies addressing the circulation system in the Project area are the Riverside County General Plan and Riverside County ordinances.

Although the light industrial land uses proposed as part of the Project are not consistent with the site's existing General Plan land use designation of "Community Center (CC)" or the site's existing zoning classifications of

"Manufacturing-Medium (M-M)" and "Mineral Resources & Related Manufacturing (M-R-A)," the Project includes applications for GPA 200007 and CZ 2000028. For the portions of the Project site proposed for development with warehouse uses, GPA 20007 would change existing CC land use designation to "Light Industrial (LI)," while CZ 2000028 would change the existing zoning classification to "Manufacturing-Service Commercial (M-SC)." With approval of GPA 200007 and CZ 2000028, the proposed Project would be fully consistent with the Project site's General Plan land use designations and zoning classifications.

EIR *Technical Appendix M* includes an analysis of the Project consistency with the policies of the Riverside County General Plan, and demonstrates that the proposed Project would not conflict with any applicable General Plan policy, including policies contained within the General Plan Circulation Element. Additionally, all roadway improvements proposed as part of the Project (i.e., frontage improvements along Temescal Canyon Road, Dawson Canyon Road North, and Dawson Canyon Road South) are consistent with the roadway cross-sections identified by the General Plan for these roadways. As such, the Project has no potential to conflict with the circulation-related policies of the Riverside County General Plan, including policies related to transit, roadway, bicycle, and pedestrian facilities.

The following provides a brief discussion of the applicability and Project consistency with Riverside County ordinances addressing the circulation system, which were previously described in subsection 4.18.2.D.

- Ordinance No. 413 – Vehicle Parking: Ordinance No. 413 establishes regulations to vehicle parking on Riverside County roadways. All parking required of the proposed Project would be accommodated on site, and no on-street parking is proposed. Accordingly, the Project has no potential to conflict with Ordinance No. 413.

- Ordinance No. 452 – Speed Limits: Ordinance No. 452 pertains to prima facie speed limits on Riverside County roadways and establishes or amends prima facie speed limits on certain Riverside County roads. All Project-related traffic would be required to adhere to posted speed limits within the Project area. Accordingly, the proposed Project has no potential to conflict with Ordinance No. 452.

- Ordinance No. 460 – Subdivision of Land: Ordinance No. 460, in conjunction with the Subdivision Map Act, establishes regulations for the division of land and describes procedures. The Project's proposed TPM No. 38551 complies with all applicable provisions of Ordinance No. 460; thus, the Project has no potential to conflict with this ordinance.

- Ordinance No. 461 – Road Improvement Standards and Specifications: Ordinance No. 461 adopts Road Improvement Standards and Specifications. All roadway improvements proposed as part of the Project have been designed to meet the requirements of the Riverside County Road Improvement Standards and Specifications, including improvements along the Project's frontages with Temescal Canyon Road, Dawson Canyon Road North, and Dawson Canyon Road South. Accordingly, the proposed Project would not conflict with Ordinance No. 461.

- Ordinance No. 499 – Encroachments in County Highways: Ordinance No. 499 regulates of the use of county highways, including county roads, for excavations and encroachments; construction, operation, and maintenance of utility facilities; planting, maintenance, and removal of trees; and the issuance, modification, and revocation of permits for such uses. Any Project-related roadway improvements that encroach into County highways or roadways would be required to comply with the provisions of Ordinance No. 499; thus, the Project would not conflict with this ordinance.

- Ordinance No. 659 – Development Mitigation Fee for Residential Development (DIF Program): Ordinance No. 659 establishes a DIF for the development of infrastructure, including County roadways and the installation of traffic signals. The Project would be conditioned to contribute fees pursuant to Ordinance No. 659, and as such the Project has no potential to conflict with this ordinance.

- Ordinance No. 671 – Consolidated Fees for Land Use and Related Functions: Ordinance No. 671 establishes a consolidated fee program for land use and related functions. There are no components of the proposed Project that would conflict with Ordinance No. 671.

- Ordinance No. 748 – Mitigation of Traffic Congestion Through Signalization: Ordinance No. 748 established a fee program for the installation of traffic signals based on a priority list. However, Section 11 of Ordinance No. 659 indicates that its fees supersede and replace the fees in Riverside County Ordinance No. 748. As the Project would be conditioned to comply with Riverside County Ordinance No. 659, the Project has no potential to conflict with Ordinance No. 748.

- Ordinance No. 824 – Western Riverside County Transportation Uniform Mitigation Fee (TUMF) Program: Ordinance No. 824 establishes a TUMF fee program for western Riverside County to fund roadway improvements in the Western Riverside Council of Governments (WRCOG) area. The Project would be conditioned by the County to require payment of appropriate TUMF fees; thus, the Project has no potential to conflict with Ordinance No. 824.

Accordingly, and based on the foregoing analysis, the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, and impacts would be less than significant.

Threshold b: ***Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?***

As previously discussed, SB 743, approved in 2013, was intended to change the way transportation impacts are determined according to CEQA. Updates to the State CEQA Guidelines that were approved in December 2018 included the addition of CEQA Guidelines Section 15064.3, of which Subdivision b establishes criteria for evaluating a project's transportation impacts based on project type and using automobile VMT as the metric. As a component of OPR's revisions to the CEQA Guidelines, lead agencies were required to adopt VMT thresholds of significance by July 1, 2020. To aid in this transition, the Governor's OPR released a Technical Advisory on Evaluating Transportation Impacts in CEQA, dated December 2018 (Technical

Advisory). Based on OPR's Technical Advisory, the County of Riverside has recently adopted their Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled in December of 2020 (herein, "County Guidelines"). The adopted County Guidelines have been utilized to evaluate the Project's potential impacts due to VMT. (Urban Crossroads, 2024, p. 2)

A. VMT Screening

As previously indicated, the County Guidelines identifies six screening criteria that are used to determine if a presumption of a less-than-significant transportation impact can be made without the need of a full project level VMT analysis. Of these six screening criteria, three (shown in bold below) were selected for further review based on their applicability to the Project.

- **Small Projects Screening**
- **High Quality Transit Areas (HQTA) Screening**
- Local Serving Retail
- Affordable Housing
- Local Essential Service
- **Map-Based Screening**

A land use project only needs to meet one of the above screening criteria to result in a less than significant impact.

1. Small Project Screening

The County Guidelines identify projects that generate fewer than 110 daily vehicle trips are presumed to have a less-than-significant impact absent substantial evidence to the contrary. Total daily vehicle trips generated by an industrial warehouse business park greater than 600,000 square feet would exceed the County's 110 daily vehicle trip threshold. (Urban Crossroads, 2024, p. 2)

The County Guidelines also identify those projects forecasted to generate greenhouse gas (GHG) emissions below 3,000 Metric Tons of Carbon Dioxide Equivalent per year ($MTCO_2e$/yr) also are assumed to cause a less-than-significant VMT impact. County Guidelines identifies that warehouse buildings (without refrigeration) below 208,000 square feet in total building size are expected to generate less than 3,000 $MTCO_2e$ per year and would therefore be considered less than significant. (Urban Crossroads, 2024, pp. 2-3)

The Project includes up to 677,718 s.f. of light industrial warehouse building area[1], and as such the Project exceeds the maximum 600,000 s.f. building size that is required to ensure vehicular trips do not exceed the County's 110 daily vehicle trip threshold. Additionally, and as discussed in further detail in EIR Subsection 4.8, the Project would result in annual GHG emissions of approximately 13,988.83 $MTCO_2e$/yr, which would

[1] The Project's VMT Analysis evaluates a total of 677,718 s.f. of building area (rather than the 633,607 s.f. proposed as part of the Project) and a total of 658 employees (rather than the 615 employees that would be generated by the Project), and therefore provides a "worst case" analysis of the Project's impacts due to VMT.

exceed the 3,000 $MTCO_2e$/yr screening criteria. Therefore, the Project does not meet the Small Project/Low GHG Emissions-based screening criteria. (Urban Crossroads, 2024, pp. 2-3)

2. High Quality Transit Areas (HQTA) Screening

Projects located within a Transit Priority Area (TPA) (i.e., within 0.5-mile of an existing "major transit stop"[2] or an existing stop along a "high-quality transit corridor"[3]) may be presumed to have a less-than-significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project: (Urban Crossroads, 2024, p. 3)

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

The Project is not located within 0.5-mile of an existing major transit stop, or along a high-quality transit corridor. Therefore, the Project does not meet the HQTA screening criteria. (Urban Crossroads, 2024, p. 3)

3. Map-Based Screening

The County Guidelines note that "residential and office projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT." The County Guidelines also state that the use of map-based screening for low VMT generating areas also is applicable for other employment uses such as the Project's proposed industrial development. Urban Crossroads obtained a VMT data table from County Staff for all TAZs within Riverside County that identifies VMT per capita and VMT per employee for the purposes of identifying of low VMT areas. The data utilizes the sub-regional RIVTAM model to measure baseline VMT performance for individual TAZ's and a comparison was made to the applicable impact threshold (e.g., VMT per employee for office or industrial land uses and VMT per capita for residential land uses). As previously noted, the Project resides in TAZ 3309, which is shown to generate 14.66 VMT per employee. The County threshold is 14.2 VMT per employee. As such, the Project's TAZ would not qualify for low VMT area/map-based screening, and the Map-Based screening criteria is not met. (Urban Crossroads, 2024, pp. 3-4)

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[2] Pub. Resources Code, § 21064.3 ("'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.").
[3] Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

B. Project-Level VMT Analysis

1. VMT Modeling

The County Guidelines identify RIVTAM as the appropriate tool for conducting VMT analysis for land development projects in the County of Riverside. RIVTAM 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. RIVTAM is a travel forecasting model that represents a sub-area (Riverside County) of the SCAG regional traffic model. RIVTAM was designed to provide a greater level of detail and sensitivity in the Riverside County area as compared to the regional SCAG model. (Urban Crossroads, 2024, p. 4)

2. Project Land Use Conversion

In order to evaluate Project Work VMT per employee, standard land use information (i.e., building square footage) must first be converted into a RIVTAM compatible dataset. The RIVTAM model utilizes socio-economic data (SED) (e.g., population, households, employment, etc.) instead of land use information for the purposes of commute VMT estimation. Project building square footage must first be converted to an appropriate employment type and employee estimate for input into RIVTAM. Although the Project would generate approximately 615 jobs (based on the Project's proposed 633,607 s.f. of light industrial building area), the Project's VMT Analysis evaluates a total building area of 677,718 s.f., thereby providing a "worst-case" analysis of the Project's impacts due to VMT. Assuming 677,718 s.f. of building area and an employment generation factor of one employee per 1,030 s.f. of building area per Table E-5 of General Plan Technical Appendix E, the Project's VMT analysis anticipates that the Project would generate approximately 658 employees (677,718 s.f. ÷ 1,030 s.f./employee = 658.0 employees). The RIVTAM model was then run inclusive of the Project's SED inputs. (Urban Crossroads, 2024, pp. 4-5)

3. Project Work VMT Calculation and Impact Analysis

As described previously, industrial land uses are to be evaluated utilizing the efficiency metric Work VMT per employee. This is obtained by dividing project-generated VMT by the Project's employee estimate to obtain the efficiency metric of Work VMT per employee. Table 4.18-2, *Project Work VMT per Employee*, presents Work VMT for the Project's TAZ for baseline conditions, the estimated number of Project employees, and the resulting efficiency metric Work VMT per employee. Table 4.18-3, *Project VMT per Employee Comparison*, provides a comparison between Project VMT per employee to the County's significance threshold of 14.2 VMT per employee. As shown in Table 4.18-3, Project generated Work VMT per employee exceeds the County's adopted threshold by 43.7%. Therefore, Project would result in a significant impact due to VMT. (Urban Crossroads, 2024, p. 5)

Table 4.18-2 Project Work VMT per Employee

	Project
Home-based Work VMT	13,425
Employment	658
Work VMT per Employee	20.4

(Urban Crossroads, 2024, Table 2)

Table 4.18-3 Project VMT per Employee Comparison

	Baseline
County Threshold	14.2
Project	20.4
Percent Change	+43.7%
Potentially Significant?	Yes

(Urban Crossroads, 2024, Table 3)

4. Project Total VMT Calculation and Impact Analysis

For the purposes of fully disclosing potential VMT impacts, a supplemental VMT evaluation also was prepared by Urban Crossroads to measure Project total VMT for all vehicle types (i.e., both passenger cars and trucks) and all trip purposes. Total VMT is estimated utilizing total vehicle trips multiplied by the average trip length for each vehicle type. Average vehicle trip length for passenger cars has been obtained from RIVTAM's Origin/Destination (OD) trip matrices. The OD method for calculating VMT sums all weekday VMT generated by trips with at least one trip end in the study area and tracks those trips to their estimated origins/destinations. For the purposes of analysis, the average trip length for passenger cars as obtained from RIVTAM is 17.91 miles. Whereas the average trip length for light heavy-duty trucks (LHDT), medium heavy-duty trucks (MHDT) and heavy heavy-duty trucks (HHDT) used for this analysis has been obtained from the South Coast Air Quality Management District's (SCAQMD) Rule 2305 (Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce emissions [WAIRE] Program). SCAQMD's rule 2305 is based on a 15.3-mile trip length for LHDT, 14.2-mile trip length for MHDT, and 39.9-mile trip length for HHDT. As shown in Table 4.18-4, *Project Total VMT*, the Project would generate a total of 45,752 VMT. (Urban Crossroads, 2024, p. 5)

Table 4.18-4 Project Total VMT

	Project
Automobile VMT	33,957
Truck VMT	11,795
Total VMT	**45,752**

(Urban Crossroads, 2024, Table 4)

Table 4.18-5, *Project Total VMT per Service Population*, presents the calculation of VMT per SP, which is simply the product of total VMT for the Project divided by the Project's service population (SP), or in this case the number of Project employees (Urban Crossroads, 2024, p. 6).

Table 4.18-5 Project Total VMT per Service Population

	Project
SP	658
Total VMT	45,753
Total VMT per SP	69.5

(Urban Crossroads, 2024, Table 5)

Table 4.18-6, *Project VMT per Service Population Comparison*, identifies a comparison between Project's total VMT per SP to the applicable impact threshold. Although not specified by County Guidelines, consistent with impact thresholds already in use by the County, it is reasonable to assume that a project with a total VMT per SP that exceeds the County's existing average total VMT per SP would result in a potentially significant impact, consistent with thresholds identified in the WRCOG publication, "Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment" (January 2020). For the purposes of analysis, the County's average total VMT per SP for baseline conditions is 37.87, which has been obtained from information published by WRCOG for the Unincorporated WRCOG region (See Attachment A to the Project's VMT Analysis in EIR *Technical Appendix K1*). Accordingly, the Project would result in a significant impact due to the Project's total VMT (i.e., including both trucks and passenger vehicles for all trip purposes). (Urban Crossroads, 2024, p. 6)

Table 4.18-6 Project VMT per Service Population Comparison

	Baseline
Regional Threshold	37.9
Project	69.5
Percent Above Threshold	+83.4%
Potentially Significant?	Yes

(Urban Crossroads, 2024, Table 6)

5. Interim Conditions (without Temescal Canyon Road Realignment)

Temescal Canyon Road along the Project site's frontage is planned to be realigned in the future to establish a 90-degree, three-way intersection with the north/south and east/west aligned portions of this roadway; the planned realignment is expected to occur in the future in conjunction with buildout of the adjacent Serrano Commerce Center project, located south of and abutting the Project site. During the interim period prior to realignment of Temescal Canyon Road, the Project's driveway connecting with the existing alignment of Temescal Canyon Road would be restricted to a right-turn-in/right-turn-out only configuration, with left-turn movements in and out of the driveway prohibited for all vehicle types. When Temescal Canyon Road is realigned in the future, the turning movement restriction would be replaced with ability to make both right and left turning movements at the driveway. In the interim condition, however, vehicles traveling to and from proposed Buildings 3 and 5 would utilize the driveway under interim conditions with the right-in/right-out only restriction. Thus, under interim conditions all traffic associated with Buildings 3 and 5 would need to travel north to Dos Lagos Drive in order to access the I-15 freeway. In terms of trip length, vehicles exiting from Buildings 3 and 5 and heading south on I-15 would need to travel an additional approximately 4.6 miles (approximately 2.4 additional miles north to access the I-15 at the Dos Lagos interchange and approximately

2.0 miles of additional travel along southbound I-15 between the Dos Lagos interchange and the Temescal Canyon Road interchange). Therefore, under interim conditions prior to realignment of Temescal Canyon Road, approximately 10% of the Project's overall truck and passenger vehicle traffic (vehicles associated with Buildings 3 and 5) heading southbound on I-15 would travel an additional 4.6 miles. This would include approximately 36 truck trips and approximately 179 passenger vehicle trips that would need to travel this additional distance. While it is acknowledged that the Project's total VMT would increase during interim conditions to account for the additional travel distance, the VMT modeling used by Riverside County does not include consideration of driveway access points or associated driveway access restrictions. Rather, per the Riverside County Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled ("County Guidelines"), modeling for VMT is based on Traffic Analysis Zones (TAZs) to estimate trip lengths. Furthermore, the analysis presented herein for the Project's impacts due to truck-related VMT utilizes SCAQMD-published average trip lengths for truck trips, meaning that the assumed truck trip length for Project-related trucks would not change even with consideration of the interim access restrictions at the Temescal Canyon Road driveway. Notwithstanding, it is acknowledged that under interim conditions prior to the future realignment of Temescal Canyon Road by others, the Project's overall VMT per service population would be nominally greater than disclosed herein for the Project; however, the amount by which the Project's VMT per service population would increase cannot be calculated based on the methodology required by the County Guidelines. Regardless, Project impacts due to VMT also would be significant and unavoidable under interim conditions prior to the realignment of Temescal Canyon Road, which is the same conclusion reached for VMT under future conditions with the realignment of Temescal Canyon Road.

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

All physical improvements planned as part of the Project would be in conformance with applicable Riverside County standards. The Project site is surrounded by open space, light industrial uses, a gas station, a driving range, and the El Sobrante Landfill, and the Project would not be incompatible with these uses. Although residential uses occur to the west of I-15, all of the Project's truck traffic would be routed along I-15 and would not occur along residential streets in the local area. As such, the Project's proposed warehouse uses are a compatible use in the local area and the Project would not increase transportation-related hazards in the local area. Impacts would therefore be less than significant.

Threshold d: ***Would the Project cause an effect upon, or a need for new or altered maintenance of roads?***

Implementation of the proposed Project would generate traffic along local roadways, and therefore would incrementally increase the need for maintenance of local roadway facilities. Although the Project would result in the increased maintenance of roadways and would increase traffic on existing and planned roadways, any incremental increase in the need to maintain public roadway facilities would be offset by tax revenue generated by the Project's proposed land uses. There are no components of the proposed Project that would result in or require a substantial increase in expenditures by Riverside County for public road maintenance such that environmental impacts would result. As such, Project impacts would be less than significant.

Threshold e: ***Would the Project cause an effect upon circulation during the Project's construction?***

The Project has the potential to adversely impact circulation in the local area during the construction of proposed improvements to roadways abutting the Project site, including Temescal Canyon Road, Dawson Canyon Road North, and Dawson Canyon Road South. This is conservatively evaluated as a significant impact for which mitigation would be required in the form of a traffic control plan for implementing developments.

Threshold f: ***Would the Project result in inadequate emergency access or access to nearby uses?***

Under long-term operating conditions, the Project would have no effect on emergency access in the local area, and impacts would be less than significant. However, during proposed improvements to roadways abutting the Project site, there is a potential that the Project could adversely affect emergency access or access to nearby uses. This is conservatively evaluated as a significant impact for which mitigation would be required in the form of a traffic control plan for implementing developments.

Threshold g: ***Would the Project include the construction or expansion of a bike system or bike lanes?***

As part of the Project, and in conformance with TCAP Figure 8, the Project would accommodate a planned realignment of Temescal Canyon Road, although Temescal Canyon Road would not be realigned as part of the Project. As part of the Project, ultimate and interim improvements are proposed to Temescal Canyon Road that would include restriping of bike lanes and the installation of a 21-foot-wide parkway that would include a five-foot-wide sidewalk that would be separated from the curb by a three- to seven-foot-wide decomposed granite (d.g.) area. Ultimate improvements planned for Temescal Canyon Road would include a Design Guidelines/Historic Trail that would be 10 feet wide within a 21-foot-wide parkway along the western edge of the roadway. In addition, bicycle lanes would be accommodated along the Project site's frontages with Dawson Canyon Road North and Dawson Canyon Road South. Impacts associated with the construction of these trails and Project-related roadway improvements, including the interim and ultimate improvements to Temescal Canyon Road, are inherent to the Project's construction phase, and have been evaluated throughout this EIR under the appropriate subject heading (e.g., biological resources, etc.). There would be no impacts to the environment specifically related to the construction of these trails that have not already been evaluated and mitigated for throughout this EIR. Accordingly, impacts would be less than significant.

4.18.5 Cumulative Impact Analysis

Cumulative impacts associated with transportation were largely evaluated in the preceding subsection 4.18.4. A summary of the impacts identified therein is provided below. Direct impacts are identified in subsection 4.18.4 and are not discussed below. Additionally, impacts that were shown to be less than significant in subsection 4.18.4 are not discussed below.

A. Threshold a.

As discussed under the analysis of Threshold a., the Project would not conflict with any provisions of the Riverside County General Plan or Riverside County ordinances as the pertain to the circulation system, including policies and requirements related to transit, roadway, bicycle, and pedestrian facilities. As other

cumulative developments similarly would be required to demonstrate consistency with the Riverside County General Plan (or the general plans of cities within the County) and also would be required to comply with all applicable ordinances related to the circulation system, the Project's impacts would be less-than-cumulatively considerable.

B. Threshold b.

As indicated under the analysis of Threshold b., the Project does not meet Riverside County's screening criteria for small projects, HQTAs, or map-based screening. As previously shown in Table 4.18-3, the Project-generated VMT per employee values would exceed Riverside County's adopted threshold by 43.7%, while the Project's total VMT per SP would exceed the County's regional threshold by 83.4%. The Project's anticipated VMT would further increase during the interim period prior to realignment of Temescal Canyon Road, where approximately 10% of the Project's overall traffic would need to travel an additional 4.6 miles to travel southbound on I-15, although the exact amount of increase cannot be calculated based on the methodology required by the County Guidelines. Thus, the Project would result in a significant impact due to VMT during both interim and long-term conditions (i.e., without and with the realignment of Temescal Canyon Road, respectively). It is likely that other cumulative developments within the study area also would generate VMT that would exceed Riverside County's adopted thresholds of significance. As such, the Project's impacts due to VMT would be cumulatively considerable.

C. Threshold c.

As indicated under the analysis of Threshold c., all physical improvements planned as part of the Project would be in conformance with applicable Riverside County standards. Other cumulative developments would similarly be required to demonstrate to Riverside County that no unsafe geometric design features would result. In addition, land uses to the east of the I-15 include open space, light industrial uses, a gas station, a driving range, and the El Sobrante Landfill, and the Project's proposed warehouse uses would not be incompatible with these existing uses. Although residential uses occur to the west of I-15, all of the Project's truck traffic would be routed along I-15 and would not occur along residential streets in the local area. As such, the Project's proposed warehouse uses are a compatible use and the use type in and of itself would not increase transportation-related hazards in the local area. As such, cumulatively-considerable impacts would be less than significant.

D. Threshold d.

Tax revenue generated by the Project and cumulative developments would offset any increased need for roadway maintenance as a result of new development within Riverside County. There are no components of the proposed Project or other cumulative developments within the Project vicinity that would result in or require a substantial increase in expenditures by Riverside County for public road maintenance such that environmental impacts would result. As such, impacts would be less-than-cumulatively considerable.

E. Threshold e.

The Project has the potential to adversely impact circulation in the local area during the construction of proposed improvements to roadways abutting the Project site, including Temescal Canyon Road, Dawson

Canyon Road North, and Dawson Canyon Road South. There is a potential that other developments in the local area could be under construction at the same time as the proposed Project, and thus could contribute to near-term adverse circulation effects. Thus, the Project's potential effects upon circulation during the Project's construction would be cumulatively considerable requiring mitigation in the form of a traffic control plan for Project-related construction activities.

F. Threshold f.

Under long-term operating conditions, the Project would have no effect on emergency access in the local area, and cumulatively-considerable impacts would be less than significant. However, during proposed improvements to roadways abutting the Project site, there is a potential that the Project could adversely affect emergency access or access to nearby uses. There is a potential that other developments in the local area could be under construction at the same time as the proposed Project, and thus could contribute to near-term impacts to emergency access in the local area. Thus, the Project's near-term impacts to emergency access during construction activities represents a cumulatively-considerable impact for which mitigation would be required.

G. Threshold g.

As part of the Project, and in conformance with TCAP Figure 8, the Project would accommodate a planned realignment of Temescal Canyon Road, although Temescal Canyon Road would not be realigned as part of the Project. As part of the Project, ultimate and interim improvements are proposed to Temescal Canyon Road that would include restriping of bike lanes and the installation of a 21-foot-wide parkway that would include a five-foot-wide sidewalk that would be separated from the curb by a three- to seven-foot-wide d.g. area. Ultimate improvements planned for Temescal Canyon Road would include a Design Guidelines/Historic Trail that would be 10 feet wide within a 21-foot-wide parkway along the western edge of the roadway. In addition, bicycle lanes would be accommodated along the Project site's frontages with Dawson Canyon Road North and Dawson Canyon Road South. Impacts associated with these trail segments and Project-related roadway improvements, including the interim and ultimate improvements to Temescal Canyon Road, are inherent to the Project's construction phase, and cumulatively-considerable impacts associated with the Project's construction phase have been evaluated throughout this EIR. Where impacts were identified, mitigation measures have been identified to reduce impacts to the maximum feasible extent. Accordingly, cumulatively-considerable impacts associated with the construction of the proposed community trail would be less than significant.

4.18.6 Significance of Impacts Before Mitigation

Threshold a.: Less-than-Significant Impact. The only applicable programs, plans, ordinances, or policies addressing the circulation system in the Project area are the Riverside County General Plan and Riverside County ordinances. EIR *Technical Appendix M* includes an analysis of the Project consistency with the policies of the Riverside County General Plan, and demonstrates that the proposed Project would not conflict with any applicable General Plan policy, including policies contained within the General Plan Circulation Element. Additionally, the Project would not conflict with Riverside County Ordinance Nos. 413, 452, 460, 461, 499, 659, 671, 748, or 824, which are the applicable ordinances within the County related to the circulation system. Therefore, the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the

circulation system, including transit, roadway, bicycle and pedestrian facilities, and impacts would be less than significant.

Threshold b.: Significant Direct and Cumulatively-Considerable Impact. The Project does not meet Riverside County's screening criteria for VMT. The Project would exceed the County's Work VMT per employee threshold by 43.7% and would exceed the Unincorporated WRCOG region baseline average total VMT per SP by 83.4%. The Project's anticipated VMT would further increase during the interim period prior to realignment of Temescal Canyon Road, where approximately 10% of the Project's overall traffic would need to travel an additional 4.6 miles to travel southbound on I-15, although the exact amount of increase cannot be calculated based on the methodology required by the County Guidelines. As such, the Project's impacts due to VMT would be significant on both a direct and cumulatively-considerable basis during both interim and long-term conditions (i.e., without and with the realignment of Temescal Canyon Road).

Threshold c.: Less-than-Significant Impact. All physical improvements planned as part of the Project would be in conformance with applicable Riverside County standards. The Project site is surrounded by open space, light industrial uses, a gas station, a driving range, and the El Sobrante Landfill, and the Project would not be incompatible with these uses. Although residential uses occur to the west of I-15, all of the Project's truck traffic would be routed along I-15 and would not occur along residential streets in the local area. As such, the Project's proposed warehouse uses are a compatible use in the local area and the Project would not increase transportation-related hazards in the local area. Impacts would therefore be less than significant.

Threshold d.: Less-than-Significant Impact. Although the Project would result in the increased maintenance of roadways and would increase traffic on existing and planned roadways, any incremental increase in the need to maintain public roadway facilities would be offset by tax revenue generated by the Project's proposed land uses. There are no components of the proposed Project that would result in or require a substantial increase in expenditures by Riverside County for public road maintenance such that environmental impacts would result. As such, Project impacts would be less than significant.

Threshold e.: Significant Direct and Cumulatively-Considerable Impact. The Project has the potential to adversely impact circulation in the local area during the construction of proposed improvements to roadways abutting the Project site, including along Temescal Canyon Road, Dawson Canyon Road North, and Dawson Canyon Road South. This is conservatively evaluated as a significant impact for which mitigation would be required.

Threshold f.: Significant Direct and Cumulatively-Considerable Impact. Under long-term operating conditions, the Project would have no effect on emergency access in the local area, and impacts would be less than significant. However, during proposed improvements to roadways abutting the Project site, there is a potential that the Project could adversely affect emergency access or access to nearby uses. This is conservatively evaluated as a significant impact for which mitigation would be required.

Threshold g.: Less-than-Significant Impact. As part of the Project, and in conformance with TCAP Figure 8, the Project would accommodate a planned realignment of Temescal Canyon Road, although Temescal Canyon

Road would not be realigned as part of the Project. As part of the Project, ultimate and interim improvements are proposed to Temescal Canyon Road that would include restriping of bike lanes and the installation of a 21-foot-wide parkway that would include a five-foot-wide sidewalk that would be separated from the curb by a three- to seven-foot-wide d.g. area. Ultimate improvements planned for Temescal Canyon Road would include a Design Guidelines/Historic Trail that would be 10 feet wide within a 21-foot-wide parkway along the western edge of the roadway. In addition, bicycle lanes would be accommodated along the Project site's frontages with Dawson Canyon Road North and Dawson Canyon Road South. Impacts associated with the construction of these trails and Project-related roadway improvements, including the interim and ultimate improvements to Temescal Canyon Road, are inherent to the Project's construction phase, and have been evaluated throughout this EIR under the appropriate subject heading (e.g., biological resources, etc.). There would be no impacts to the environment specifically related to the construction of these trails that have not already been evaluated and mitigated for throughout this EIR. Accordingly, impacts would be less than significant.

4.18.7 County Regulations, Design Requirements, and Mitigation

Applicable County Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable Riverside County regulations and design requirements.

- Prior to issuance of building permits, the Project Applicant shall pay appropriate Development Impact Fee Program (DIF) fees at the rates then in effect in accordance with Riverside County Ordinance No. 659.

- Prior to final building inspection, the Project Applicant shall pay appropriate Western Riverside County Transportation Uniform Mitigation Fee Program Ordinance (TUMF) fees at the rates then in effect in accordance with Riverside County Ordinance No. 824.

Mitigation

The reduction of VMT involves travel behavior change related to individuals' attitudes, goals, and travel choices. The following mitigation measures are included to encourage these changes but it is acknowledged that Riverside County has no involvement in private lease negotiations among and between private property owners, building owners, and building tenants and has no enforcement authority over leases.

MM 4.18-1 Prior to the issuance of grading permits or improvement plans affecting public roadways, the Project Applicant shall prepare and Riverside County shall approve a temporary traffic control plan. The temporary traffic control plan shall comply with the applicable requirements of the California Manual on Uniform Traffic Control Devices (CMUTD). A requirement to comply with the temporary traffic control plan shall be noted on all grading and building plans and also shall be specified in bid documents issued to prospective construction contractors.

MM 4.18-2 Voluntary Commute Trip Reduction Program: Future building lease or sales agreements shall include a requirement to implement a voluntary program to discourage single-occupancy vehicle trips for employees and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking. Examples of potential Commute Trip Reduction (CTR) program features include the following:

a. Designated Employee Transportation Coordinator (ETC): An Employee Transportation Coordinator (ETC) shall be identified as part of future site operations. The role of ETC is to provide education and point of contact for commute-related questions and commuter benefits.

b. Provide designated carpool/vanpool parking in desirable locations on-site could be provided, which could encourage employees to carpool/vanpool to work and reduce VMT.

c. Marketing of Commuter Benefits for Employees: The ETC shall provide new hires with commuter benefit materials. Additionally, an on-site message board (physical or digital) shall be provided to educate employees of commuter benefits.

d. Pre-Tax Transit Pass Benefits: Employees shall have access to WageWorks (or comparable) to purchase transit passes or other approved commuter expenses pre-tax.

e. Bicycle Parking: On-site secure bike parking facilities and storage lockers shall be accommodated.

f. Carpool and Vanpool Ride-Matching Services: Information about Waze Carpool and other carpool/vanpool ride-matching services shall be provided to future employees.

g. Guaranteed Ride Home (GRH) Program. An employer-funded GRH program shall be provided by future tenants of the Project for employees arriving to work by carpool, vanpool, or transit and need to leave work early or are unable to use normal commute accommodations. The GRH Program shall be provided via local transportation network companies.

4.18.8 Significance of Impacts After Mitigation

Threshold b.: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. As the future building tenants are not known for the Project, the effectiveness of commute trip reduction measures may be limited. In addition to specific tenancy considerations, locational context is also a major factor relevant to the potential application and effectiveness of Transportation Demand Management (TDM) measures. A project can only realize a quantifiable reduction in commute VMT under the most favorable circumstances and ideal local conditions when implementing trip reduction program measures. In practical terms, ideal conditions are rarely realized due to variables such as a projects locational context limitation (i.e., non-urban areas). Additionally, to achieve ideal conditions a project must achieve one hundred percent employee participation,

and maximum employee eligibility, which are not generally expected. This is more difficult to presume since future building tenants are not known at this time. Although Mitigation Measure MM 4.18-2 would serve to reduce the Project's VMT to the maximum practical extent, it is unlikely that the required mitigation would reduce the Project's Work VMT per employee to below the County's threshold of significance or reduce the Project's total VMT per SP to below the Unincorporated WRCOG region baseline. Accordingly, Project impacts due to VMT would represent a significant and unavoidable impact on both a direct and cumulatively-considerable basis for both interim and long-term conditions (i.e., without and with the realignment of Temescal Canyon Road, respectively).

Threshold e.: Less-than-Significant Impact with Mitigation Incorporated. Mitigation Measure MM 4.18-1 requires the Project Applicant to prepare and obtain Riverside County approval of a temporary traffic control plan prior to issuance of grading permits or improvement plans affecting public roadways. Implementation of the required mitigation would ensure that Project-related construction activities would not substantially affect circulation during the Project's construction. With implementation of the required mitigation, impacts would be reduced to less-than-significant levels.

Threshold f.: Less-than-Significant Impact with Mitigation Incorporated. Mitigation Measure MM 4.18-1 requires the Project Applicant to prepare and obtain Riverside County approval of a temporary traffic control plan prior to issuance of grading permits. With implementation of the required mitigation, the Project would not result in inadequate emergency access or access to nearby uses during the Project's construction phase. Accordingly, with implementation of the required mitigation, impacts would be reduced to less-than-significant levels.

4.19 TRIBAL CULTURAL RESOURCES

The analysis in this Subsection documents the results of the County's consultation with local Native American Tribes. It should be noted that much of the written and oral communication between Native American tribes and Riverside County is considered confidential in respect to places that have traditional tribal cultural significance (Government Code § 65352.4), and although relied upon in part to inform the preparation of this EIR Subsection, those communications are treated as confidential and are not available for public review. Under existing law, environmental documents must not include information about the location of archeological sites or sacred lands or any other information that is exempt from public disclosure pursuant to the Public Records Act (Government Code § 15120(d)).

4.19.1 EXISTING CONDITIONS

Refer to EIR Subsection 4.5.1 for a complete description of the cultural setting, existing site conditions, and the archaeological and historical resources assessment.

4.19.2 REGULATORY SETTING

The following is a brief description of the State environmental laws and related regulations addressing Tribal Cultural Resources. Refer also to EIR subsection 4.5.2 for a complete description of federal, State, and local environmental laws and regulations governing the protection of cultural resources.

A. Traditional Tribal Cultural Places Act (Senate Bill 18 (SB 18))

SB 18 requires local (city and county) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places ("cultural places") through local land use planning. SB 18 also requires the Governor's Office of Planning and Research (OPR) to include in the General Plan Guidelines advice to local governments for how to conduct these consultations. (OPR, 2005)

The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places. The purpose of involving tribes at these early planning stages is to allow consideration of cultural places in the context of broad local land use policy, before individual site-specific, project-level land use decisions are made by a local government. (OPR, 2005)

SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. These consultation and notice requirements apply to adoption and amendment of both general plans (defined in Government Code § 65300 et seq.) and specific plans (defined in Government Code § 65450 et seq.). Although SB 18 does not specifically mention consultation or notice requirements for adoption or amendment of specific plans, existing state planning law requires local governments to use the same processes for adoption and amendment of specific plans as for general plans (see Government Code § 65453). Therefore, where SB 18 requires consultation and/or notice for a general plan adoption or amendment, the requirement extends also to a specific plan adoption or amendment. (OPR, 2005)

1. Assembly Bill 52 (AB 52)

California AB 52 (2014) Chapter 532 amended Section 5097.94 of, and added Sections 21073, 21074, 21080.3.1, 21080.3.2, 21802.3, 21083.09, 21084.2, and 21084.3 to the California Public Resources Code, relating to Native Americans. AB 52 was approved on September 25, 2014. By including tribal cultural resources early in the CEQA process, the legislature intended to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to tribal cultural resources. By taking this proactive approach, the legislature also intended to reduce the potential for delay and conflicts in the environmental review process. (OPR, 2017b)

The Public Resources Code now establishes that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment." (Public Resources Code § 21084.2.) To help determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the determination of whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. (Public Resources Code § 21080.3.1.) (OPR, 2017b)

If a lead agency determines that a project may cause a substantial adverse change to tribal cultural resources, the lead agency must consider measures to mitigate that impact. Public Resources Code § 20184.3 (b)(2) provides examples of mitigation measures that lead agencies may consider to avoid or minimize impacts to tribal cultural resources. These rules apply to projects that have a notice of preparation for an environmental impact report or negative declaration or mitigated negative declaration filed on or after July 1, 2015. (OPR, 2017b)

Public Resources Code § 21074 defines "tribal cultural resources." In brief, in order to be considered a "tribal cultural resource," a resource must be either:

(1) listed, or determined to be eligible for listing, on the national, state, or local register of historic resources, or

(2) a resource that the lead agency chooses, in its discretion, to treat as a tribal cultural resource. (OPR, 2017b)

In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the state register of historic resources. In applying those criteria, a lead agency must consider the value of the resource to the tribe. (OPR, 2017b)

4.19.3 Basis for Determining Significance

Section XVIII of Appendix G to the CEQA Guidelines addresses typical adverse effects on tribal cultural resources, and includes the following threshold question to evaluate the Project's impacts to tribal cultural resources (OPR, 2018a):

- 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)?
  - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Significance thresholds are set forth in Riverside County's Environmental Assessment Checklist, as modified based on the 2018 updates to Section XVIII of Appendix G to the CEQA Guidelines, and indicate significant impacts would occur if the Project or any Project-related component 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

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1 (k); or

2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

4.19.4 Impact Analysis

Threshold a:	***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:***
>
> ***1. Listed or eligible for listing in the California Register of Historical resources or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or***
>
> ***2. 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?***

Changes in the California Environmental Quality Act, effective July 2015, require that the County address a new category of cultural resources, tribal cultural resources, not previously included within the law's purview. Tribal Cultural Resources are those resources with inherent tribal values that are difficult to identify through the same means as archaeological resources. These resources can be identified and understood through direct consultation with the tribes who attach tribal value to the resource. Tribal cultural resources may include Native American archaeological sites, but they may also include other types of resources such as cultural landscapes or sacred places. The appropriate treatment of tribal cultural resources is determined through consultation with tribes.

On November 17, 2020 a Sacred Lands File Search and consultation list request was sent to the Native American Heritage Commission (NAHC). A response was received on November 24, 2020 with a list of twelve contacts and the results of the Sacred Lands File (SLF) search which were negative.

Notices were sent to all contacts on November 25, 2020. 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.

No response was received from the Augustine Band of Cahuilla Mission Indians, Juaneño Band of Mission Indians Acjachemen Nation-Belardes, La Jolla Band of Luiseno Indians, Pala Band of Mission Indians, Pauma Band of Luiseno Indians, San Luis Rey Band of Mission Indians, or the Santa Rosa Band of Cahuilla Indians.

A response was received from the Agua Caliente Band of Cahuilla Indians on December 18, 2020 stating that the Project is not within their Traditional Use Area and therefore was not requesting consultation and deferred to closer tribes.

The Pechanga Band of Luiseño Indians responded via email on December 15, 2020 requesting Government to Government consultation for this Project. The letter stated that the Project is within a Traditional Cultural Property (TCP) and that they would provide more specific information in the consultation meeting. The band was provided with the cultural report, conditions of approval, and Project exhibits. The proposed Project was discussed during meetings held on February 2, 2021 and April 27, 2021. During the April 27, 2021 meeting, Pechanga told Riverside County Planning Department staff that the Project site is within a recorded TCP, RIV-111 (Paxávxa), which is described as follows:

> *"Paxávxa, meaning "springtime-place," was the very large village which is known now as Glen Ivy Hot Springs. This village was unique in that had both a hot and cold spring. People lived in the village for thousands of years through to the 1880s. On one single 9-acre housing tract development, over 1,500 metates were recovered. 'U'úumay and Hólwuna are the names of the respective cold and hot springs associated with Paxávxa. Both springs are situated along the trail heading west over the hills to the coast. While this TCP does not have a direct tie to Wuyóot's death, there is evidence that the 'Atáaxam lived in this valley and Lee Lake area for thousands of years. Large villages are often found near the location of events that occurred during the Creation and other important historic events.*

Although no geographic description was provided regarding the size and scope of the landscape and no specific impacts were identified, all of the consulting groups feel the area is sensitive for subsurface resources and there is the possibility that previously-unidentified resources might be found during ground-disturbing activities. As such, the Project would be conditioned to require that a Tribal Monitor from the consulting Tribe(s) be present during grading activities so that any Tribal Cultural Resources found during project construction activities would be handled in a culturally appropriate manner. The Project also would be required to adhere to State Health and Safety Code Section 7050.5 in the event that human remains are encountered and by ensuring that no further disturbance to identified human remains occur until the County Coroner has made the necessary findings as to origin of the remains. Furthermore, pursuant to 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 their disposition has been made.

The Rincon Band of Luiseno Indians responded in an email letter dated December 02, 2020 and stated that the Project was within Luiseño territory and within the Band's specific Area of Historic Interest (AHI). They requested Project cultural reports or other information prior to conducting the consultation meeting. The band was provided with the Project's Cultural Resources Assessment (herein, "CRA"; *Technical Appendix D*), conditions of approval and Project exhibits. Consultation was concluded with Rincon on December 31, 2020.

Soboba Band of Luiseno Indians responded in a letter dated January 22, 2021 requesting Government to Government consultation on the Project. The band was provided with the Project's CRA (EIR *Technical Appendix D*), conditions of approval, and Project exhibits. The Project was discussed during a meeting held on February 1, 2021. Soboba told Riverside County Planning Department staff that the Project was within a Traditional Cultural Property (TCP) and expressed concern that there may be subsurface resources and requested that a tribal monitor be present during ground disturbing activities. Consultation was concluded with Soboba on February 1, 2021.

CEQA requires lead agencies to address any unanticipated cultural resources discoveries during Project construction. Therefore, because the Project has the potential to result in significant impacts to previously-undiscovered Tribal Cultural Resources, a potentially significant impact would occur for which mitigation would be required.

4.19.5 Cumulative Impact Analysis

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development within western Riverside County. This study area was selected for evaluation because it encompasses a broad region with similar geological, biological, and climatic conditions.

As indicated under the analysis of Threshold a., the Project has the potential to result in impacts to previously-unidentified Tribal Cultural Resources that may be present beneath the ground surface of the Project site. Other developments envisioned with buildout of the Riverside County General Plan and the general plans of cities within the County also have the potential to result in impacts to Tribal Cultural Resources, including sites or resources that may be buried beneath the ground surface. As such, Project impacts to Tribal Cultural Resources would be cumulatively considerable prior to mitigation.

4.19.6 Significance of Impacts Before Mitigation

Threshold a.: Significant Direct and Cumulatively-Considerable Impact. The Project has the potential to result in significant impacts to previously-undiscovered Tribal Cultural Resources. As such, Project impacts to Tribal Cultural Resources represent a potentially significant impact for which mitigation would be required.

4.19.7 County Regulations, Design Requirements, and Mitigation

Applicable County Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable County regulations and design requirements.

- 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 Section 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 Section 6254 (r).

Mitigation

Mitigation Measure MM 4.5-1 through MM 4.5-5 shall apply (refer to EIR Subsection 4.5, *Cultural Resources*). The mitigation measures included in EIR Subsection 4.5 have been drafted to include all of the mitigation requirements requested during the Project's Tribal Consultation process. No additional mitigation measures are required.

4.19.8 Significance of Impact After Mitigation

Threshold a.: Less-than-Significant Impact with Mitigation. Implementation of EIR Mitigation Measures MM 4.5-1 through MM 4.5-5 would ensure appropriate treatment of any Tribal Cultural Resources that may be identified during Project-related ground-disturbing activities. Implementation of the required mitigation would reduce Project impacts to Tribal Cultural Resources to below a level of significance.

4.20 Utilities and Service Systems

This Subsection 4.20 evaluates the Project's potential to result in impacts on existing utilities and service systems and/or impacts to the environment that could result from the Project's proposed utilities and service system improvements. The analysis is based in part upon the Temescal Valley Water District (TVWD) 2020 Urban Water Management Plan (UWMP), dated December 2021, which is herein incorporated by reference and is available for public review at the TVWD, 22646 Temescal Canyon Road, Corona, California 92883. The analysis in this Subsection also relies on letters issued by the TVWD indicating the availability of water and sewer services in the local area, which are included as *Technical Appendix L* to this EIR.

4.20.1 Existing Conditions

The Project site is located within the service boundaries of the TVWD for water and sewer service, Southern California Edison for electricity, and the Southern California Gas Company (SoCal Gas) for natural gas, with numerous service providers for cable television and telephone services. Solid waste hauling service for the Project site is provided by Waste Management of the Inland Empire (WMIE).

A. Water Service and Supply

Water service to the Project area is provided by the TVWD. TVWD provides both potable and reclaimed water services within its 6,755-acre service area, and serves approximately 16,000 residents with nearly 6,300 accounts. All of TVWD's imported water is provided by Metropolitan Water District of Southern California (through the Western Municipal Water District [WMWD] as the wholesale agency) via the Mills Gravity Line. (TVWD, 2021, pp. 3-1 and 4-2)

TVWD receives all its potable water supply from Metropolitan Water District of Southern California (MWD) through WMWD via the Mills Pipeline. This water is imported from the State Water Project (SWP) system, and treated at the Henry J. Mills Water Filtration Plant. TVWD has two separate meters for its single connection to the Mills Pipeline: a 24-inch diameter flow control valve and a 10-inch diameter bypass and sleeve valve assembly. TVWD's turnout has a rated capacity of 26 cubic feet per second (cfs), and TVWD owns 14.6 cfs capacity. (TVWD, 2021, p. 6-2)

In addition to potable water, TVWD provides non-potable groundwater to its irrigation customers. All of TVWD's wells pump from the Bedford-Coldwater Groundwater Management Zone (GMZ). TVWD owns and operates three wells within the Bedford GMZ, all of which are used to supply TVWD's recycled water system, and four wells within the Coldwater GMZ, all of which are used to supply TVWD's non-potable system. (TVWD, 2021, p. 6-4)

Table 4.20-1, *TVWD 2020 Actual Demands for Water*, provides the breakdown of 2020 water use by customer class and by potable and non-potable systems. In 2020, the largest customer category was single family residential customers that used approximately 42% of the total water used (potable and non-potable/recycled water). Non-potable and recycled water use accounted for 13% of total water use each, or 26% as a combined system. (TVWD, 2021, Table 4-2)

Table 4.20-1 TVWD 2020 Actual Demands for Water

USE TYPE	ADDITIONAL DESCRIPTION	LEVEL OF TREATMENT WHEN DELIVERED	2020 VOLUME
Single Family		Drinking Water	2,698
Commercial		Drinking Water	86
Institutional/Governmental		Drinking Water	3
Landscape		Drinking Water	312
Other	Construction	Drinking Water	19
Losses[1]		Drinking Water	253
Other	Golf Course	Raw Water	545
Agricultural irrigation		Raw Water	278
Losses		Raw Water	334
Landscape	Recycled water demand met by raw, non-potable groundwater	Raw Water	685
-		**TOTAL:**	**5,213**

(TVWD, 2021, Table 4-2)

TVWD recently completed master plans for both its potable and non-potable/recycled water system. TVWD's 2019 Water Master Plan (WMP) and 2020 Recycled Water Master Plan (RWMP) analyzed future development and included demand projections. The WMP identified future demand for 2025, based on a list of developments and discussion with various developers, and an ultimate demand scenario for buildout. The RWMP estimates that buildout within TVWD is likely to occur by 2030. To remain consistent with both master plans, the TVWD UWMP assumes 2030 as buildout. As a result, demands after 2030 are assumed constant. To estimate 2025 non-potable and recycled water demand, a linear interpolation was applied between actual 2020 use and estimated buildout demand in 2030. To determine the projected demand by customer class, the percentage each customer class used in 2020 was applied to the total projected demand throughout the planning period. It was assumed TVWD's potable system would maintain an 8% loss rate and the non-potable system would maintain a 29% loss rate (although non-potable losses are likely lower and stem from meter inaccuracies). Projected demands are provided in Table 4.20-2, *TVWD's Projected Demands for Water*, and are summarized by customer class. (TVWD, 2021, Table 4-6)

B. Sewer Service and Treatment

TVWD owns and operates the Temescal Valley Water Reclamation Facility (TVWRF) that is used to supply recycled water throughout TVWD's recycled water system. The TVWRF, which is located approximately 0.8-mile northwest of the Project site, is capable of treating 1.57 million gallons per day (MGD) of raw sewage and producing tertiary reclaimed water usable for landscape irrigation and other non-consumptive purposes. Currently, the capacity at the TVWRF is being expanded to 2.25 MGD. The TVWRF operates as an activated sludge treatment process, consisting of influent pumping, grit removal, and sequential batch reactors. The effluent is treated to the tertiary standard, consisting of rapid mix, flocculation, and sand filtration, followed by chlorine disinfection prior to release into the recycled water distribution system. At times when recycled water supplies cannot be used for irrigation, a portion of the recycled water generated may also be dechlorinated and percolated into the ground. (TVWD, 2021, p. 6-6; TVWD, 2024)

Table 4.20-2 TVWD's Projected Demands for Water

USE TYPE	ADDITIONAL DESCRIPTION	PROJECTED WATER USE				
		2025	2030	2035	2040	2045
Single Family		4,125	4,663	4,663	4,663	4,663
Commercial		132	149	149	149	149
Institutional/Governmental		5	5	5	5	5
Landscape		477	540	540	540	540
Other	Construction	29	33	33	33	33
Losses	Potable	387	438	438	438	438
Landscape	Golf Course Irrigation-Non-Potable	629	724	724	724	724
Agricultural irrigation	Non-Potable	321	370	370	370	370
Losses	Non-Potable	276	316	316	316	316
-	**TOTAL:**	**6,381**	**7,238**	**7,238**	**7,238**	**7,238**

(TVWD, 2021, Table 4-6)

In 2020, total wastewater collected and treated within the TVWD service area was 1,302 acre-feet (AF), representing an average of approximately 1,162,350 gallons per day. Thus, under existing conditions the average daily excess treatment capacity at the TVWD is approximately 407,650 gallons per day (gpd) (1,570,000 gpd – 1,162,350 gpd = 407,650 gpd). With the current expansion to 2.25 MGD of capacity, the average daily excess treatment capacity at the TVWD will be approximately 1,087,650 gpd (2,250,000 gpd – 1,162,350 gpd = 1,087,650 gpd). (TVWD, 2021, p. 6-6 and Table 6-3)

C. Stormwater Drainage

Under existing conditions, stormwater is currently draining onto the Project site from the neighboring properties and bordering hillsides to the southeast. Runoff draining onto the Project site and originating on site sheet flows in a northerly direction and discharges directly into the Temescal Canyon Wash. Under existing conditions, the Coldwater Canyon Wash is aligned along the western boundary of the Project site. The existing condition 100-year peak flow rate from the Project site is approximately 42.0 cubic feet per second (cfs). (Thienes, 2022a)

D. Solid Waste Collection and Disposal

Solid waste collection and disposal is provided by the Riverside County Department of Waste Resources (RCDWR) through a franchise agreement with WMIE, a private company. Waste within the Project area is sent directly to the El Sobrante Landfill, which is just northeast of the Project site. Other landfills within the County that could handle solid waste generated by the Project include the Lamb Canyon Landfill and the Badlands Landfill. The following is a description of these facilities:

- El Sobrante Landfill. The El Sobrante Landfill is located in the southeast area of the City of Corona at 10910 Dawson Canyon Road and accessed from Interstate-15 (I-15) at Temescal Canyon Road. The

landfill is operated and owned by USA Waste Services of California, Inc. of which WMIE is a subsidiary. The existing landfill encompasses 1,322 acres, of which 486 acres are permitted for refuse disposal. The landfill is currently permitted to receive 16,054 tons per day (tpd), and data from March 2024 shows that the El Sobrante Landfill received an average of 9,158 tpd (including an average of 3,032 tpd for in-County waste) (CalRecycle, 2024a). If needed, 5,000 tpd must be reserved for waste produced within Riverside County, leaving the maximum commitment of non-Riverside County waste at 11,054 tpd. As of April 1, 2018, the landfill had a total remaining disposal capacity of 143,977,170 cubic yards. The El Sobrante Landfill is projected to reach capacity in 2051. (CalRecycle, 2019c)

- Lamb Canyon Landfill. The Lamb Canyon Landfill is located between the City of Beaumont and the City of San Jacinto at 16411 Lamb Canyon Road (State Route 79), south of Interstate 10 and north of Highway 74. The landfill is owned and operated by RCDWR. The landfill encompasses approximately 703.4 acres, of which approximately 144.6 acres are permitted for waste disposal. The landfill is currently permitted to receive 5,000 tpd and had an estimated total disposal capacity of approximately 39.7 million cubic yards. Data from March 2024 shows that the Lamb Canyon Landfill received an average of 1,838 tpd (including 1,834 tpd of in-County waste) (CalRecycle, 2024b). As of January 8, 2015 (the most recent date for which data are available), the landfill had a total remaining capacity of approximately 19.2 million cubic yards. The current landfill remaining disposal capacity is estimated to last until approximately April 2032. (CalRecycle, 2019d)

- Badlands Landfill. The Badlands Landfill is located northeast of the City of Moreno Valley at 31125 Ironwood Avenue and accessed from State Highway 60 at Theodore Avenue. The landfill is owned and operated by RCDWR. The existing landfill encompasses 811 acres, of which 409 acres are permitted for refuse disposal. The landfill is currently permitted to receive 5,000 tpd. Data from March 2024 shows that the Badlands Landfill received an average of 2,558 tpd (including 2,199 tpd of in-County waste) (CalRecycle, 2024c). As of December 18, 2020, the landfill had a total remaining disposal capacity of approximately 7.8 million cubic yards. The Badlands Landfill is projected to reach capacity at the earliest in 2059. (CalRecycle, 2019b)

4.20.2 Applicable Regulatory Requirements

The following is a brief description of the federal, State, and local environmental laws and related regulations related to utilities and service systems.

A. Federal Regulations

1. Applicable Water Supply Regulations

❑ Clean Water Act (CWA)

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States (U.S.) and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was substantially reorganized and expanded in 1972. “Clean Water Act” became the Act’s common name with amendments in

1972. Under the CWA, the U.S. Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industry, and also has set water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need a NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. (EPA, 2024f)

❑ Safe Drinking Water Act (SDWA)

The Safe Drinking Water Act (SDWA) was established to protect the quality of drinking water in the U.S. This law focuses on all waters actually or potentially designed for drinking use, whether from above ground or underground sources. The SDWA authorizes EPA to establish minimum standards to protect tap water and requires all owners or operators of public water systems to comply with these primary (health-related) standards. The 1996 amendments to SDWA require that EPA consider a detailed risk and cost assessment, and best available peer-reviewed science, when developing these standards. State governments, which can be approved to implement these rules for EPA, also encourage attainment of secondary standards (nuisance-related). Under the SWDA, EPA also establishes minimum standards for State programs to protect underground sources of drinking water from endangerment by underground injection of fluids. (EPA, 2024k)

B. State Regulations

1. Applicable Water Supply Regulations

❑ Water Conservation in Landscaping Act

The Water Conservation in Landscaping Act was established to ensure that adequate water supplies are available for future uses. To promote the conservation and efficient use of water, the Water Conservation in Landscaping Act requires local agencies to adopt a water efficient landscape ordinance. When such an ordinance had not been adopted, a finding as to why (based on the climatic, geologic, or topographical conditions) such an ordinance is not necessary, must be adopted. In the absence of such an ordinance or findings, the policies and requirements contained in the "model" ordinance drafted by the State of California shall apply within the affected jurisdiction. (CA Legislative Info, n.d.)

❑ Senate Bill 2095 (SB 2095) – Water Recycling in Landscaping Act

In 2000, Senate Bill 2095 (SB 2095), the Water Recycling in Landscaping Act, was approved by Governor Davis requiring any local public or private entity that produces recycled water and determines that within 10 years it will provide recycled water within the boundaries of a local agency, to notify the local agency of that fact. In turn, local agencies are required to adopt and enforce within 180 days a specified recycled water ordinance, unless the local agency adopted a recycled water ordinance or other regulation requiring the use of recycled water in its jurisdiction prior to January 1, 2001. (CA Legislative Info, n.d.)

❑ Urban Water Management Planning Act (UWMP Act)

The Urban Water Management Planning Act (UWMP Act) was proposed and adopted to ensure that water planning is conducted at the local level, as the State of California recognized that two water agencies in the same region could have very different impacts from a drought. The UWMP Act requires water agencies to develop UWMPs over a 20-year planning horizon, and further required UWMPs to be updated every five years. UWMPs are exempt from compliance with the California Environmental Quality Act (CEQA). (DWR, 2016, p. 1-2)

The UWMPs provide a framework for long-term water planning and inform the public of a supplier's plans for long-term resource planning that ensures adequate water supplies for existing and future demands. This part of the Clean Water Code requires urban water suppliers to report, describe, and evaluate:

- Water deliveries and uses;
- Water supply sources;
- Efficient water uses;
- Demand management measures; and
- Water shortage contingency planning. (DWR, 2016, p. 1-3)

The UWMP Act has been modified over the years in response to the State's water shortages, droughts, and other factors. A significant amendment was made in 2009 after the drought of 2007-2009 and as a result of the governor's call for a Statewide 20% reduction in urban water use by the year 2020. This was the Water Conservation Act of 2009, also known as Senate Bill X7-7 (SB X7-7). The UWMP Act required agencies to establish water use targets for 2015 and 2020 that would result in Statewide savings of 20% by 2020. Beginning in 2016, retail water suppliers were required to comply with the water conservation requirements in SB X7-7 in order to be eligible for State water grants or loans. Retail water agencies are required to set targets and track progress toward decreasing daily per capita urban water use in their service area, which assisted the State in meeting its 20% reduction goal by 2020. (DWR, 2016, p. 1-2)

❑ Government Code § 66473.7(b)(2) (Senate Bill 221 (SB 221))

Under SB 221, approval by a city or county of certain residential subdivisions requires an affirmative written verification of sufficient water supply. SB 221 is intended as a fail-safe mechanism to ensure that collaboration on finding the needed water supplies to serve a new large subdivision occurs before construction begins. SB 221 requires the legislative body of a city or county or the advisory agency, to the extent that it is authorized by local ordinance to approve, conditionally approve, or disapprove a tentative map, must include as a condition in any tentative map that includes a subdivision a requirement that a sufficient water supply shall be available. Proof of the availability of a sufficient water supply must be requested by the subdivision applicant or local agency, at the discretion of the local agency, and is based on written verification from the applicable public water system within 90 days of a request. SB 221 does not apply to any residential project proposed for a site that is within an urbanized area and has been previously developed for urban uses, or where the immediate contiguous properties surrounding the residential project site are, or previously have been, developed for urban

uses, or housing projects that are exclusively for very low and low-income households. (DWR, 2003; CA Legislative Info, n.d.)

❑ Senate Bill 610 (SB 610)

California Water Code §§ 10910-10915 were amended by the enactment of SB 610 in 2001. SB 610 requires an assessment of whether available water supplies are sufficient to serve the demand generated by a proposed project, as well as the reasonably foreseeable cumulative demand in the region over the next 20 years under average normal year, single dry year, and multiple dry year conditions. Under SB 610, water assessments must be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code § 10912 [a]) subject to CEQA (DWR, 2003; CA Legislative Info, n.d.). For the purposes of SB 610, "project" means any of the following:

(1) A proposed residential development of more than 500 dwelling units;
(2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
(3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.
(4) A proposed hotel or motel, or both, having more than 500 rooms.
(5) A proposed industrial, manufacturing, or processing plant, or industrial park 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.
(6) A mixed-use project that includes one or more of the projects specified [above].
(7) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project. (DWR, 2003; CA Legislative Info, n.d.)

Because the Project involves development of a 181,495 s.f. last mile delivery station warehouse building and would generate only approximately 906 employees, a water supply assessment was not required for the proposed Project.

❑ California Water Code § 10610 et seq.

Signed into law on October 16, 1995, California Water Code § 10610 et seq. required every urban water supplier to identify as part of its UWMP, the existing and planned sources of water available to the supplier over a prescribed five-year period. The code requires the water service purveyor to assess the projected water demand associated with a proposed project under environmental review. Later provisions required compliance in the event that the proposed Project involved the adoption of a specific plan, amendment to, or revision of the land use element of a general plan or specific plan that would result in a net increase in the State population density. Upon completion of the water assessment, cities and counties may agree or disagree with the conclusions of the water service purveyors, but cannot approve projects in the face of documented water shortfalls without first making certain findings. (CA Legislative Info, n.d.)

❑ Executive Order B-29-15

Executive Order B-29-15 ordered the State Water Resources Control Board (SWRCB) to impose restrictions to achieve a 25% reduction in potable urban water usage through February 28, 2016; directed the California Department of Water Resources (DWR) to lead a Statewide initiative, in partnership with local agencies, to collectively replace 50 million s.f. of lawns and ornamental turf with drought tolerant landscapes; and directed the California Energy Commission to implement a Statewide appliance rebate program to provide monetary incentives for the replacement of inefficient household devices. (SWRCB, 2020)

❑ Executive Order B-37-16

Signed on May 9, 2016, Executive Order B-37-16 established a new water use efficiency framework for California. The order bolstered the State's drought resilience and preparedness by establishing longer-term water conservation measures that include permanent monthly water use reporting, new urban water use targets, reducing system leaks and eliminating clearly wasteful practices, strengthening urban drought contingency plans, and improving agricultural water management and drought plans. (SWRCB, 2020)

❑ Executive Order B-40-17

Signed on April 7, 2017, Executive Order B-40-17 ended the drought state of emergency in all California counties except Fresno, Kings, Tulare, and Tuolumne, where emergency drinking water projects will continue to help address diminished groundwater supplies. It maintains water reporting requirements and prohibitions on wasteful practices. The order was built on actions taken in Executive Order B-37-16, which remains in effect. In a related action, State agencies, including the DWR, released a plan to continue making water conservation a way of life. (SWRCB, 2020)

❑ Sustainable Groundwater Management Act (SGMA)

The Sustainable Groundwater Management Act (SGMA) established a new structure for managing California's groundwater resources at a local level by local agencies. SGMA required, by June 30, 2017, the formation of locally-controlled groundwater sustainability agencies (GSAs) in the State's high- and medium-priority groundwater basins and subbasins. A GSA is responsible for developing and implementing a groundwater sustainability plan (GSP) to meet the sustainability goal of the basin to ensure that it is operated within its sustainable yield, without causing undesirable results. The GSP Emergency Regulations for evaluating GSPs, the implementation of GSPs, and coordination agreements were adopted by DWR and approved by the California Water Commission on May 18, 2016. (DWR, n.d.)

2. Applicable Solid Waste Regulations

❑ California Solid Waste Integrated Waste Management Act of 1989 (IWMA, Assembly Bill 939 (AB 939))

The Integrated Waste Management Act of 1989 (IWMA) established an integrated waste management hierarchy to guide the California Integrated Waste Management Board (CIWMB) and local agencies in implementation, in order of priority: (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal (it should be noted that the CIWMB no longer exists,

and its duties have been assumed by CalRecycle). The IWMA established a comprehensive Statewide system of permitting, inspections, enforcement, and maintenance for solid waste facilities. As part of the IWMA, the CIWMB was given a purpose to mandate the reduction of disposed waste. (CalRecycle, 2024c) The IWMA also required:

- the establishment of a task force to coordinate the development of city Source Reduction and Recycling Elements (SRREs) and a countywide siting element. (CalRecycle, 2024c)

- each city, by July 1, 1991, to prepare, adopt and submit a SRRE to the county which includes the following components: waste characterization; source reduction; recycling; composting; solid waste facility capacity; education and public information; funding; special waste (asbestos, sewage sludge, etc.); and household hazardous waste. (CalRecycle, 2024c)

- each county, by January 1, 1991, to prepare a SRRE for its unincorporated area, with the same components described above, and a countywide siting element, specifying areas for transformation or disposal sites to provide capacity for solid waste generated in the jurisdiction which cannot be reduced or recycled for a 15-year period.

- each county to prepare, adopt, and submit to the CIWMB an Integrated Waste Management Plan (IWMP), which includes all of the elements described above. (CalRecycle, 2024c)

- each city or county plan to include an implementation schedule which shows diversion of 25% of all solid waste from landfill or transformation facilities by January 1, 1995 through source reduction, recycling, and composting activities and diversion of 50% of all solid waste by January 1, 2000 through source reduction, recycling, and composting activities. (CalRecycle, 2024c)

- the CIWMB to review the implementation of each SRRE at least once every two years. (CalRecycle, 2024c)

- The IWMA required the CIWMB, in conjunction with an inspection conducted by a Lead Enforcement Agency (LEA), to conduct at least one inspection per year of each solid waste facility in the state. (CalRecycle, 2024c)

Additionally, the IWMA established a comprehensive statewide system of permitting, inspections, enforcement, and maintenance for solid waste facilities. (CalRecycle, 2024c)

❑ Waste Reuse and Recycling Act (WRRA, Assembly Bill 1327 (AB 1327))

The Waste Reuse and Recycling Act (WRRA) required the CIWMB to approve a model ordinance for adoption by any local government for the transfer, receipt, storage, and loading of recyclable materials in development projects by March 1, 1993. The WRRA also required local agencies to adopt a local ordinance by September 1, 1993 or allow the model ordinance to take effect. The WRRA requires all development projects that are

commercial, industrial, institutional, or marina in nature and where solid waste is collected and loaded, to provide an adequate area for collecting and loading recyclable materials over the lifetime of the project. The area is required to be provided before building permits are issued. (CalRecycle, 2024d)

- ❑ Mandatory Commercial Recycling Program (Assembly Bill 341 (AB 341))

AB 341 (Chapter 476, Statutes of 2011 [Chesbro]) directed CalRecycle to develop and adopt regulations for mandatory commercial recycling. CalRecycle initiated formal rulemaking with a 45 day comment period beginning October 28, 2011. The final regulation was approved by the Office of Administrative Law on May 7, 2012. AB 341 was designed to help meet California's recycling goal of 75% by the year 2020. AB 341 requires all commercial businesses and public entities that generate 4 cubic yards or more of waste per week to have a recycling program in place. In addition, multi-family apartments with five or more units are also required to form a recycling program. (CalRecycle, 2024f)

3. Applicable Energy Conservation Regulations

- ❑ California Building Energy Efficiency Standards (Title 24 Code of California Regulations (CCR) Part 6 (24 CCR 6))

The Building Energy Efficiency Standards (Energy Standards) for residential and nonresidential buildings were first adopted in 1976 and have been updated periodically since then as directed by statute. In 1975 the Department of Housing and Community Development adopted rudimentary energy conservation standards under their State Housing Law authority that were a precursor to the first generation of the Energy Standards. However, the Warren-Alquist Act was passed one year earlier with explicit direction to the Energy Commission (formally titled the State Energy Resources Conservation and Development Commission) to adopt and implement the Standards. The Energy Commission's statute created separate authority and specific direction regarding what the Energy Standards are to address, what criteria are to be met in developing the Energy Standards, and what implementation tools, aids, and technical assistance are to be provided. (CEC, 2024a)

The Energy Standards contain energy and water efficiency requirements (and indoor air quality requirements) for newly constructed buildings, additions to existing buildings, and alterations to existing buildings. Public Resources Code Sections 25402 subdivisions (a)-(b) and 25402.1 emphasize the importance of building design and construction flexibility by requiring the Energy Commission to establish performance standards, in the form of an "energy budget" in terms of the energy consumption per s.f. of floor space. For this reason, the Energy Standards include both a prescriptive option, allowing builders to comply by using methods known to be efficient, and a performance option, allowing builders complete freedom in their designs provided the building achieves the same overall efficiency as an equivalent building using the prescriptive option. Reference Appendices are adopted along with the Energy Standards that contain data and other information that helps builders comply with the Energy Standards. (CEC, 2024a)

The 2019 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The most significant efficiency improvements to the residential Energy Standards include the introduction of

photovoltaic into the prescriptive package, improvements for attics, walls, water heating, and lighting. The most significant efficiency improvements to the nonresidential Energy Standards include alignment with the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) 90.1 2017 national standards. The 2019 Standards also include changes made throughout all of its sections to improve the clarity, consistency, and readability of the regulatory language. (CEC, 2024a)

Public Resources Code Section 25402.1 also requires the Energy Commission to support the performance standards with compliance tools for builders and building designers. The Alternative Calculation Method (ACM) Approval Manual adopted by regulation as an appendix of the Energy Standards establishes requirements for input, output, and calculational uniformity in the computer programs used to demonstrate compliance with the Energy Standards. From this, the Energy Commission develops and makes publicly available free, public domain building modeling software in order to enable compliance based on modeling of building efficiency and performance. The ACM Approval Manual also includes provisions for private firms seeking to develop compliance software for approval by the Energy Commission, which further encourages flexibility and innovation. (CEC, 2024a)

- 2022 California Green Building Standards Code (CALGreen; 24 CCR 11)

The current edition of CALGreen became effective January 1, 2022. CCR, Title 24, Part 11 is referred to as the California Green Building Standards Code (CALGreen). CALGreen is applicable to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout the State of California (including residential structures and elementary schools). The purpose of the CALGreen is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental air quality." CALGreen is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). § 5.408.3 of CALGreen requires that 100% of trees, stumps, rocks, and associated vegetation and soils resulting from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed. Unless otherwise noted in the regulation, all newly constructed buildings in California are subject of the requirements of CALGreen. (CEC, 2018)

4.20.3 Basis for Determining Significance

A. *Thresholds of Significance*

Section XIX of Appendix G to the CEQA Guidelines addresses typical adverse effects on utilities and service systems and includes the following threshold questions to evaluate a project's impacts on utilities and service systems (OPR, 2018a):

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

- Would the project have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

- Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

- 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?

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

The following thresholds are derived from Riverside County's Environmental Assessment Checklist, as modified by the 2018 updates to Appendix G to the CEQA Guidelines, in order to evaluate the significance of the proposed Project's impacts on utilities and service systems. The proposed Project would result in a significant impact to utilities and service systems if the Project or any Project-related component would:

a. *Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage systems, whereby the construction or relocation would cause significant environmental effects;*

b. *Have insufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years;*

c. *Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects;*

d. *Result in a determination by the wastewater treatment provider that serves or may service the project that it has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitments;*

e. *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;*

f. *Fail to comply with federal, State, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan);*

g. *Impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects:*

    1. *Electricity;*

2. *Natural gas;*
3. *Communications systems;*
4. *Street lighting;*
5. *Maintenance of public facilities, including roads; or*
6. *Other governmental services.*

The significance thresholds set forth in Riverside County's Environmental Assessment Checklist, as modified per the 2018 updates to the CEQA Guidelines, were used to evaluate the significance of the proposed Project's impacts to utilities and service systems.

4.20.4 Impact Analysis

Threshold a.: ***Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage systems, whereby the construction or relocation would cause significant environmental effects?***

A. Water Service and Facilities

As described in EIR Subsection 3.5.3.H, under existing conditions, there is a 20-inch TVWD water line within the existing alignment of Temescal Canyon Road along the Project site's frontage, as well as several existing water lines within Dawson Canyon Road North that range in size from 2 inches to 42 inches. As part of the Project, a 12-inch water line is proposed within Dawson Canyon Road South, which would connect to the existing 16-inch water main located within Dawson Canyon Road North and would extend southeasterly to just east of proposed Driveway 6. A proposed 12-inch private water line is proposed to extend on site between the proposed 12-inch water line within Dawson Canyon Road South, would extend through the Project site at Driveway 5 between proposed Buildings 4 and 7, southerly to the west of Building 6, and west via Driveway 1 where it would connect to the existing 20-inch TVWD water main within Temescal Canyon Road. Domestic water service to individual buildings would be accommodated by a series of 2- to 3-inch water lines connecting to either the proposed water line within Dawson Canyon Road South or the proposed on-site 12-inch water line that would extend through the Project site. For fire water service, a series of 10-inch fire water lines are proposed around each of the proposed buildings, and would connect to either the proposed on-site 12-inch water main, the proposed 12-inch line within Dawson Canyon Road South, and/or the 20-inch water main within Temescal Canyon Drive.

Impacts associated with the above-described Project-related water facilities are inherent to the Project's construction phase, and impacts have been evaluated throughout this EIR under the appropriate subject headings (e.g., air quality, biological resources, etc.). Where significant direct or cumulative impacts are identified, mitigation measures have been imposed to reduce the Project's impacts to the maximum feasible extent. There are no environmental impacts that would occur specifically related to the Project's proposed water improvements. As such, with the mitigation measures specified in this EIR, Project impacts due to water improvements would be less than significant.

B. Wastewater Facilities

As described in EIR Subsection 3.5.3.H, under existing conditions, there is an 18-inch sewer main within Temescal Canyon Road, as well as an existing 24-inch sewer line. As part of the Project, an 8-inch sewer lateral would be constructed within Dawson Canyon Road North that would connect to the existing 18-inch sewer line within Temescal Canyon Road just north of the intersection of Temescal Canyon Road at Dawson Canyon Road North. A series of sewer lines would be constructed on site ranging in size from 6 to 8 inches that would connect to the proposed 8-inch sewer line within Dawson Canyon Road North near the northwestern corner of the Project site. Impacts associated with the proposed sewer system are inherent to the Project's construction phase, and impacts have been evaluated throughout this EIR under the appropriate subject headings (e.g., air quality, biological resources, etc.). Where significant direct or cumulative impacts are identified, mitigation measures have been imposed to reduce the Project's impacts to the maximum feasible extent. There are no environmental impacts that would occur specifically related to the Project's proposed sewer improvements that have not already been addressed by this EIR. As such, with the mitigation measures specified in this EIR, Project impacts due to sewer improvements would be less than significant.

C. Wastewater Treatment

Wastewater generated by the Project would be conveyed for treatment via the existing 18-inch sewer main to the TVWRF, which is located approximately 0.8-mile northwest of the Project site. As previously indicated, the TVWRF is capable of treating 1.57 MGD of raw sewage and producing tertiary reclaimed water, and is currently undergoing an expansion that would increase the capacity to 2.25 MGD. Thus, under existing conditions the average daily excess treatment capacity at the TVWD is approximately 407,650 gpd, and the average daily excess treatment capacity at the TVWD will increase to 1,087,650 gpd with the expansion to 2.25 MGD. (TVWD, 2021, p. 6-6 and Table 6-3)

As shown in Table 4.20-3, *Project-Related Wastewater Generation*, and considering only the 33.63 acres of the Project site that are proposed for light industrial land uses, at buildout the Project is anticipated to generate approximately 50,445 gallons per day (gpd) of wastewater requiring treatment, based on the rates used in EIR No. 521, which was prepared in conjunction with Riverside County's 2015 General Plan Update. The Project's wastewater generation would represent approximately 3.2% of the TVWRF's current total average daily treatment capacity, or approximately 12.3% of the current 407,650 gpd average daily excess capacity at the TVWRF. With the current expansion, which is likely to be in place prior to Project buildout and occupancy, the Project's daily sewer generation would represent 2.2% of the total expanded daily treatment capacity of 2.25 MGD, or approximately 4.6% of the 1,087,650 projected excess daily capacity at the TVWRF. Furthermore, the TVWD has indicated it has the capacity to handle wastewater generated by the proposed Project (refer to EIR *Technical Appendix L*). Accordingly, the Project would not result in or require the expansion of the existing facilities at the TVWRF, and impacts would therefore be less than significant. (TVWD, 2021, p. 6-6 and Table 6-3)

Table 4.20-3 Project-Related Wastewater Generation

Land Use	Acreage	Generation Factors	Wastewater Generation (gpd)
Industrial	33.63 acres	1,500 gpd/acre	50,445
Total:	**--**	**--**	**50,445**

(Riverside County, 2015, Table 4.19-BJ)

D. Stormwater Drainage System

As described in EIR Subsection 3.5.3.G, off-site run-on generated from neighboring properties to the southeast either would be intercepted by a proposed channel adjacent to the realigned Coldwater Canyon Wash, which would convey these existing flows away from the Project site to the Temescal Wash, or would be intercepted by proposed drainage facilities within the realigned Temescal Canyon Road, which also ultimately would convey flows away from the Project site to the Temescal Wash. Runoff generated on site would be conveyed to a series of catch basins and storm drain lines. All runoff generated on site would be subject to water quality treatment prior to ultimate discharge into Temescal Wash. Specifically, all runoff would be conveyed to Continuous Deflective Separator (CDS) and Stormtech underground retention/infiltration chambers. Runoff ultimately would discharge into the Temescal Wash via an existing double 12'W x 7'H RCB northeast of the Temescal Canyon Road and Dawson Canyon Road North intersection. In addition, as part of the Project the Coldwater Canyon Wash would be realigned from the western site boundary to a proposed drainage channel located along the southeastern Project boundary. A 180-foot-wide drainage easement is proposed along the southeastern boundary for the realigned drainage. A dual 10-foot arch culvert bridge crossing would be constructed along Dawson Canyon Road South where it crosses the proposed realigned drainage channel. In addition, the Project would construct additional drainage lines as well as a swale to accommodate flows from proposed sidewalks to be constructed along the existing alignment of Temescal Canyon Road.

Impacts associated with the proposed drainage system are inherent to the Project's construction phase, and impacts have been evaluated throughout this EIR under the appropriate subject headings (e.g., air quality, biological resources, etc.). Where significant direct or cumulative impacts are identified, mitigation measures have been imposed to reduce the Project's impacts to the maximum feasible extent. There are no environmental impacts that would occur specifically related to the Project's proposed storm drainage improvements. As such, with the mitigation measures specified in this EIR, Project impacts due to stormwater drainage improvements would be less than significant.

Threshold b.: ***Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?***

The TVWD is responsible for supplying water services in the Project area. In December 2021, the TVWD adopted its 2020 UWMP, which provides a framework for long-term water planning and informs the public of the TVWD's plans to ensure adequate water supplies through the year 2045. TVWD's UWMP identifies current and future water demands and supplies, and provides a planning framework for water-related management decisions. (TVWD, 2021, p. 1-2)

As indicated in Table 4.20-4, *Project-Related Water Demand*, the Project would result in an annual demand for approximately 32.62 AFY of water, or approximately 29,121 gpd. The TVWD UWMP bases its growth assumptions, in part, based on the land use designations of general plans within the TVWD's service area. At the time the 2020 UWMP was adopted by the TVWD, the portions of the Project site proposed for development with warehouse uses were designated by the Riverside County General Plan for Light Industrial (LI) and Community Center (CC) land uses. The Project's proposed warehouse buildings are fully consistent with both the LI and CC land use designations, as the CC land use designation allows for a range of uses, including light industrial uses. However, the CC land use designation also allows for other types of uses, including commercial retail uses, that have a higher demand for potable water than light industrial uses. Thus, the Project's water demand would be consistent with the water demand projections identified by the UWMP. The UWMP demonstrates that the TVWD would have sufficient water supplies even during single and multiple dry years to meet the projected demand within its district through year 2045. Because the Project's anticipated water demand would be within the demand projections identified by the UWMP, it can be concluded that the TVWD would have sufficient water supplies to serve the Project based on existing entitlements and resources. Additionally, the Project would not require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Therefore, impacts associated with the Project's water demand would be less than significant.

Table 4.20-4 Project-Related Water Demand

Land Use	Acreage	Generation Factors	Water Demand
Industrial	33.63 acres	0.97 AFY/acre	32.62 AFY
Total:	**--**	**--**	**32.62 AFY**

(Riverside County, 2015, Table 4.19-BI)

Threshold c.: ***Would the Project require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?***

No septic systems are proposed as part of the Project. As discussed under the analysis of Threshold a., the Project would be provided sanitary sewer service by the TVWD. A description of proposed sewer improvements is provided in EIR Subsection 3.5.3.G. As discussed therein, an 8-inch sewer line would be constructed within Dawson Canyon Road North that would connect to an existing 18-inch sewer line within Temescal Canyon Road just north of the intersection of Temescal Canyon Road at Dawson Canyon Road North. A series of sewer lines would be constructed on site ranging in size from 6 to 8 inches that would connect to the proposed 8-inch sewer line within Dawson Canyon Road North near the northwestern corner of the Project site. Impacts associated with the Project's proposed sewer improvements are inherent to the Project's construction phase, and impacts have been evaluated throughout this EIR under the appropriate subject headings (e.g., air quality, biological resources, etc.). Where significant direct or cumulative impacts are identified, mitigation measures have been imposed to reduce the Project's impacts to the maximum feasible extent. There are no environmental impacts that would occur specifically related to the Project's proposed sewer improvements that have not already been addressed in pertinent sections of this EIR. As such, with the

mitigation measures specified in this EIR, Project impacts due to proposed sewer improvements would be less than significant.

Threshold d.: ***Would the Project result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

As discussed under the analysis of Threshold a., wastewater generated by the Project would be conveyed to the TVWRF for treatment. As previously shown in Table 4.20-3, at buildout the Project is anticipated to generate approximately 50,445 gpd of wastewater requiring treatment. The Project's wastewater generation would represent approximately 3.2% of the TVWRF's current total daily treatment capacity, or approximately 12.3% of the current 407,650 gpd average daily excess capacity at the TVWRF. With the current expansion, which is likely to be in place prior to Project buildout and occupancy, the Project's daily sewer generation would represent 2.2% of the total expanded treatment capacity of 2.25 MGD, or approximately 4.6% of the 1,087,650 projected average daily excess capacity at the TVWRF. Furthermore, the TVWD has indicated it has the capacity to handle wastewater generated by the proposed Project (refer to EIR *Technical Appendix L*). Accordingly, the Project would not result in or require the expansion of the existing facilities at the TVWRF, and impacts would therefore be less than significant.

Threshold e.: ***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?***

Solid waste generated by the Project would be disposed of at the El Sobrante Landfill, although the Lamb Canyon Landfill and the Badlands Landfill also could handle solid waste generated by the Project. The El Sobrante Landfill is permitted to receive 16,054 tpd, and data from March 2024 shows that the El Sobrante Landfill received an average of 9,158 tpd (including an average of 3,032 tpd for in-County waste) (CalRecycle, 2024a). The Lamb Canyon Landfill is permitted to receive 5,000 tpd, and data from March 2024 shows that the Lamb Canyon Landfill received an average of 1,838 tpd (including 1,834 tpd of in-County waste) (CalRecycle, 2024b). The Badlands Landfill is permitted to receive 5,000 tpd, and data from March 2024 shows that the Badlands Landfill received an average of 2,558 tpd (including 2,199 tpd of in-County waste) (CalRecycle, 2024c).

As shown in Table 4.20-5, *Project Solid Waste Generation*, buildout and occupancy of the Project is estimated to produce approximately 18.75 tpd of solid waste, or approximately 6,843 tons per year (tpy). Per the Riverside Countywide Integrated Waste Management Plan (CIWMP), which applies to the Project, up to 50% of its solid waste would need to be diverted from area landfills. In conformance with the CIWMP, the Project Applicant is required to work with future contract refuse haulers to implement recycling and waste reduction programs for solid wastes.

Table 4.20-5 Project Solid Waste Generation

Land Use	Square Footage (s.f.)	Generation Factors	Total Solid Waste Generated (tpy)	Average Solid Waste per Day (tpd)
Industrial	633,607 s.f.	10.8 tons/1,000 s.f.	6,843 tpy	18.75 tpd
Totals:	**633,607 s.f.**	**--**	**6,843 tpy**	**18.75 tpd**

(Riverside County, 2015, Table 4.17-N)

As noted, due to the proximity of the El Sobrante Landfill to the Project site, it is expected that solid waste generated by the Project would be disposed of at this facility. The El Sobrante Landfill has a permitted disposal capacity of 16,054 tpd. The Project's 18.75 tpd of solid waste would represent 0.12% of the permitted daily disposal capacity at the El Sobrante Landfill. Additionally, the Lamb Canyon Landfill and Badlands Landfill each have a permitted disposal capacity of 5,000 tpd. The Project's solid waste generation would represent 0.38% of the daily disposal capacity at the Lamb Canyon Landfill and Badlands Landfill. Because the Project would generate a relatively small amount of solid waste per day, as compared to the permitted daily capacities for the El Sobrante Landfill, Lamb Canyon Landfill, and Badlands Landfill, it is anticipated that these regional landfill facilities would have sufficient daily capacity to accept solid waste generated by the Project. (CalRecycle, n.d.) As such, because regional solid waste facilities would have adequate capacity to handle solid waste generated by the Project's construction and operational phases, impacts would be less than significant.

Threshold f.: ***Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?***

The proposed Project would be regulated by the Riverside Countywide Integrated Waste Management Plan (CIWMP) (RCWRMD, 1996). The CIWMP outlines goals, policies, and programs Riverside County and its cities would implement to create an integrated and cost-effective waste management system that complies with the provisions of AB 939 and its diversion mandates. Additionally, AB 341 made a legislative declaration 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, although the California Department of Resources Recycling and Recovery may not establish or enforce a diversion rate greater than the 50% as set forth by the CIWMP (per Public Resources Code § 41780.01[b]).

The proposed Project would be regulated by the RCDWR and would be required to comply with the CIWMP's requirement to divert up to 50% of its solid waste from area landfills. In conformance with the CIWMP, the Project Applicant is required to work with future contract refuse haulers to implement recycling and waste reduction programs for solid wastes. Implementation of a waste disposal strategy for the proposed Project would assist Riverside County in achieving the mandated goals of the IWMA by developing feasible waste programs that encourage source reduction, recycling, and composting. The RCDWR is specifically charged with the responsibility of implementing programs that ensure that unincorporated Riverside County achieves 50% diversion of solid waste from landfill disposal as well as monitoring and reporting unincorporated Riverside County's compliance with the CIWMP and AB 939. With mandatory compliance to AB 939, AB

341, and RCDWR's programs and policies, the Project would result in a less-than-significant impact due to a conflict with federal, State, and local management and reduction statutes and regulations related to solid wastes, including the CIWMP.

Threshold g.: ***Would the Project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects:***

1. Electricity;

2. Natural Gas;

3. Communications systems;

4. Street lighting;

5. Maintenance of public facilities, including roads; or

6. Other governmental services?

Electric service is currently available to the proposed Project site through Southern California Edison, although existing facilities would need to be expanded as necessary to provide service to the Project. However, the Project area already is served by existing electrical lines; therefore, the construction of electricity facilities as necessary to serve the proposed Project would occur within the areas already planned for impact by the Project or within existing, improved roadways. Therefore, the construction of electrical facilities necessary to serve the proposed Project would not result in any significant impacts to the environment that are not already addressed by this EIR. No additional mitigation would be required.

There are no anticipated capacity restrictions which could limit the ability of the SoCal Gas Company to provide service to the proposed Project. Points of connection to SoCal Gas Company main lines would be resolved as the proposed Project and other projects planned for the area commence their utility design and interconnection plans. It is anticipated that construction of any off-site natural gas utility connections would occur within existing disturbed public rights-of-way. As such, the construction of these utility connections is evaluated under the appropriate subject headings within this EIR, and no new impacts would occur specifically related to natural gas service that have not already been addressed.

Due to long-range planning efforts by the energy purveyors, Project implementation is not anticipated to result in the need for the construction or expansion of off-site gas generation facilities, although some new distribution lines would be necessary (as discussed above). Any future need for regional energy facilities related to cumulative growth in the service areas of SoCal Gas would be determined by the service agencies as part of their long-range growth projections. Accordingly, provision of gas service to the proposed Project site would not result in any significant environmental impacts not already addressed under relevant sections of this EIR.

Points of connection to telecommunication facilities would be resolved as the proposed Project and other projects planned for the area commence their utility design and interconnection plans. It is anticipated that any

off-site construction of communication utility connections would occur within existing disturbed public rights-of-way. As such, the construction of communication utility connections is evaluated under the appropriate subject headings within this EIR. No environmental impacts would occur from the provision of these utilities, as all lines would be installed within the disturbance areas of existing roadway rights-of-way and/or on site within areas already planned for physical impacts as part of the Project.

The Project would require a number of drainage features on site, including a series of catch basins, CDS units, and Stormtech underground retention/infiltration chambers proposed throughout the Project site. Runoff ultimately would discharge into the Temescal Wash via an existing double 12'W x 7'H RCB northeast of the Temescal Canyon Road and Dawson Canyon Road North intersection. In addition, as part of the Project the Coldwater Canyon Wash would be realigned from the western site boundary to a proposed drainage channel located along the southeastern Project boundary. However, the proposed drainage improvements would be located in on-site areas, impacts to which have been evaluated throughout this EIR, and mitigation is identified where necessary to reduce impacts to a level below significance. Therefore, the construction of stormwater drainage facilities needed to serve the Project would not result in any impacts to the environment beyond what is evaluated, disclosed, and mitigated by other sections of this EIR. Additional mitigation would not be required.

The Project would provide street lighting as required by Riverside County in accordance with Ordinance No. 461 (Roadway Standards) and Ordinance No. 460 (Subdivision of the Land). All physical environmental impacts associated with street lighting and maintenance would occur within the boundaries of the on- and off-site improvement areas, the impacts of which are described throughout this EIR. Therefore, no additional impacts to the environment would occur that are not already addressed by this EIR, and additional mitigation would not be required.

Implementation of the proposed Project would result in improvements to roadways abutting the Project site, including Temescal Canyon Road, Dawson Canyon Road North, and Dawson Canyon Road South. These improved roadways would require maintenance by Riverside County. Maintenance of the public roadways abutting the Project site would not result in any significant impacts to the environment. Impacts associated with the proposed improvements to these roadways already are evaluated in appropriate sections of this EIR, and any identified impacts have been mitigated to the maximum feasible extent. Maintenance of the major roadway facilities within the Project site would be funded through the Project developer's payment of Development Impact Fees (DIF) and future building owners' payment of property taxes. Therefore, the maintenance of roadways proposed by the Project would not result in any new impacts to the environment beyond that which is already disclosed and mitigated by this EIR, and a less-than-significant impact would occur.

No other known facilities would require off-site construction or maintenance as a result of the proposed Project.

Based on the foregoing analysis, impacts associated with the construction or expansion of utility facilities would be less than significant or otherwise mitigated to the maximum feasible extent by this EIR. No additional mitigation would be required.

4.20.5 Cumulative Impact Analysis

The cumulative study area used for the analysis of water and wastewater includes areas within TVWD's service area for water and wastewater services, and is based on the buildout of the Riverside County General Plan and the general plans of cities within TVWD's service area. The cumulative study area for solid waste comprises western Riverside County, as all areas of western Riverside County are served by WMIE, and is based on the buildout of the Riverside County General Plan and the general plans of cities within western Riverside County. For the remaining issue areas, the cumulative impact analysis considers development of the Project in conjunction with other development projects and planned development in the vicinity of the Project site.

As discussed under the analysis of Threshold a., the Project would require a number of improvements related to water, wastewater treatment, and storm drainage systems, although such improvements are inherent to the Project's construction phase. Cumulatively-considerable impacts associated with Project construction activities have been evaluated throughout this EIR, and where necessary mitigation measures have been identified to reduce the Project's cumulatively-considerable effects to the maximum feasible extent. There are no components of the Project's proposed water, wastewater, or storm drainage systems that could result in impacts not already evaluated by other sections of this EIR. Accordingly, impacts associated with the construction of new or expanded water, wastewater treatment, and stormwater drainage systems would be less-than-cumulatively considerable.

The analysis of Threshold b. demonstrates that the TVWD would have sufficient water supplies available to serve the Project as well as other reasonably foreseeable future development during normal, dry, and multiple dry years. The TVWD UWMP evaluates the water demands of both the Project and other cumulative developments within TVWD's service area, and the Project is within the growth assumptions utilized in the UWMP. Because the UWMP demonstrates that the TVWD has the capacity to serve future development within its service area, cumulatively-considerable impacts to water supply would be less than significant.

As discussed under the analysis of Thresholds c. and d., the Project would require a number of improvements to provide sewer service to the Project site, although impacts associated with such improvements are inherent to the Project's construction phase. Cumulatively-considerable impacts associated with Project construction activities have been evaluated throughout this EIR, and where necessary mitigation measures have been identified to reduce the Project's cumulatively-considerable effects to the maximum feasible extent. There are no components of the Project's proposed wastewater improvements that would result in impacts not already evaluated by other sections of this EIR. Accordingly, impacts associated with the construction of new or expanded wastewater treatment conveyance facilities would be less-than-cumulatively considerable.

The Project's wastewater generation would represent approximately 3.2% of the TVWRF's current total daily treatment capacity, or approximately 12.3% of the current 407,650 gpd average daily excess capacity at the TVWRF. With the current expansion at the TVWRF, which is likely to be in place prior to Project buildout and occupancy, the Project's daily sewer generation would represent 2.2% of the total expanded treatment capacity of 2.25 MGD, or approximately 4.6% of the 1,087,650 projected average daily excess capacity at the TVWRF. Although the Project and other cumulative developments ultimately could contribute to the need for

expanded capacity at the TVWRF, impacts associated with such expansion would be subject to CEQA once plans for such expansion have been prepared by the TVWD. As no such plans are currently available, it would be speculative to evaluate potential cumulatively-considerable impacts associated with the proposed expansion (CEQA Guidelines § 15145). As such, Project impacts due to wastewater capacity would be less-than-cumulatively considerable.

As previously discussed in the analysis provided under Threshold e., solid waste generated by construction and operation of the Project would represent nominal proportions of the daily disposal capacity at the El Sobrante Landfill, Lamb Canyon Landfill, and/or Badlands Landfill. The landfills are currently projected to remain open until as far into the future as 2059 (Badlands Landfill) and have sufficient daily capacity to handle solid waste generated by the Project and other cumulative developments both during construction and long-term operation. The Project would not directly result in the need for expanded solid waste disposal facilities, as the El Sobrante Landfill, Lamb Canyon Landfill, and Badlands Landfill have sufficient existing capacity to handle solid waste generated by the Project. Rather, the Project's incremental contribution to solid waste generation may contribute to an ultimate need for expanding the solid waste disposal facilities that would serve the Project and/or the construction of additional solid waste disposal facilities. Moreover, it is possible that as other developments in the region are proposed, the RCDWR and WMIE may opt to construct new solid waste disposal facilities to serve those developments, and such facilities may or may not receive solid waste generated by the Project. Although the Project has the potential to cumulatively contribute to the demand for new or expanded solid waste disposal facilities, the construction of which could significantly impact the environment, it is too speculative for evaluation in the absence of a proposed expansion or development plan (CEQA Guidelines, 14 CCR § 15145). Therefore, the Project's cumulatively-considerable impacts to solid waste disposal facilities are evaluated as less than significant.

The Project would adhere to regulations set forth by local and State regulations (including AB 341 and AB 939) during both construction and long-term operations. Other cumulative developments would also be required to comply with such regulations. As such, the Project as well as other cumulative developments in the area would not result in cumulative impacts with respect to compliance with federal, State, and local statutes and regulations related to solid wastes. Impacts would be less-than-cumulatively considerable.

Cumulative impacts associated with the provision of facilities for electricity, natural gas, communications systems, stormwater drainage, street lighting, maintenance of facilities, construction of off-site sewer and water lines, and other governmental services are evaluated throughout the appropriate issue areas in this EIR. In all cases, where cumulatively-considerable impacts associated with any Project component are identified, mitigation measures have been imposed to reduce such impacts to the maximum feasible extent. Accordingly, cumulatively-considerable impacts associated with the provision of utility facilities to serve the proposed Project would be less than significant.

4.20.6 Significance of Impacts Before Mitigation

Threshold a.: Less-than-Significant Impact. Although the Project would require construction of new or expanded water, wastewater conveyance, and stormwater drainage systems, impacts associated with the construction of such facilities have been evaluated throughout this EIR under the appropriate subject headings

(e.g., air quality, biological resources, etc.). Where significant direct or cumulative impacts are identified, mitigation measures have been imposed to reduce the Project's impacts to the maximum feasible extent. There are no environmental impacts that would occur specifically related to the Project's proposed water, sewer, and drainage improvements that have not already been addressed. As such, with the mitigation measures specified in this EIR, Project impacts due to water, sewer, and drainage improvements would be less than significant. Additionally, the Project's wastewater generation would represent approximately 3.2% of the TVWRF's current total average daily treatment capacity, or approximately 12.3% of the current 407,650 gpd average daily excess capacity at the TVWRF. With the current expansion, which is likely to be in place prior to Project buildout and occupancy, the Project's daily sewer generation would represent 2.2% of the total expanded daily treatment capacity of 2.25 MGD, or approximately 4.6% of the 1,087,650 projected excess daily capacity at the TVWRF. Furthermore, the TVWD has indicated it has the capacity to handle wastewater generated by the proposed Project (refer to EIR *Technical Appendix L*). Accordingly, the Project would not result in or require the expansion of the existing facilities at the TVWRF, and impacts would therefore be less than significant.

Threshold b.: Less-than-Significant Impact. The UWMP demonstrates that the TVWD would have sufficient water supplies even during single and multiple dry years to meet the projected demand within its district through year 2045. Because the Project's anticipated water demand would be within the demand projections identified by the UWMP, it can be concluded that the TVWD would have sufficient water supplies to serve the Project based on existing entitlements and resources. Additionally, the Project would not require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Therefore, impacts associated with the Project's water demand would be less than significant.

Threshold c.: Less-than-Significant Impact. Impacts associated with the Project's proposed sewer improvements are inherent to the Project's construction phase, and impacts have been evaluated throughout this EIR under the appropriate subject headings (e.g., air quality, biological resources, etc.). Where significant direct or cumulative impacts are identified, mitigation measures have been imposed to reduce the Project's impacts to the maximum feasible extent. There are no environmental impacts that would occur specifically related to the Project's proposed sewer improvements that have not already been addressed in pertinent sections of this EIR. As such, with the mitigation measures specified in this EIR, Project impacts due to proposed sewer improvements would be less than significant.

Threshold d.: Less-than-Significant Impact. The Project's wastewater generation would represent approximately 3.2% of the TVWRF's current total daily treatment capacity, or approximately 12.3% of the current 407,650 gpd average daily excess capacity at the TVWRF. With the current expansion, which is likely to be in place prior to Project buildout and occupancy, the Project's daily sewer generation would represent 2.2% of the total expanded treatment capacity of 2.25 MGD, or approximately 4.6% of the 1,087,650 projected average daily excess capacity at the TVWRF. Furthermore, the TVWD has indicated it has the capacity to handle wastewater generated by the proposed Project (refer to EIR *Technical Appendix L*). Accordingly, the Project would not result in or require the expansion of the existing facilities at the TVWRF, and impacts would therefore be less than significant.

Threshold e.: Less-than-Significant Impact. Regional solid waste facilities would have adequate capacity to handle solid waste generated by the Project's construction and operational phases. 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. Accordingly, impacts would be less than significant.

Threshold f.: Less-than-Significant Impact. With mandatory compliance to AB 939, AB 341, and RCDWR's programs and policies, the Project would not result in a significant impact due to noncompliance with regulations related to solid waste. A less-than-significant impact would occur.

Threshold g.: Less-than-Significant Impact. Impacts associated with the construction or expansion of utility facilities would be less than significant or otherwise mitigated to the maximum feasible extent by this EIR. No additional mitigation would be required.

4.20.7 County Regulations, Design Requirements, and Mitigation

Applicable County Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable county regulations and design requirements.

- The Project is required to comply with the provisions of the California IWMA of 1989 (AB 939) which mandates a reduction of disposed waste throughout California.

- The Project is required to comply with the provisions of the California Solid Waste Reuse and Recycling Act (AB 1327) which developed a model ordinance for adoption of recyclable materials in development projects. AB 1327 requires all development projects that are commercial, industrial, institutional, or marina in nature and where solid waste is collected and loaded, to provide an adequate area for collecting and loading recyclable materials over the lifetime of the project. The area is required to be provided before building permits are issued.

- The Project is required to comply with the provisions of the Mandatory Commercial Recycling Program (AB 341): AB 341 made a legislative declaration 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 required by the California Department of Resources, Recycling, and Recovery, by January 1, 2014, to provide a report to the Legislature that provides strategies to achieve that policy goal and also includes other specified information and recommendations.

- The Project would be subject to the following applicable standard conditions of approval imposed on the Project by the RCDWR:
    - Prior to issuance of a building permit, a Waste Recycling Plan (WRP) shall be submitted to the Riverside County Department of Waste Resources for approval. At a minimum, the WRP must

identify the materials (i.e., cardboard, concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts; the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of material; the facilities and/or haulers that will be utilized; and the targeted recycling or reduction rate. During Project construction, the Project site shall have, at a minimum, two bins: one for waste disposal and the other for the recycling of Construction and Demolition (C&D) materials. Additional bins are encouraged to be used for further source separation of C&D recyclable materials. Accurate record keeping (receipts) for recycling of C&D recyclable materials and solid waste disposal must be kept. Arrangements can be made through the franchise hauler.

- Prior to final building inspection, evidence (i.e., receipts or other type of verification) to demonstrate Project compliance with the approved WRP shall be presented by the Project proponent to the Planning Division of the Riverside County Department of Waste Resources in order to clear the project for occupancy permits. Receipts must clearly identify the amount of waste disposed and Construction and Demolition (C&D) materials recycled.
- Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, State, and local regulations and ordinances, any hazardous waste generated in association with the Project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint, batteries, oil, asbestos, and solvents.

Mitigation

The mitigation measures identified throughout this EIR for Project-related construction impacts (e.g., air quality, biological resources, etc.) shall apply. Project impacts to utilities and service systems would be less than significant; therefore, no additional mitigation is required related to utilities and service system improvements proposed as part of the Project.

4.21 WILDFIRE

In order to address the Project's potential to cause or exacerbate wildfire risks in the local area, a technical memorandum was prepared by Firewise 2000, LLC (herein, "Firewise"). This report is titled, "Fire Hazard, Emergency Services Access, and Evacuation Measures re: Temescal Valley Commerce Center EIR," is dated February 10, 2025, and is included as *Technical Appendix N* (Firewise, 2025). Refer to Section 7.0*, References*, for a complete list of reference sources.

4.21.1 EXISTING CONDITIONS

A. *Topography*

As previously shown on EIR Figure 2-8, the topography of the Project site is characterized by relatively flat lands that have been subject to heavy disturbance due to the past uses of the site as a concrete pipe manufacturing facility. Elevations on site range from approximately 915 feet above mean sea level (amsl) in the northern portion of the Project site (within the Temescal Wash) to approximately 971 feet amsl at the southwest corner of the site. Overall topographic relief is approximately 56 feet.

B. *Existing Vegetation*

Under existing conditions, the Project site largely consists of disturbed unvegetated lands, with scattered areas of ruderal vegetation and trees occurring in the northern portion of the Project site and along the site's frontage with abutting roadways. As previously discussed in EIR Subsection 4.4, the majority of the 46.14-acre Project site comprises "Disturbed/Developed" lands. The remaining portions of the Project site consist of scattered vegetation communities, including "Disturbed Riversidean Sage Scrub" on 2.87 acres; "Riversidean Alluvial Fan Sage Scrub" and "Disturbed Riversidean Alluvial Fan Sage Scrub" on approximately 2.87 acres; "Ornamental and Native Trees" on approximately 1.31 acres; the "Coldwater Canyon Wash" on approximately 1.18 acres; and the Temescal Wash on approximately 0.54-acre. Refer to Subsection 4.4 for a detailed description of the vegetation communities that occur on site under existing conditions. (Cadre, 2024a, Table 1)

C. *Fire Hazard Classification*

Areas designated as being subject to significant hazard in the State of California are mapped by the California Department of Forestry and Fire Protection (CAL FIRE) through its Fire and Resources Assessment Program (FRAP). These maps designate areas in California into fire hazard severity zones (FHSZ) based on a hazard scoring system using subjective criteria for fuels, fire history, terrain influences, housing density, potential for catastrophic losses. Lands under the responsibility of CAL FIRE for wildland fire protection are classified as State Responsibility Areas (SRA). SRA boundaries were adopted by the Board of Forestry and Fire Protection in January 2011, and updated on July 1, 2016. CAL FIRE designates areas into three Fire Hazard Severity Zones (FHSZs): Very High, High, and Moderate. Additionally, local fire protection agencies such as the Riverside County Fire Department are responsible for wildfire protection on lands within their jurisdiction that are classified as Local Responsibility Areas (LRA). The Project site is located within an SRA (CAL FIRE, n.d.).

According to mapping information available from CAL FIRE, the Project site and immediately surrounding areas are classified as having a "Very High" susceptibility to wildland fire hazards (CAL FIRE, 2025a).

D. Wildfire History

According to the California Wildfire History Map, only one recorded fire has occurred in the Project area. This fire occurred on a majority of the Project site in 1982, and was suspected to have been caused by arson. (CAL FIRE, n.d.)

4.21.2 Applicable Regulatory Requirements

The following is a brief description of the federal, State, and local environmental laws and related regulations related to wildfire hazards.

A. Federal Regulations

1. Healthy Forests Restoration Act of 2003

On August 22, 2002, President Bush established the Healthy Forests Initiative, directing the Departments of Agriculture and the Interior, and the Council on Environmental Quality, to improve regulatory processes to ensure more timely decisions, greater efficiency, and better results in reducing the risk of catastrophic wildland fires. On June 5, 2003, the Departments of Agriculture and the Interior adopted two new categorical exclusions from documentation in an environmental assessment or environmental impact statement (EIS): an exclusion for hazardous-fuel reduction and another for rehabilitation of resources and infrastructure damaged by wildfire (68 FR 33814). (DOI, 2003)

B. State Regulations

1. Public Resources Code Sections 4290-4299

Public Resources Code Sections 4290-4299 establish minimum Statewide fire safety provisions pertaining to: roads for fire equipment access; signs identifying streets, roads, and buildings; minimum private water supply reserves for emergency fire use; and fire fuel breaks and greenbelts. With certain exceptions, all new construction after July 1, 1991, in potential wildland fire areas, is required to meet these Statewide standards. The State requirements, however, do not supersede more restrictive local regulations. (CA Legislative Info, n.d.)

As defined by the California Department of Forestry and Fire Protection (CAL FIRE), wildland areas defined as State Responsibility Areas (SRAs) may contain substantial wildfire risks and hazards. They consist of lands exclusive of cities, and federal lands regardless of ownership. The primary financial responsibility for preventing and suppressing fires within wildlands belongs to the State of California. However, it is not the State of California's responsibility to provide fire protection services to buildings or structures located within the wildlands unless CAL FIRE has entered into a cooperative agreement with a local agency for those purposes pursuant to Public Resources Code Section 4142. As such, wildland areas require disclosure of these fire hazards in real estate transactions, and owners of properties in wildland areas are subject to Public Resources Code Section 4291 maintenance requirements. The law requires CAL FIRE every five years (1991,

1996, 2001, etc.) to provide maps identifying the boundaries of lands classified as SRAs to the Riverside County Assessor. (CA Legislative Info, n.d.)

2. Public Resources Code Section 4213 – Fire Prevention Fees

Pursuant to Public Resources Code Section 4213, in July of 2011, the State of California began assessing an annual Fire Prevention Fee for all habitable structures within SRAs to pay for fire prevention services. SRAs are the portions of California where the State of California is financially responsible for the prevention and suppression of wildfires. The SRA does not include lands within incorporated city boundaries, tribal, or federally owned land. As of 2013, the fee is up to $150 per habitable structure (i.e., a building that can be occupied for residential use, which does not include incidental buildings such as detached garages, barns, outdoor bathrooms, sheds, etc.). (CA Legislative Info, n.d.)

3. California Government Code Sections 51178 and 51182

The Director of CAL FIRE, in cooperation with local fire authorities, shall identify areas that are Very High Fire Hazard Severity Zones (VHFHSZ) in Local Responsibility Areas (LRAs), based on consistent Statewide criteria, and the expected severity of fire hazard. Per California Government Code § 51178, a local agency may, at its discretion, exclude from the requirements of § 51182 an area within its jurisdiction that has been identified as a VHFHSZ, if it provides substantial evidence in the record that the requirements of § 51182 are not necessary for effective fire protection within the area. Alternatively, local agencies may include areas not identified as VHFHSZ by CAL FIRE, following a finding supported by substantial evidence in the record that the requirements of § 51182 are necessary for effective fire protection within the new area. According to § 51182, such changes made by a local agency shall be final, and shall not be rebuttable by CAL FIRE. (CA Legislative Info, n.d.; CA Legislative Info, n.d.)

4. California Code of Regulations (CCR) Title 14 – Natural Resources

California Code of Regulations (CCR) Title 14 constitutes the basic wildland fire protection standards of the California Board of Forestry. These regulations were prepared and adopted to establish minimum wildfire protection standards in conjunction with building, construction, and development within SRAs. Among other things, Title 14 requires that the design and construction of structures, subdivisions, and developments in an SRA provide for basic emergency access and perimeter wildfire protection measures (fire fuel modification zones, etc.). (Westlaw, n.d.)

5. CCR Title 24, Parts 2 and 9 – Fire Codes

Part 2 of Title 24 of the CCR refers to the California Building Code, which contains complete 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 2019 to reflect changes in the base document from the Uniform Building Code to the 2018 International Building Code. Part 9 refers to the California Fire Code, which contains other fire safety-related building standards. In particular, Chapter 7A, "Materials and Construction Methods for Exterior Wildfire Exposure," in the 2010 California Building Code addresses fire safety standards for new construction. In addition, Section 701A.3.2, "New Buildings Located in Any Fire Hazard Severity Zone," states: (CA DGS, 2018)

"*New buildings located in any Fire Hazard Severity Zone within State Responsibility Areas, any Local Agency Very-High Fire Hazard Severity Zone, or any Wildland-Urban Interface Fire Area designated by the enforcing agency for which an application for a building permit is submitted on or after January 1, 2008, shall comply with all sections of this chapter.*"

Additionally, Chapter 49 specifies fuel modification requirements for wildland-urban interface areas that are prone to fire hazards (CA DGS, 2018).

C. Local Regulations

1. Riverside County Ordinance No. 787 – Fire Code Standards

This ordinance addresses implementation of the California Fire Code, based on the International Code Council. The codes prescribe performance characteristics and materials to be used to achieve acceptable levels of fire protection and include the Wildland-Urban Interface (WUI) fire area building standards mentioned above. Collectively, the ordinance establishes the requirements and standards for fire hazard reduction regulations within Riverside County (including additions and deletions to the California Fire Code) to fully protect the health, safety, and welfare of existing and future residents and workers of Riverside County. (Riverside County, 2023b)

Among other things, this ordinance assures that structural and nonstructural architectural elements of the building do not: a) impede emergency egress for fire safety staffing/ personnel, equipment, and apparatus; nor b) hinder evacuation from fire, including potential blockage of stairways or fire doors. In addition, for the purposes of California Fire Code implementation, the ordinance also adds a statement noting: "In accordance with Government Code sections 51175 through 51189, Very High Fire Hazard Severity Zones are designated as shown on a map titled Very High Fire Hazard Severity Zones, dated April 8, 2010, and retained on file at the office of the Fire Chief and supersedes other maps previously adopted by Riverside County designating high fire hazard areas." It also defines a "hazardous fire area" as: "private or public land not designated as State or local fire hazard severity zone (FHSZ) which is covered with grass, grain, brush or forest and situated in a location that makes suppression difficult resulting in great damage. Such areas are designated on Hazardous Fire Area maps filed with the office of the Fire Chief." (Riverside County, 2015a, p. 4.13-49)

2. Riverside County Ordinance No. 695 – Hazardous Vegetation

Hillsides throughout Riverside County are predominantly mapped as having a substantial fire risk; thus, much of Riverside County is subject to PRC Sections 4291-4299 and Riverside County Ordinance No. 695. This ordinance requires property owners in such areas to reduce fire danger through mowing and other fuel modification methods. This ordinance affects anyone who "owns, leases, controls, operates, or maintains any building or structure in, upon, or adjoining any mountainous area or forest-covered lands, brush-covered lands, or grass-covered lands or any land covered with flammable material." (Riverside County, 2015a, p. 4.13-50)

Among other measures, Ordinance No. 695 requires the abatement of "hazardous vegetation," which is defined in the ordinance as vegetation that is flammable and endangers the public safety by creating a fire hazard. The

type of abatement can depend on the location, terrain, and vegetation present, but typically includes the mowing or discing (plowing up) of vegetation, such as seasonal and recurrent weeds, stubble, brush, dry leaves, and tumbleweeds. Abatement is generally required along roadways and habitable structures either on or adjacent to the property. (Riverside County, 2015a, pp. 4.13-50 to 4.13-51)

Prior to development, Riverside County requires a development within a high fire hazard area (SRA or Very High FHSZ Local Responsibility Area [LRA]) to design and implement fuel modification programs for the interface between developed and natural areas within and adjacent to the proposed project area. Such fuel modification plans shall be subject to approval by the Riverside County Fire Department (RCFD). The fuel modification programs shall be achieved through graduated transition from native vegetation to irrigated landscape. The program shall also establish parameters for the percent, age, extent, and nature of native plant removal necessary to achieve Riverside County fire prevention standards to protect human lives and property, while preserving as much natural habitat as practicable. (Riverside County, 2015a, p. 4.13-51)

4.21.3 Basis for Determining Significance

Section XX of Appendix G to the California Environmental Quality Act (CEQA) Guidelines identifies the following threshold questions for evaluating impacts due to wildfire (OPR, 2018a):

- If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

- If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risk, and thereby expose project occupants to pollutant concentrations for a wildfire or the uncontrolled spread of a wildfire?

- If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, 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?

- If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, 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?

The following thresholds are derived from Riverside County's Environmental Assessment Checklist, and are supplemented by the thresholds listed in Appendix G to the CEQA Guidelines, in order to evaluate the significance of the proposed Project's impacts due to wildfires. The proposed Project would result in a significant impact due to wildfires if the Project or any Project-related component 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; or*

e. *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.*

The significance thresholds set forth in Riverside County's Environmental Assessment Checklist, as modified/updated per the 2018 updates to the CEQA Guidelines, were used to evaluate the significance of the proposed Project's impacts due to wildfires.

4.21.4 Impact Analysis

Threshold a.: Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

In April 2023, the Riverside County Emergency Management Department (EMD) published a Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP). The purpose of the LHMP 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-caused hazards. The LHMP describes the County's plans for a variety of potential hazards, ranging from wildfires to tornados. However, the LHMP does not identify any emergency management facilities on the Project site, does not identify any specific evacuation routes within the Project area, and does not identify any policies or requirements specific to the Project site or surrounding areas. Rather, the LHMP provides a series of policies to be enacted by the various agencies and jurisdictions within the County in the event of emergency situations. As noted by the LHMP, "[t]here has been no development within Riverside County unincorporated areas that have increased hazard risk or vulnerability since the previous plan was adopted in 2018 (Riverside County EMD, 2023, p. 49). Therefore, it can be concluded that developments within Riverside County that adhere to the applicable provisions of County ordinances, including design measures related to emergency access, would not result in a conflict with the LHMP. The proposed Project would be required to comply with all applicable provisions of County policies and ordinances related to public safety, including but not limited to Ordinance No. 457, which establishes the County's building and fire protection regulations and includes measures requiring the provision of adequate emergency access and other measures to address fire hazard safety.

During construction and long-term operation of the Project, adequate emergency access for emergency vehicles would be required to be maintained along public streets that abut the Project site. Furthermore, improvements planned as part of the Project are not anticipated to adversely affect traffic operations in the local area, including along nearby segments of Temescal Canyon Road and Dawson Canyon Road. As part of

the County's discretionary review process, Riverside County reviewed the Project's application materials to ensure that appropriate emergency ingress and egress would be available to and from the Project site and that circulation on the Project site was adequate for emergency vehicles. Accordingly, implementation of the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and impacts would be less than significant.

Threshold b.: ***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?***

Threshold e.: ***Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?***

As previously indicated, according to the California Department of Forestry and Fire Protection (CAL FIRE), the Project site and surrounding areas are located within an SRA and are classified as having a "Very High" susceptibility to wildfire hazards (CAL FIRE, 2025a). However, the Project has been designed to provide appropriate setbacks from undeveloped areas containing natural vegetation that could expose the Project site to wildfire hazards. Specifically, and as conceptually depicted on Figure 4.21-1, *Fuel Modification Plan*, the Project has been designed to include two fuel modification zones (FMZs): Zone 0 and Zone 1. The intent of Zone 0, which would encompass the first five feet surrounding the proposed buildings on site, is to create a landscape absent of all combustible materials and requires the most stringent wildland fire fuel reduction and maintenance. This area would be kept clear of combustible material including plants. The soil surface may be bare ground or covered with hardscape features such as pavers, gravel, concrete, rock, or other non-combustible material. FMZ Zone 1, which would begin at the outer edge of Zone 0 and would extend out a minimum of 50 feet, would consist of an irrigated zone that would be free of all combustible construction and materials. This zone includes all the level or nearly level-graded building pad around the structure, and all landscaping within these areas would consist of fire resistant plant species and would be irrigated. Zones 0 and 1 both would be maintained to clear out any fire prone and undesirable plant species, and the landscape plans included as part of the Project's application materials excludes fire prone plant species. In addition, all of the Project's buildings would be constructed in accordance with the California Building Code (CBC), which includes a variety of measures to address fire hazards and safety. Additionally, according to Section 405 of the Riverside County Fire Protection and Emergency Medical Master Plan, property owners are required to maintain an effective fire break involving the removal of all hazardous flammable materials or growth within an area no less than 30 feet from improved areas (i.e., buildings), and the Riverside County Fire Chief may require a distance of up to 100 feet to be cleared if warranted (Riverside County, 1986, Section 405). The proposed FMZs would provide appropriate setbacks from off-site fire hazard areas that would exceed the requirements of the Riverside County Fire Protection and Emergency Medical Master Plan, thereby ensuring that future development on site would not be subject to, and would not exacerbate, wildfire risks. As the County would review future implementing building permits for compliance with the Project's application materials, and because the Project's application materials accommodate the required FMZs and exclude fire-prone plant

VERY HIGH FIRE HAZARD ZONE

Preliminary Defensible Space Zones

FUEL MODIFICATION PLAN WILL BE PREPARED DURING FINAL WORKING DRAWING PHASE ZONES WILL BE COORDINATED WITH COUNTY FIRE DEPARTMENT, LANDSCAPE PLANTING WILL BE REVISED AS NEEDED.

ZONE 0 (5' FROM BLDG)

The intent of Zone 0 is to create a landscape absent of all combustible materials and requires the most stringent wildland fire fuel reduction and maintainenace. This area shall be kept clear of combustibles, plant based landscaping mulch, and all large shrubs and trees. The soil surface may be bare ground or covered with hardscape features such as pavers, gravel, concrete, rock, or other non-combustible material. It may have a few plants, generally confined to pots or containers, that are low growing and nonwoody. No plants shall be grown beneath windows or adjacent to doorways. Each plant shall be properly irrigated and maintained and may include species such as sedges, lilys, and succulents.

ZONE 1 (50' FROM BLDG)

Fuel Treatment Zone 1A is an irrigated zone, commonly called the defensible space zone, and shall be free of all combustible construction and materials. It is measured from the out edge of Zone 0 and extends a minimum of 50 feet from the home or to the lot boundary when 50 feet is not available within a lot. It provides the best protection against the high radiant heat produced by a wildfire. It is generally an open area in which fire suppression forces can operate during wildfire events. This zone includes all the level or nearly level-graded building pad around the structure.

Required Maintenance:
- Remove and replace any dead or dying plant material monthly.
- Remove any combustible material found within 10 feet of each structure.
- Trees must be maintained to have a minimum of six feet of vertical separation from low growing, irrigated vegetation beneath the canopy of each tree.
- All trees must be maintained to the current ANSI A300 standards [Tree, Shrub, and Other Woody Plant Maintenance — Standard Practices (Pruning)] (see (http://www.tcia.org/TCIA/TCIA/BUSINESS/A300_Standards/A300_Standards.aspx).
- The irrigation systems for Fuel Modification Zone 1 shall always be kept in good condition and proper working order.
- The irrigation system shall not be turned off except for necessary repairs, maintenance or during extended periods of rainfall.
- Mulches shall not be greater than 3 inches in depth.
- Drip irrigation systems are allowed to conserve water and reduce the rate of plant growth.

Source(s): Hunter Landscape (02-25-2025)

Figure 4.21-1

Not to Scale

Fuel Modification Plan

species, it can be concluded that the proposed Project would not exacerbate wildfire risks in a manner that would expose Project occupants to pollutant concentrations from a wildfire, would not exacerbate risks associated with the uncontrolled spread of a wildfire, and would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Impacts would be less than significant.

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

As noted under the analysis of Threshold b., the Project has been designed to accommodate FMZs on site which would provide appropriate setbacks from undeveloped areas containing natural vegetation that could expose the Project site to wildfire hazards. For example, based on the Project's conceptual site plan, the buildings have more than adequate on-site defensible space to limit fire hazards. This includes fuel maintenance and modification zones, which would consist of asphalt roadways, parking stalls, loading zones, and irrigated landscaping. Landscaping for the proposed Project would consist of a variety of trees, shrubs, and groundcover, and the landscape plan included as part of the Project's application materials has been designed to exclude all fire-prone plant species. All of the Project's required FMZs would occur on site and no fuel management would be required in off-site areas. Impacts associated with development of the Project as proposed, including the Project's FMZs, have been evaluated throughout this EIR under the appropriate subject heading, and mitigation measures have been identified to reduce the Project's impacts due to physical construction impacts to below a level of significance. There are no impacts to the environment that could result from the planned improvements that have not already been evaluated and mitigated to below a level of significance throughout this EIR. In addition, the analysis of Threshold a. demonstrates that the proposed Project would not exacerbate fire risk because the Project would incorporate FMZs that would consist of paved development areas and/or landscaped areas with non-flammable landscaping. Accordingly, the Project would not 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 not already addressed by this EIR, and impacts would therefore be less than significant.

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

Under existing and proposed conditions, the Project site exhibits little topographic variation, and development on site as proposed would not involve any uses containing natural vegetation or other features subject to wildland fire hazards. Thus, improvements proposed as part of the Project would not result in an increase in wildfire hazard-related risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Areas surrounding the Project site, particularly to the south and east, are identified as having a "Very High" susceptibility to wildfire hazards, and portions of the surrounding area contain hill forms and slopes (RCIT, n.d.; Google Earth, 2024). However, the Project site would be

separated from these areas by Temescal Canyon Road, Dawson Canyon Road, and the proposed 210-foot-wide realigned channel for the Coldwater Canyon Wash. Additionally, the Temescal Wash occurs immediately north of the Project site. As such, any landslides or slope instability that may occur in the surrounding area as a result of wildfires would not affect the Project site. Therefore, the Project would not 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, and impacts would be less than significant.

4.21.5 Cumulative Impact Analysis

The cumulative study area for the issue of wildfire includes areas within a five-mile radius of the Project site. This study area is appropriate for analysis because fire events located more than five miles from the Project site are unlikely to affect the Project, and any fires starting in the Project area likely would not affect lands located more than five miles away.

The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route, and the Project would not serve as an evacuation route under long-term conditions. During construction and at Project build-out, the proposed Project would be required to maintain adequate access for emergency vehicles. Other cumulative developments similarly would be required to accommodate emergency access and facilities. As such, cumulatively-considerable impacts would be less than significant.

As indicated under the analysis of Thresholds b. and e., the Project has been designed to include FMZs that would accommodate appropriate setbacks from undeveloped areas containing natural vegetation that could expose the Project site to wildfire hazards. With implementation of the Project's FMZs, which are depicted on the Project's application materials, there are no components of the proposed Project that would exacerbate wildland fire hazards in the local area, and the buffers accommodated by the Project between the proposed warehouse buildings and open space areas would ensure the Project does not expose people or structures to a significant risk of loss, injury, or death involving wildland fire hazards. Other developments within the cumulative study area would similarly be required to address fire hazards as appropriate and to provide measures to avoid or reduce the potential risk of wildfire in the region. As such, Project impacts due to wildfire hazards would be less-than-cumulatively considerable.

As discussed under the analysis of Threshold c., the Project has been designed to provide FMZs that would accommodate appropriate setbacks from undeveloped areas containing natural vegetation that could expose the Project site to wildfire hazards. This includes FMZs 0 and 1, which would consist of asphalt roadways, parking stalls, and loading zones, with irrigated landscaping occurring only in FMZ Zone 1. Landscaping within FMZ Zone 1 would include flammable vegetation, and thus would not exacerbate fire risk in the local area. Impacts associated with development of the Project site, including the construction of parking and landscaped areas on site, improvements to abutting roadways, and the realigned Coldwater Creek Wash drainage channel are inherent to the Project's construction phase, and cumulatively-considerable impacts associated with Project implementation have been evaluated throughout this EIR under the appropriate subject headings (e.g., biological resources, etc.). The Project would not result in any cumulatively-considerable impacts associated with the Project's proposed buffer from wildland fire hazard areas that have not already been addressed by this EIR. Accordingly, cumulatively-considerable impacts would be less than significant.

Under existing and proposed conditions, the Project site exhibits little topographic variation, and development on site as proposed would not involve any uses containing natural vegetation or other features subject to wildland fire hazards. As such, the Project has no potential to cumulatively contribute to impacts associated with the exposure of 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. Cumulatively-considerable impacts would not occur.

4.21.6 Significance of Impacts Before Mitigation

Threshold a.: Less-than-Significant Impact. The Project site and surrounding areas are not identified as evacuation routes, and there are no adopted emergency response plans or emergency evacuation plans applicable to the Project area. During construction and at Project build-out, the proposed Project would be required to maintain adequate access for emergency vehicles. Accordingly, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and impacts would be less than significant.

Threshold b. and e.: Less-than-Significant Impact. The Project would accommodate on-site FMZs that would accommodate defensible space to limit fire hazards. This includes FMZ Zone 0, in which no landscaping or development would be allowed within five feet of any of the proposed buildings, and FMZ Zone 1, which would consist of asphalt roadways, parking stalls, loading zones, and irrigated landscaping that excludes fire-prone plant species. Areas within the buffer zone would not contain any flammable vegetation that could exacerbate wildfire risks in the local area. Accordingly, the Project would not exacerbate wildfire risks, and thereby would not expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Additionally, the Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Impacts would be less than significant.

Threshold c.: Less-than-Significant Impact. Improvements proposed as part of the Project would provide for on-site defensible space to limit fire hazards. This includes FMZ Zone 0, in which no landscaping or development would be allowed within five feet of any of the proposed buildings, and FMZ Zone 1, which would consist of asphalt roadways, parking stalls, loading zones, and irrigated landscaping that excludes fire-prone plant species. These areas would not consist of flammable vegetation, and thus would not exacerbate fire risk in the local area. Impacts associated with development of the Project site, including the construction of parking and landscaped areas on site, improvements to abutting roadways, and the realigned Coldwater Creek Wash drainage channel are inherent to the Project's construction phase, and impacts associated with such features have been evaluated throughout this EIR under the appropriate subject heading (e.g., biological resources, etc.). Accordingly, the Project would not exacerbate fire risk or involve improvements that may result in temporary or ongoing impacts to the environment that have not already been addressed throughout this EIR, and impacts would therefore be less than significant.

Threshold d.: Less-than-Significant Impact. Under existing and proposed conditions, the Project site exhibits little topographic variation, and development on site as proposed would not involve any uses containing natural

vegetation or other features subject to wildland fire hazards. Thus, improvements proposed as part of the Project would not result in an increase in wildfire hazard-related risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Additionally, the Project site would be separated from areas subject to wildland fire hazards by the Temescal Wash and the proposed realigned channel for the Coldwater Canyon Wash, and therefore the Project site would not be subject to flooding or landslide hazards resulting from wildfires in off-site areas. Furthermore, the proposed warehouse building would be set back from areas subject to wildland fire hazards by a minimum of 190 feet. Therefore, the Project would not 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, and impacts would be less than significant.

4.21.7 County Regulations, Design Requirements, and Mitigation

Significant impacts would not occur; therefore, mitigation measures are not required.

5.0 OTHER CEQA CONSIDERATIONS

5.1 SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

The California Environmental Quality Act (CEQA) Guidelines require that an EIR disclose the significant environmental effects of a project which cannot be avoided if the proposed project is implemented (CEQA Guidelines § 15126[b]). As described in detail in Section 4.0 of this EIR, the proposed Project is anticipated to result in one impact to the environment that cannot be reduced to below a level of significance after the implementation of relevant standard conditions of approval, compliance with applicable laws and regulations, and application of feasible mitigation measures. The significant environmental effect of the proposed Project that cannot be feasibly mitigated is as follows:

- Transportation: Significant and Unavoidable Direct and Cumulatively-Considerable Impact (Vehicle Miles Traveled (VMT)). With implementation of Mitigation Measure MM 4.18-2 the Project would result in 20.4 VMT per employee, which would exceed the Riverside County VMT per employee threshold by 43.7% and would exceed the Unincorporated WRCOG region baseline average total VMT per SP by 83.4%. Although Mitigation Measure MM 4.18-2 would serve to reduce the Project's VMT to the maximum practical extent, it is unlikely that the required mitigation would reduce the Project's Work VMT per employee to below the County's threshold of significance or reduce the Project's total VMT per SP to below the Unincorporated WRCOG region baseline. Accordingly, Project impacts due to VMT would represent a significant and unavoidable impact on both a direct and cumulatively-considerable basis.

5.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL IMPACTS WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

The CEQA Guidelines require EIRs to address any significant irreversible environmental changes that would be involved in the proposed action should it be implemented (CEQA Guidelines § 15126.2(c)). An environmental change would fall into this category if: a) the project would involve a large commitment of non-renewable resources; b) the primary and secondary impacts of the project would generally commit future generations to similar uses; c) the project involves uses in which irreversible damage could result from any potential environmental accidents; or d) the proposed consumption of resources is not justified (e.g., the project results in the wasteful use of energy).

Determining whether the proposed Project may result in significant irreversible environmental changes requires a determination of whether key non-renewable resources would be degraded or destroyed in such a way that there would be little possibility of restoring them. Natural resources in the form of construction materials and energy resources would be used in the construction of the proposed Project, but development of the Project site as proposed would have no measurable adverse effect on the availability of such resources, including resources that may be non-renewable (e.g., fossil fuels). Construction and operation of the proposed Project would not involve the use of large sums or sources of non-renewable energy. Additionally, the Project

is required by law to comply with the California Green Building Standards Code (CALGreen), compliance with which reduces a building operation's energy volume that is produced by fossil fuels. The Project would be subject to regulations to reduce the Project's reliance on non-renewable energy sources. The Project also would be subject to the Energy Independence and Security Act of 2007, which contains provisions designed to increase energy efficiency and availability of renewable energy. The Project also would be subject to California Energy Code, or Title 24, which contains measures to reduce natural gas and electrical demand, thus requiring less non-renewable energy resources. The Project would avoid the inefficient, wasteful, and unnecessary consumption of energy during Project construction, operation, maintenance, and/or removal. With mandatory compliance to the energy efficiency regulations and mitigation measures, the Project would not involve the use of large sums or sources of non-renewable energy.

EIR Subsection 4.9, *Hazards and Hazardous Materials*, provides an analysis of the proposed Project's potential to transport or handle hazardous materials which, if released into the environment, could result in irreversible damage. As concluded in the analysis, compliance with federal, State, and local regulation related to hazardous materials would be required of all contractors working on the property during the Project's construction and of all the future occupants of the Project's buildings. As such, construction and long-term operation of the proposed Project would not have the potential to cause significant irreversible damage to the environment, including damage that may result from upset or accident conditions.

5.3 GROWTH-INDUCING IMPACTS OF THE PROPOSED PROJECT

CEQA requires a discussion of the ways in which the proposed Project would be growth inducing. The CEQA Guidelines identify a project as growth inducing if it would foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment (CEQA Guidelines § 15126.2(d)). New employees and new residential developments represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and including additional economic activity in the area.

A project could indirectly induce growth at the local level by increasing the demand for additional goods and services associated with an increase in population or employment and thus reducing or removing the barriers to growth. This typically occurs in suburban or rural environments where population or employment growth results in increased demand for service and commodity markets responding to the new population of residents or employees. Economic growth would likely take place as a result of the proposed Project's operation as a light industrial, business park, and commercial retail development. The Project's construction- and operational-related employees would purchase goods and services in the region, but any secondary increase in employment associated with meeting these goods and services needs would be marginal, accommodated by existing goods and service providers, and highly unlikely to result in any new physical impacts to the environment. Therefore, while the Project would create economic opportunities caused by introducing new job opportunities to the Project site, this change would not induce substantial new growth in the region.

Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of significance to the environment. Typically, growth-inducing potential of a project would be considered significant if it fosters growth or a concentration of population in excess of what is assumed in pertinent master plans, land use plans,

or in projections made by regional planning agencies such as the Southern California Association of Governments (SCAG). Significant growth impacts also could occur if a project provides infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth significantly affects the environment in some other way.

Areas surrounding the Project site primarily are characterized by scattered light industrial/business park developments and the El Sobrante landfill to the north, with mining and racetrack uses to the east, and open space/undeveloped lands to the east and south. Development of the Project site with seven light industrial warehouse buildings and associated parking areas and landscaping would not directly induce surrounding properties to develop, because areas surrounding the Project site already are designated by the Riverside County General Plan for future development with light industrial, community center, and commercial retail uses. Furthermore, roadway and utility improvements proposed as part of the Project have been designed to serve the proposed Project, and would not remove infrastructure-related obstacles to development of other off-site properties. Additionally, with mandatory improvements, fee payments, and fair-share monetary contributions, all roadways that would serve the Project would have the capacity to accommodate Project and cumulative traffic. The analysis in EIR Subsection 4.20, *Utilities and Service Systems*, demonstrates that the Project would be adequately served by water service, sewer service, drainage facilities, and other utilities and service systems. Accordingly, the growth-inducing impacts of the Project would be less than significant. The Project is not expected to induce growth of land use changes on other parcels in the vicinity, as other lands surrounding the site are either already developed or planned to be developed consistent with their general plan land use designations.

Furthermore, the proposed Project's improvements to the public infrastructure, including roads, drainage infrastructure, and other utility improvements are consistent with Riverside County's General Plan and would not indirectly induce substantial and unplanned population growth in the local area.

5.4 Effects Found Not to be Significant During the Initial Study Process

An Initial Study was not prepared and was not required for the Project. In accordance with CEQA requirements, this Project EIR evaluates all of the environmental topics contained in Appendix G to the CEQA Guidelines, as well as the supplemental topics and thresholds of significance included in Riverside County's Environmental Assessment Checklist.

6.0 ALTERNATIVES

State CEQA Guidelines § 15126.6(a) describes the scope of analysis that is required when evaluating alternatives to proposed projects, as follows:

> *"An EIR shall 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. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selection of a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason."*

As discussed in EIR Section 4.0, *Environmental Analysis*, the proposed Project would result in one significant adverse environmental effect that cannot be mitigated to below levels of significance after the implementation of Project design features, mandatory regulatory requirements, and feasible mitigation measures. The unavoidable significant impact is:

- Transportation: Significant and Unavoidable Direct and Cumulatively-Considerable Impact (Vehicle Miles Traveled). With implementation of Mitigation Measure MM 4.18-2 the Project would result in 20.4 VMT per employee, which would exceed the Riverside County VMT per employee threshold by 43.7% and would exceed the Unincorporated WRCOG region baseline average total VMT per SP by 83.4%. Although Mitigation Measure MM 4.18-2 would serve to reduce the Project's VMT to the maximum practical extent, it is unlikely that the required mitigation would reduce the Project's Work VMT per employee to below the County's threshold of significance or reduce the Project's total VMT per SP to below the Unincorporated WRCOG region baseline. Accordingly, Project impacts due to VMT would represent a significant and unavoidable impact on both a direct and cumulatively-considerable basis.

6.1 ALTERNATIVES UNDER CONSIDERATION

CEQA Guidelines § 15126.6(e) requires that an alternative be included that describes what would reasonably be expected to occur on the property in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services (i.e., "no project" alternative). For development projects that include a revision to an existing land use plan, the "no project" alternative is considered to be the continuation of the existing land use plan into the future. For projects other than a land use plan (for example, a development project on an identifiable property), the "no project" alternative is considered to be a circumstance under which the project does not proceed (CEQA Guidelines § 15126.6(e)(3)(A-B). For the alternatives analysis in this EIR, the potential scenario where the Project site

remains in its current undeveloped condition is considered to be the "No Development Alternative (NDA)," while the potential scenario where the existing Riverside County General Plan land use plan is implemented is considered to be the "No Project (Existing General Plan) Alternative."

The following scenarios are identified by the County of Riverside as potential alternatives to implementation of the proposed Project. The Reduced Project Alternative (RPA) is considered the Environmentally Superior Alternative pursuant to State CEQA Guidelines § 15126.6.

6.1.1 No Development Alternative (NDA)

The No Development Alternative (NDA) considers no development/disturbance on the Project site beyond that which occurs under existing conditions. As such, the Project site would continue to consist of 46.14 acres of vacant and undeveloped land that was formerly utilized as a concrete pipe manufacturing facility. Under the NDA, no improvements would be made to the Project site and none of the Project's roadway, utility, or other infrastructure improvements would occur. This alternative was selected by the Lead Agency to compare the environmental effects of the proposed Project with an alternative that would leave the Project site in its existing condition.

6.1.2 No Project (Existing General Plan) Alternative (NPA)

The No Project (Existing General Plan) Alternative, herein referred to as the "No Project Alternative (NPA)," assumes development of the 46.14-acre property in accordance with the site's existing General Plan land use designations. Figure 2-4 in EIR Subsection 2.0 depicts the site's existing general plan land use designations. As shown, under existing conditions the Project site is designated for "Community Center (CC)" uses on approximately 14.1 acres, "Light Industrial (LI)" land uses on approximately 30.7 acres, and "Open Space – Water (OS-W)" land uses on approximately 1.4 acres.

According to Appendix E-2 to the Riverside County General Plan, lands within the Temescal Canyon Area Plan (TCAP) that are designated for CC uses are expected to comprise a "Job Center" with no residential uses. Within the "Job Center" CC land use designation, it is anticipated that 15% of the land area would be developed with commercial retail land uses, 10% would be developed with commercial office land uses, 30% would be developed with light industrial uses, 30% would be developed with business park uses, and the remaining 15% would be developed with public facilities (civic) and/or open space (for purposes of evaluation herein, it is assumed 15% of areas designated for CC land uses would comprise open space). Appendix E-2 further indicates that commercial retail uses would have a "probable" Floor Area Ratio (FAR) of 0.40, commercial office uses would have a "probable" FAR of 1.00 FAR, light industrial uses would have a "probable" FAR of 0.38, and business park uses would have a "probable" FAR of 0.60. Appendix E2 also indicates that areas designated for LI uses would be built out with a "probable" FAR of 0.38. (Riverside County, 2024, Appendix E2)

Accordingly, for purposes of analysis herein, it is assumed that under the NPA, the Project site would be developed at the probable FAR disclosed by Appendix E-2 of the Riverside County General Plan. In addition, it is assumed that under the NPA approximately 6.9 acres along the southeastern Project boundary, split equally

between areas designated by the General Plan for LI and CC land uses, would be set aside for the future realignment of the Coldwater Canyon Wash drainage channel, similar to the proposed Project. Based on these land use assumptions, Table 6-1, *No Project Alternative Land Use Summary*, provides a summary of the land uses anticipated under the NPA. As shown, implementation of the NPA would allow for the future development of 451,891 square feet (s.f.) of building area within areas designated by the Riverside County General Plan for LI land uses. Within areas designated for CC land uses, the NPA would entail the future development of approximately 27,835 s.f. of commercial retail building area on 1.6 acres; 46,391 s.f. of commercial office land uses on 1.1 acres; 52,886 s.f. of light industrial uses on 3.2 acres; 83,505 s.f. of business park uses on 3.2 acres; open space on 1.6 acres; and the realignment of Coldwater Canyon Wash on 6.9 acres. In total, the NPA would allow for 504,777 s.f. of light industrial building area on 30.5 acres; 27,835 s.f. of commercial retail building area on 1.6 acres; 46,391 s.f. of commercial office building area on 1.1 acres; 83,505 s.f. of business park building area on 3.2 acres; and open space land uses on 8.3 acres. All other components of the NPA would be similar to the proposed Project, including planned infrastructure and roadway improvements.

Table 6-1 No Project Alternative Land Use Summary

General Plan Land Use Designation	Land Uses	Acres[1]	Probable FAR	Total Building Area (s.f.)
Light Industrial	Light Industrial	27.3	0.38	451,891
Community Center	Commercial Retail	1.6	0.40	27,835
	Commercial Office	1.1	1.00	46,391
	Light Industrial	3.2	0.38	52,886
	Business Park	3.2	0.60	83,505
	Open Space	1.6	--	--
Open Space – Water	Open Space	1.4	--	--
Light Industrial/Community Center	Coldwater Canyon Wash Realignment	6.9	--	--
	Totals:	**46.2**	**--**	**662,508**

1. Totals reflect rounding.

(Riverside County, 2024, Appendix E-2, Tables E-4, E-6, and E-8)

6.1.3 Alternative Site Location Alternative (ASLA)

The Alternative Site Location Alternative (ASLA) considers development of the Project at an alternative site location. Although the Project Applicant does not own or control any nearby sites where the Project could be reasonably located, a search for available sites owned by other parties was performed in a two-mile radius, revealing two sites with potential to accommodate the Project.

ASLA No. 1 considers developing the Project on an approximately 35.27-acre property located approximately 1.4 miles north of the Project site. The Project site would remain in its existing condition but would be available for the pursuit of other development projects. There would be no realignment of the Coldwater Canyon Wash drainage channel under the ASLA, and no dedications of open space to the MSHCP Reserve System. Additionally, Temescal Canyon Road would not be realigned as part of the ASLA. ASLA No. 1 considers development of the Project on a currently vacant, approximately 35.27-acre property located west of and abutting the Temescal Wash, north and south of Foster Road, and east of Dial Way Court and Temescal Canyon

Road. Aside from the change in site location, the physical attributes of the Project's construction and operation would be the same or similar as described in this EIR for the Project. ASLA No. 1 contemplates development of the 35.27-acre property with up to 633,607 s.f. of light industrial building area.

ASLA No. 2 considers developing the Project in the Serrano Commerce Center Specific Plan area, located south of the Project site. The Project site would remain in its existing condition but would be available for the pursuit of other development projects. There would be no realignment of the Coldwater Canyon Wash drainage channel under the ASLA, and no dedications of open space to the MSHCP Reserve System. ASLA No. 2 considers development of the Project in Planning Area 9 of the Serrano Commerce Center Specific Plan, which is located approximately 0.8-mile south of the Project site. Aside from the change in site location, the physical construction and operation would be the same or similar as described in this EIR for the Project. Specifically, ASLA No. 2 contemplates development of a portion of Serrano Commerce Center Specific Plan Planning Area 9 with up to 633,607 s.f. of light industrial building area. As part of the ASLA, the segment of Temescal Canyon Road along the Project site's frontage would not be improved; however, Temescal Canyon Road would be constructed as planned by the Serrano Commerce Center Specific Plan in order to provide access to the ASLA No. 2 site, and a new intersection of Temescal Canyon Road and Old Temescal Canyon Road also would be constructed.

6.1.4 Reduced Project Alternative (RPA)

The Reduced Project Alternative (RPA) considers development of the Project site with warehouse building area that is 30% smaller than the warehouse buildings proposed under the Project. As summarized in Table 6-2, *Reduced Project Alternative*, implementation of the RPA would allow for up to 443,525 s.f. of warehouse building area. All other components of the RPA would be the same as proposed for the Project. Specifically, and similar to the proposed Project, the Coldwater Canyon Wash would be realigned on site on approximately 6.90 acres, and a total of approximately 1.84 acres in the northern corner of the Project site would be dedicated to the MSHCP. This alternative was selected to allow the Lead Agency (Riverside County) to consider a design for the Project site that would reduce the Project's significant and unavoidable impacts due to VMT.

6.2 Alternatives Considered and Rejected

An EIR is required to identify any alternatives that were considered by the Lead Agency but were rejected as infeasible. Among the factors described by CEQA Guidelines § 15126.6 in determining whether to exclude alternatives from detailed consideration in the EIR are: a) failure to meet most of the basic project objectives, b) infeasibility, or c) inability to avoid significant environmental impacts. With respect to the feasibility of potential alternatives to the proposed Project, CEQA Guidelines § 15126.6(f)(1) notes:

Table 6-2 Reduced Project Alternative

Building/Parcel	Acreage (Gross)	Building Area
Building 1	2.71	32,466 s.f.
Building 2	2.17	23,324 s.f.
Building 3	9.15	128,163 s.f.
Building 4	4.94	73,255 s.f.
Building 5	6.62	80,294 s.f.
Building 6	4.52	62,789 s.f.
Building 7	3.43	43,233 s.f.
Lot A	1.84	--
Lot B	0.70	--
Lot C	2.84	--
Lot D	0.33	--
Lot E	6.90	--
Totals:	**46.14**	**443,525 s.f.**

"Among the factors that may be taken into account when addressing the 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…"

As previously described, the analysis in this Subsection compares the environmental effects of the proposed Project against several alternatives, including two different "no project" alternatives (i.e., the No Development Alternative and No Project (Existing General Plan) Alternative), two alternative site locations, and a reduced project alternative. There are no other available alternatives to the Project that are feasible and that would serve to reduce the Project's significant and unavoidable impacts due to VMT. As such, there were no alternatives that were considered but rejected for the proposed Project.

6.3 ALTERNATIVE ANALYSIS

The following discussion compares the impacts of each alternative considered by the Lead Agency with the impacts of the proposed Project, as detailed in EIR Subsection 4.0, *Environmental Analysis*. A conclusion is provided for each impact as to whether the alternative results in one of the following: (1) reduction or elimination of the proposed Project's impact, (2) a greater impact than would occur under the proposed Project, (3) the same impact as the proposed Project, or (4) a new impact in addition to the proposed Project's impacts. Table 6-3, *Alternatives to the Proposed Project – Comparison of Environmental Impacts*, located at the end of this section, compares the environmental hazard and resource impacts of the alternatives with those of the proposed Project and identifies the ability of the alternative to meet the basic objectives of the Project. As described in EIR Subsection 3.4, the underlying purpose and goal of the proposed Project is to accomplish the reuse of underutilized property that was formerly operated as a concrete pipe manufacturing facility with an economically viable, employment-generating use that is compatible with the surrounding area. This underlying goal aligns with various aspects of the Southern California Association of Governments (SCAG) 2020-2045 *Regional Transportation Plan/Sustainable Communities Strategy* ("Connect SoCal"), particularly the

facilitation of goods movement industries and the generation of local employment opportunities that can reduce the need for long commutes to and from work. The following objectives are intended to achieve these underlying purposes:

A. To diversify the mix of uses in the Temescal Valley area of Riverside County to support the growing goods movement supply chain.

B. To develop supply chain uses in close proximity to designated truck routes and the State highway system to avoid or shorten vehicular trip lengths on other roadways.

C. To expand economic development, facilitate job creation, and increase the tax base for Riverside County by accommodating and diversifying facilities needed to support the goods movement supply chain.

D. To develop light industrial buildings in the Temescal Valley area of Riverside County that are designed to meet contemporary industry standards and be economically competitive with similar industrial buildings in the local area and region.

E. To attract new employment-generating businesses in unincorporated Riverside County, thereby growing the economy and providing a more equal jobs-housing balance in the local area that will reduce the need for members of the local workforce to commute outside the area for employment.

F. To diversify the economy of western unincorporated Riverside County by developing a large property with employment-generating land uses with long-term economic viability.

G. To develop uses that have architectural design and operational characteristics that are compatible with other existing and planned developments in the local area.

H. To develop a property that has access to available infrastructure, including roads and utilities.

6.3.1 No Development Alternative (NDA)

The NDA considers no development/disturbance on the Project site beyond that which occurs under existing conditions. As such, the Project site would continue to consist of 46.14 acres of vacant and undeveloped land that was formerly utilized as a concrete pipe manufacturing facility. Under the NDA, no improvements would be made to the Project site and none of the Project's roadway, utility, or other infrastructure improvements would occur. This Alternative was selected by the Lead Agency to compare the environmental effects of the proposed Project with an alternative that would leave the Project site in its existing condition.

A. Aesthetics

The NDA considers no development or disturbance on the Project site beyond that which occurs under existing conditions. As such, the 46.14-acre site would remain vacant and undeveloped. Thus, the Project's less-than-

significant impacts to scenic vistas would be avoided under this alternative. The Project site is not visible from any officially-designated scenic highways; thus, impacts to scenic highways would be less than significant and similar to the proposed Project. Although the Project is not expected to degrade the existing visual character or quality of the site or its surroundings, implementation of the NDA would retain the site's existing visual character and impacts would be reduced in comparison to the Project. The Project site is located outside of areas subject to compliance with Riverside County Ordinance No. 655; thus, no impacts due to a conflict with Ordinance No. 655 would occur with implementation of the proposed Project or NDA, and the level of impact would be similar. Although the Project would result in less-than-significant light and glare impacts, no new lighting sources or sources of potential glare would occur on site under the NDA; thus, impacts associated with light and glare would be reduced in comparison to the proposed Project.

B. *Agriculture and Forestry Resources*

Under the NDA, no new development would occur on site. Under existing conditions, the entire 46.14-acre Project site is classified by the FMMP as "Urban and Built-Up Land" and there are no portions of the Project site mapped as containing Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance. Accordingly, impacts to FMMP-designated Farmland would not occur under either the Project or NDA, and the level of impact would be the same. There are no lands surrounding the Project site that are zoned for agricultural use; thus, neither the Project nor NDA would result in a conflict with agricultural zoning, and the level of impact would be similar. Additionally, the Project site is not utilized for agricultural production, is not located within any agricultural preserves, and is not subject to a Williamson Act Contract. As such, neither the Project nor the NDA would result in a conflict with existing agricultural uses, agricultural preserves, or lands subject to a Williamson Act Contract; therefore, impacts would not occur and the level of impact would be similar. The Project site and surrounding areas are not zoned for forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)). As such, neither the Project nor the NDA would result in impacts to forestry resources, and impacts would be the same.

C. *Air Quality*

Under the NDA, there would be no new construction or development on the Project site. Although both the Project and NDA would be consistent with the SCAQMD AQMP, because no new development would occur on site under the NDA, the NDA would avoid the Project's less-than-significant impacts due to a conflict with the AQMP. In addition, although the Project's construction- and operational-related air quality emissions would be below the applicable SCAQMD regional and localized thresholds, because there would be no development under the NDA there would be no increase in emissions of criteria pollutants. As such, the Project's less-than-significant air quality impacts would be completely avoided under the NDA. Additionally, although the proposed Project would result in less-than-significant impacts due to localized air quality emissions, including cancer and non-cancer health risks and CO "hot spots," because no new development would occur on site under the NDA, the NDA would result in reduced impacts to sensitive receptors. Implementation of the NDA also would avoid the Project's less-than-significant impacts due to odors.

D. Biological Resources

Under the NDA, there would be no new construction or development on the Project site. Because the Project site would be left in an undeveloped state in perpetuity, the NDA would completely avoid the Project's less-than-significant impacts (after mitigation) due to a conflict with the Multiple Species Habitat Conservation Plan (MSHCP) and Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP). Implementation of the NDA also would completely avoid the Project's less-than-significant impacts (after mitigation) to the burrowing owl and nesting birds. The NDA also would allow for increased wildlife movement in the local area as compared to the Project; thus, implementation of the NDA would avoid the Project's less-than-significant impacts to wildlife movement corridors. The NDA also would avoid the Project's less-than-significant impacts (after mitigation) to areas considered jurisdictional by the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), California Department of Fish and Wildlife (CDFW), and/or the MSHCP, including direct, temporary, and indirect impacts associated with the realignment of the Coldwater Creek Wash. Neither the Project nor the NDA would conflict with any other local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; thus, impacts would not occur under the NDA or the proposed Project, and the level of impact would be the same.

E. Cultural Resources

Under the NDA, there would be no new construction or development on the Project site. Although the Project would not result in impacts to any known historical resources, the NDA would nonetheless avoid the Project's less-than-significant impacts (after mitigation) to subsurface historical resources that may be encountered during grading activities. Similarly, although there are no known significant archaeological resources on site, the NDA would avoid the Project's less-than-significant (after mitigation) impacts to subsurface archaeological resources that may be impacted during site grading operations. Additionally, because there would be no new grading on site, the NDA would avoid the Project's less-than-significant impacts (after mitigation) to buried human remains that may be uncovered during site grading activities. Thus, impacts to cultural resources would be reduced under the NDA in comparison to the Project.

F. Energy

Under the NDA, there would be no increase in demand from the Project site for energy resources. As such, the NDA would avoid the Project's less-than-significant impacts due to the wasteful, inefficient, or unnecessary consumption of energy resources. Neither the Project nor the NDA would conflict with a State or local plan for renewable energy or energy efficiency, although impacts would be reduced under the NDA in comparison to the Project because the NDA would not result in an increase in use of energy resources.

G. Geology and Soils

Under the NDA, there would be no new construction or development on the Project site. Thus, with exception of potential erosion impacts, the NDA would completely avoid the Project's less-than-significant impacts (after mitigation) to geology and soils. Because there would be no new development on the Project site under the NDA, the site would remain in its current, largely unvegetated state. In the absence of stabilizing vegetation, the NDA would result in increased impacts due to erosion and sedimentation in the near term as compared to

the proposed Project. In the long-term, it is expected that the Project site ultimately would be covered with natural vegetation, thereby reducing the site's erosion potential as compared to existing conditions. However, in comparison to the proposed Project, which would develop the site with impervious surfaces and landscaped areas, the risk of erosion under the NDA would be increased in the long term as compared to the proposed Project.

H. Greenhouse Gas Emissions

Under the NDA, there would be no new construction or development on the Project site. As such, there would be no increase in GHG emissions from the Project site under the NDA. Accordingly, the NDA would avoid the Project's less-than-significant impacts (following mitigation) due to GHG emissions. Similarly, the Project's less-than-significant impacts due to a conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs also would be avoided with implementation of the NDA.

I. Hazards and Hazardous Materials

Under the NDA, there would be no new construction or development on the Project site. As such, with implementation of the NDA, there would be no remediation of on-site soils to address the site's potential contamination of fuel products, and impacts would therefore slightly increase. The NDA would, however, avoid the Project's less-than-significant impacts due to hazards and hazardous materials associated with Project construction and operation. Neither the Project nor the NDA would impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan; thus, impacts under the NDA and proposed Project would be less than significant and the level of impact would be similar. Although neither the Project nor the NDA would emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, because there would be no change in the site's existing conditions, impacts to nearby schools would be reduced in comparison to the Project's less-than-significant impacts. The Project site is not identified on any lists of hazardous materials sites compiled pursuant to Government Code Section 65962.5; thus, no impact would occur under the Project or NDA, and the level of impact would be similar. In addition, the Project site is not located within two miles of a public or private airport and is not located within an airport land use plan; thus, no impacts due to airport-related safety hazards would occur under the NDA or proposed Project, and the level of impact would be similar.

J. Hydrology and Water Quality

With respect to water quality, the NDA would not involve any new development on site, and the Coldwater Canyon Wash would not be realigned from its current location along the western site boundary. With the exception of erosion potential on site, the NDA would result in reduced impacts to water quality as compared to the proposed Project's less-than-significant water quality impacts. While the risk of erosion would increase during construction of the proposed Project, under long-term operating conditions the Project would result in the introduction of impervious surfaces and landscaped areas; thus, long-term operational erosion impacts would be increased under the NDA due to the lack of vegetative cover on portions of the Project site. While the Project would result in less-than-significant impacts due to groundwater recharge, impacts to groundwater recharge would be reduced under the NDA because there would be no new impervious surfaces on site.

Although the Project would result in less-than-significant impacts to the site's existing drainage pattern, because there would be no changes to the site's drainage patterns under the NDA, impacts would be reduced in comparison to the proposed Project. Similarly, although the Project would not exceed the capacity of any existing or planned stormwater drainage systems, because there would be no changes to site drainage under the NDA, impacts would be reduced in comparison to the Project. Additionally, under the NDA the Coldwater Canyon Wash would not be realigned, and thus, implementation of the NDA would avoid the Project's less-than-significant impact (after mitigation) due to increased flows within the Temescal Wash between the proposed confluence and the existing confluence with the Coldwater Canyon Wash. The NDA also would avoid the Project's less-than-significant impacts (after mitigation) due to flood hazards on site. The Project site is not subject to inundation from tsunamis or seiches; thus, impacts would be less than significant and would be similar under the Project and NDA.

K. Land Use and Planning

The NDA would not be consistent with the land use designations applied to the property by the Riverside County General Plan and Temescal Canyon Area Plan (TCAP). Impacts would be similar to the proposed Project. Neither the Project nor the NDA would conflict with Connect SoCal. Additionally, neither the Project nor the NDA would disrupt or divide the physical arrangement of an established community; thus, impacts would be less than significant and the level of impact would be similar.

L. Mineral Resources

The Project site does not contain any known mineral resources that would be of value to the region or the residents of the State. Accordingly, no impacts to mineral resources would occur under the Project or the NDA, and the level of impact would be similar. Additionally, neither the Project nor the NDA would represent an incompatible land use located adjacent to a State classified or designated area or existing surface mine, and neither the NDA nor the Project would expose people or property to hazards from proposed, existing, or abandoned quarries or mines. No impacts would occur, and the level of impact would be similar.

M. Noise

The Project site is located outside of areas subject to public and private airport-related noise levels exceeding 55 dBA CNEL; thus, impacts due to airport-related noise would be less than significant under both the Project and the NDA. The NDA would avoid the Project's less-than-significant impacts due to construction-related and operational noise levels and would avoid the Project's less-than-significant impact due to traffic-related noise impacts to study area roadway segments because there would be no new development and no increase in traffic generated by the site under the NDA. Additionally, the NDA would avoid the Project's less-than-significant impacts due to construction-related vibration, and also would avoid the Project's less-than-significant impacts due to operational-related vibration.

N. Paleontological Resources

Under the NDA, there would be no new construction or development on site. Therefore, the NDA would avoid the Project's less-than-significant construction-related impacts (after mitigation) to paleontological resources that may be buried beneath the site's surface.

O. Population and Housing

Neither the Project nor the NDA would eliminate any residents or housing or generate any demand for additional housing. Thus, impacts due to the displacement of substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, would be less than significant under both the Project and the NDA, although the level of impact would be slightly increased under the Project due to the generation of employees and the potential indirect demand for new housing. Although the Project would result in less-than-significant impacts due to substantial unplanned population growth, the NDA would not result in any new development on site; thus, impacts under the NDA would be reduced in comparison to the proposed Project.

P. Public Services

There would be no new development on site under the NDA; thus, the NDA would avoid the Project's less-than-significant impacts to fire protection, police protection, school services, library services, and health services.

Q. Recreation

The Project does not propose any residential uses or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities. Likewise, the NDA would not result in any new development on site and thus would not generate any increase in demand for recreational resources, nor would any recreational resources be constructed on site under the NDA. Therefore, impacts to recreation would be similar under the Project and the NDA, although impacts due to the construction of recreational facilities (i.e., trails) would be reduced under the NDA as compared to the proposed Project.

R. Transportation

Under the NDA, there would be no new development on site and thus there would be no increase in traffic generated by the site. As such, the NDA would avoid the Project's significant and unavoidable impacts due to VMT. Additionally, due to the lack of improvements, the NDA would avoid the Project's less-than-significant impacts due to increased hazards due to a geometric design feature or incompatible uses. The NDA also would avoid the Project's less-than-significant impacts due to the need for new or altered maintenance of roads. The NDA would not involve a construction phase, and thus would avoid the Project's less-than-significant impacts to circulation during construction activities on site. The NDA would not result in any impacts due to emergency access or access to nearby uses; thus, the NDA would avoid the Project's less-than-significant impacts to emergency access during construction activities. No new bike lanes or trails would be constructed under the NDA; thus, the NDA would avoid the Project's less-than-significant impacts due to trail construction. The

NDA would not result in an increase in VMT; thus, the NDA would avoid the Project's significant and unavoidable impacts due to VMT.

S. Tribal Cultural Resources

There would be no new development on site under the NDA. Accordingly, the NDA would avoid the Project's less-than-significant impacts (after mitigation) to tribal cultural resources.

T. Utilities and Service Systems

Under the NDA, there would be no increased demand for water, wastewater treatment, or stormwater drainage; thus, the NDA would avoid the Project's less-than-significant impacts due to the construction of such facilities and due to the provision of water or wastewater treatment services. There would be no increase in demand for water resources under the NDA; thus, the NDA would avoid the Project's less-than-significant impacts to water supply. Additionally, the NDA would avoid the Project's less-than-significant impacts due to the construction of wastewater conveyance facilities on and off site, and would avoid the Project's less-than-significant impacts to wastewater treatment capacity. There would be no increase in solid waste generated on site; thus, the NDA would avoid the Project's less-than-significant impacts due to solid waste. There are no components of the NDA or the proposed Project that would conflict with federal, State, and local management and reduction statutes and regulations related to solid wastes, including the County Integrated Waste Management Plan (CIWMP); thus, impacts would be less than significant and the level of impact would be similar. The NDA also would avoid the Project's less-than-significant impacts due to the construction of facilities for electricity, natural gas, communication systems, and street lighting, or due to increased roadway maintenance.

U. Wildfire

Under the NDA, there would be no new development on site. Although impacts due to wildfire would be less than significant under the proposed Project, the NDA would result in reduced impacts due to wildfires in comparison to the Project because no new structures would be developed on site. However, under the NDA the Project site would remain in its existing condition, and ultimately would consist of natural vegetation that could serve as potential fuel for future wildfires in the local area; thus, impacts due to wildland fire hazards would be increased under the NDA as compared to the proposed Project.

V. Conclusion

Implementation of the NDA would result in no physical environmental impacts beyond those that have historically occurred on the property. Almost all effects of the proposed Project would be avoided or lessened by the selection of the NDA, although a few new impacts, such as sedimentation impacts, would be increased under this alternative. Because this alternative would avoid most of the Project's impacts, it warrants consideration as the "environmentally superior alternative." However, pursuant to CEQA Guidelines § 15126.6(e)(2), if a no project alternative is identified as the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives. Accordingly, the

Reduced Project Alternative, as discussed in subsection 6.3.4, is identified as the environmentally superior alternative.

The NDA would fail to meet all of the Project's objectives. Specifically, the NDA would not diversify the mix of uses in the Temescal Valley area of Riverside County to support the growing goods movement supply chain. The NDA also would not develop supply chain uses in close proximity to designated truck routes and the State highway system to avoid or shorten vehicular trip lengths on other roadways. The NDA would fail to meet the Project's objective to expand economic development, facilitate job creation, and increase the tax base for Riverside County by accommodating and diversifying facilities needed to support the goods movement supply chain. In addition, the NDA would not develop light industrial buildings in the Temescal Valley area of Riverside County that are designed to meet contemporary industry standards and be economically competitive with similar industrial buildings in the local area and region. The NDA also would not attract new employment-generating businesses in unincorporated Riverside County, and would not assist the County in providing a more equal jobs-housing balance in the local area that will reduce the need for members of the local workforce to commute outside the area for employment. The NDA would fail to meet the Project's objective to diversify the economy of western unincorporated Riverside County by developing a large property with employment-generating land uses with long-term economic viability. The NDA also would not develop uses that have architectural design and operational characteristics that are compatible with other existing and planned developments in the local area. Finally, the NDA would fail to meet the Project's objective to develop a property that has access to available infrastructure, including roads and utilities.

6.3.2 No Project (Existing General Plan) Alternative ("NPA")

As previously described in Subsection 6.1.2, under the NPA the 46.14-acre Project site would be developed in accordance with the site's existing general plan and TCAP land use designations. As summarized in Table 6-1, implementation of the NPA would allow for the future development of 451,891 square feet (s.f.) of building area within areas designated by the Riverside County General Plan for LI land uses. Within areas designated for CC land uses, the NPA would entail the future development of approximately 27,835 s.f. of commercial retail building area on 1.6 acres; 46,391 s.f. of commercial office land uses on 1.1 acres; 52,886 s.f. of light industrial uses on 3.2 acres; 83,505 s.f. of business park uses on 3.2 acres; open space on 1.6 acres; and the realignment of Coldwater Canyon Wash on 6.9 acres. In total, the NPA would allow for 504,777 s.f. of light industrial building area on 30.5 acres; 27,835 s.f. of commercial retail building area on 1.6 acres; 46,391 s.f. of commercial office building area on 1.1 acres; 83,505 s.f. of business park building area on 3.2 acres; and open space land uses on 8.3 acres. All other components of the NPA would be similar to the proposed Project, including planned infrastructure and roadway improvements.

A. Aesthetics

The Project site is not located within the viewshed of any officially designated State or County scenic highways or State-Eligible scenic highways. Development under the Project and NPA would be visible from I-15, which is designated as a State-Eligible scenic highway; however, development on site under both the Project and NPA would require approval and implementation of either a Conditional Use Permit (CUP) or Plot Plan, which would specify site-specific development characteristics, including characteristics related to visual quality.

Thus, impacts to scenic corridors would be less than significant under both the Project and NPA, and the level of impact would be similar. As with the proposed Project, the NPA would not substantially damage scenic resources; obstruct any prominent scenic vista or view open to the public; result in the creation of an aesthetically offensive site open to public view; substantially degrade the existing visual quality or character of the site or its surroundings; or conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant under both the Project and NPA, and the level of impact would be similar.

B. Agriculture and Forestry Resources

Under existing conditions, the entire 46.14-acre Project site is classified by the FMMP as "Urban and Built-Up Land" and there are no portions of the Project site mapped as containing Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance. Accordingly, impacts to FMMP-designated Farmland would not occur under either the Project or NPA, and the level of impact would be the same. There are no lands surrounding the Project site that are zoned for agricultural use; thus, neither the Project nor NPA would result in a conflict with agricultural zoning, and the level of impact would be similar. Additionally, the Project site is not utilized for agricultural production, is not located within any agricultural preserves, and is not subject to a Williamson Act Contract. As such, neither the Project nor the NPA would result in a conflict with existing agricultural uses, agricultural preserves, or lands subject to a Williamson Act Contract; therefore, impacts would not occur and the level of impact would be similar. The Project site and surrounding areas are not zoned for forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)). As such, neither the Project nor the NPA would result in impacts to forestry resources, and impacts would be the same.

C. Air Quality

Because the NPA would develop the site in accordance with the site's existing general plan land use designations, the NPA would not exceed the growth assumptions of the SCAQMD AQMP. However, because the land use intensity on site would be increased as compared to the Project due to the increase in vehicular traffic associated with the commercial retail and commercial office land uses, it is likely that the NPA would result in increased air quality emissions in comparison to the proposed Project. Thus, impacts due to a conflict with the SCAQMD AQMP would increase under the NPA as compared to the proposed Project, although impacts due to a conflict with the AQMP would be less than significant under the NPA. Likewise, because the NPA likely would result in an increase in air quality emissions, the NPA would result in an increase in impacts due to 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. Thus, air quality impacts would be increased under the NPA as compared to the proposed Project, although as with the Project such impacts likely would be below the SCAQMD thresholds of significance. Because there are no sensitive receptors (i.e., residential uses) between the Project site and the on and off ramps at the I-15, neither the Project nor the NPA would expose sensitive receptors to substantial pollutant concentrations; however, because the NPA would result in a slight decrease in the amount of heavy truck traffic, the NPA would have decreased impacts to

sensitive receptors as compared to the Project. Neither the Project nor the NPA are anticipated to result in odor impacts affecting sensitive receptors, and the level of impact would be similar.

D. Biological Resources

Areas planned for physical impact and development would be the same under the proposed Project and the NPA. Thus, impacts to biological resources under the NPA and proposed Project would be the same, and would be reduced to less-than-significant levels with the implementation of the mitigation measures identified in EIR Subsection 4.4.

E. Cultural Resources

Areas planned for physical impact and development would be the same under the proposed Project and the NPA. As such, impacts to historical resources, archaeological resources, and human remains would be identical under the proposed Project and NPA, and would be reduced to less-than-significant levels with implementation of the mitigation measures identified in EIR Subsection 4.5.

F. Energy

Implementation of the NPA would result in a similar level of development intensity on site in comparison to the proposed Project. As such, the NPA would result in similar usage of energy for construction and operational activities as compared to the proposed Project, but would result in an increase in traffic and traffic-related fuel consumption as compared to the proposed Project associated with the commercial retail and commercial office uses. Although impacts due to the inefficient, wasteful, or unnecessary consumption of energy and due to a conflict with a State or local plan for renewable energy or energy efficiency would be less than significant under both the Project and NPA, impacts under the NPA would be increased as compared to the proposed Project.

G. Geology and Soils

Areas planned for physical impact and development would be the same under the proposed Project and the NPA. As such, impacts to geology and soils would be similar under the NPA and proposed Project, and impacts would be reduced to less-than-significant levels with implementation of the mitigation identified in EIR Subsection 4.7.

H. Greenhouse Gas Emissions

Development on site under the NPA would be more intense than the land uses proposed as part of the Project, primarily due to the increase in vehicular traffic associated with commercial retail and commercial office land uses. As such, the NPA would result in an increase in traffic as well as increased emissions associated with construction activities, area sources, and energy sources as compared to the proposed Project. As such, the NPA would result in increased impacts due to GHG emissions, although as with the Project GHG impacts would be reduced to less-than-significant levels with compliance with the County's Climate Action Plan (CAP). Neither the Project nor the NPA would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and the level of impact would be similar.

I. Hazards and Hazardous Materials

A Soil Management Plan (SMP) to address potential hydrocarbon contamination on site would be required under both the Project and NPA; thus, impacts due to existing site hazards would be less than significant after mitigation under both the Project and NPA, and the level of impact would be similar. The potential for hazardous materials under construction activities would be similar under the Project and NPA, and impacts would be less than significant. Under long-term operational conditions, the NPA would entail similar amounts of industrial and business park building area as compared to the proposed Project, and therefore would result in similar impacts associated with the storage or use of hazardous materials, although impacts would be less than significant under both the Project and NPA. Neither the Project nor the NPA would impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan; thus, impacts under the NPA and proposed Project would be less than significant and the level of impact would be similar. Neither the Project nor the NPA would emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and the level of impact would be similar. The Project site is not identified on any lists of hazardous materials sites compiled pursuant to Government Code Section 65962.5; thus, no impact would occur under the Project or NPA, and the level of impact would be similar. The Project site is not located within 2 miles of a public or private airport; thus, no impacts due to airport-related hazards would occur under the Project or NPA, and the level of impact would be the same.

J. Hydrology and Water Quality

Both the Project and the NPA would be subject to compliance with the Santa Ana Region Basin Plan, and would be required to comply with the requirements of the Santa Ana RWQCB and Riverside County. This includes the requirement to obtain a National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit for construction activities, which requires the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that would include measures to address water pollution, including sedimentation. Additionally, both the Project and NPA would be subject to NPDES requirements for long-term operations, which would reduce potential water quality impacts (including sediments) from construction to less-than-significant levels. Due to the relatively flat nature of the Project site, it is not expected that the Project or NPA would result in substantial changes to the existing drainage system of the Project site and area; thus, impacts would be less than significant and the level of impact would be similar. Both the Project and NPA would be subject to future implementing hydrology studies as part of future implementing development (e.g., tentative tract maps, plot plans, etc.), which would be required to demonstrate adequate capacity to handle runoff from the Project site; thus, impacts related to exceeding the capacity of existing or planned stormwater drainage facilities would be less than significant and the level of impact would be similar. Both the Project and NPA would require a Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) from Federal Emergency Management Agency (FEMA) to remove the proposed development areas from mapped floodplains, and to address increased flows within the Temescal Wash associated with the realignment of the Coldwater Canyon Wash drainage. With implementation of the required CLOMR and LOMR, impacts due to flood hazards on site would be reduced under both the Project and NPA, and the level of impact would be the same. The Project site is not subject to tsunamis or seiche zone; thus,

impacts due to pollution from inundation from tsunamis and seiches would be less than significant, and the level of impact would be similar.

K. Land Use and Planning

Assuming approval of the Project's proposed General Plan Amendment (GPA 200007), both the Project and the NPA would be fully consistent with the Riverside County General Plan and TCAP. Thus, impacts would be less than significant under both the Project and the NPA, and the level of impact would be similar. Both the Project and NPA also would be consistent with Connect SoCal, and as such impacts due to a conflict would be similar and less than significant. Both the NPA and proposed Project would be compatible with existing and planned land uses in the surrounding area; thus, impacts would be less than significant, and the level of impacts would be similar. Additionally, neither the Project nor the NPA would disrupt or divide the physical arrangement of an established community; thus, impacts would be less than significant and the level of impact would be similar.

L. Mineral Resources

The Project site does not contain any known mineral resources that would be of value to the region or the residents of the State. Accordingly, no impacts to mineral resources would occur under the Project or the NPA, and the level of impact would be similar. Additionally, neither the Project nor the NPA would represent an incompatible land use located adjacent to a State classified or designated area or existing surface mine, and neither the NPA nor the Project would expose people or property to hazards from proposed, existing, or abandoned quarries or mines. No impacts would occur, and the level of impact would be similar.

M. Noise

There are no public or private airports within two miles of the Project site, and the Project site is not located in areas subject to high airport-related noise; thus, impacts would be less than significant under the Project and NPA, and the level of impact would be similar. Due to the distance to the nearest sensitive receptor (i.e., residential uses), neither the Project nor the NPA would result in significant construction or operational related noise impacts that could affect nearby sensitive receptors. Due to the similar level of development intensity under the Project and NPA, construction and operational noise impacts would be similar. Similarly, while transportation-related noise impacts affecting sensitive receptors would be less than significant under both the Project and NPA, because the NPA would result in an increase in traffic as compared to the proposed Project (primarily due to the inclusion of commercial retail and commercial office land uses), traffic-related noise impacts would be increased under the NPA. Neither the Project nor the NPA would expose nearby sensitive receptors to substantial vibration-related impacts associated with construction or operations, and the level of impact would be similar.

N. Paleontological Resources

Areas planned for physical impact and development would be the same under the proposed Project and the NPA. Both the Project and NPA have the potential to result in impacts to subsurface paleontological resources, particularly within the northwestern portions of the site that contain soils with a "High A" potential for

containing unique paleontological resources. Both the Project and NPA would be subject to implementation of a PRIMP. With implementation of a Paleontological Resource Impact Mitigation Program (PRIMP), impacts to paleontological resources would be reduced to less-than-significant levels under both the Project and NPA, and the level of impact would be similar.

O. *Population and Housing*

Neither the Project nor the NPA would result in the displacement of substantial numbers of existing people or housing, necessitating the construction of housing elsewhere; thus, no impact would occur under either the Project or NPA. Although neither the Project nor the NPA are anticipated to result in an increased demand for affordable housing, impacts under the NPA would be increased in comparison to the Project because the NPA would result in the generation of more jobs, and thus more workers needing housing as compared to the proposed Project. Although the type of development on site would vary between the Project and the NPA, neither the NPA nor the Project would represent substantial unplanned population growth as the Project site is currently planned for urban land uses by the Riverside County General Plan. Additionally, neither the Project nor the NPA would indirectly induce growth, as infrastructure improvements would be sized to accommodate only future development on site. Impacts to population and housing would be less than significant under both the Project and NPA, and the level of impact would be similar.

P. *Public Services*

The NPA would result in an increase in the number of employment opportunities on site compared to the proposed Project. As such, impacts to fire services, sheriff services, school services, library facilities, and health services would be slightly increased under the NPA as compared to the Project, although impacts would be less than significant with payment of mandatory Development Impact Fees (DIF) in accordance with Riverside County Ordinance No. 659 and mandatory payment of school impact fees pursuant to Senate Bill 50 (SB 50).

Q. *Recreation*

Neither the Project nor the NPA would entail residential development. As such, both the Project and the NPA would result in less-than-significant impacts to existing recreational facilities, although impacts under the NPA would be slightly increased due to the increase in the number of employees as compared to the proposed Project.

R. *Transportation*

Impacts due to hazardous geometric design features and incompatible uses would be less than significant under both the Project and the NPA, and the level of impact would be similar. Both the Project and the NPA would result in less-than-significant impacts due to the need for new or altered maintenance of roads. Neither the Project nor the NPA would result in impacts to circulation during construction, including emergency access routes, and the level of impact would be similar. Both the Project and NPA would be required to accommodate a community trail along Temescal Canyon Road, although impacts associated with the construction of this trail have been evaluated herein, and both the Project and NPA would result in similar less-than-significant impacts

due to trail facilities. With respect to VMT, the NPA would involve commercial retail development and also would generate more jobs as compared to the proposed Project. Because the Project site is located within an area with a relatively low jobs-to-housing ratio, impacts to VMT under the NPA would be reduced in comparison to the Project, although VMT impacts would be significant and unavoidable under both the Project and NPA.

S. Tribal Cultural Resources

Grading activities under the Project and NPA would be the same. As such, potential impacts to tribal cultural resources would be the same under the NPA and proposed Project, and impacts would be less than significant with implementation of mitigation measures.

T. Utilities and Service Systems

The level of development intensity on site would be increased under the NPA as compared to the proposed Project. Both the Project and NPA would require the construction of water, wastewater, stormwater drainage, electric power, natural gas, and telecommunication facilities. Impacts associated with the provision of such facilities would be similar and would be mitigated to less-than-significant levels with implementation of mitigation measures. The Temescal Valley Water District (TVWD) determined that it has sufficient water resources to accommodate development proposed as part of the Project, while the NPA is fully consistent with the growth assumptions used by TVWD for long-term planning efforts. Thus, because TVWD would be able to provide potable water to both the Project or the NPA, impacts to water supply would be less than significant under both the Project and NPA, although impacts would be increased under the NPA due to the increase in employment and associated increase in demand for water resources. Similarly, TVWD would have adequate capacity to treat wastewater generated by either the Project or the NPA and impacts would be less than significant; however, the NPA would generate more wastewater than the proposed Project requiring treatment, and as such impacts to wastewater treatment capacity would be increased under the NPA as compared to the proposed Project. Both the Project and NPA would be subject to the County's solid waste regulations, and neither the Project nor the NPA would result in the generation of solid waste that could adversely affect landfill capacity. Thus, while solid waste impacts would be less than significant under the Project and NPA, due to the increase in building area the NPA would generate more solid waste than the proposed Project, and as such the NPA would have increased impacts to solid waste as compared to the proposed Project.

U. Wildfire

Development under the NPA would be similar to the proposed Project, and likely would entail the development of buildings in similar proximity to off-site areas that are subject to wildland fire hazards as compared to the proposed Project. As such, impacts associated with wildfire would be similar under the NPA as compared to the Project, although neither the Project nor the NPA would result in significant impacts due to wildfire-related hazards.

V. Conclusion

As compared to the proposed Project, the NPA would have increased impacts under the issue areas of air quality, energy, greenhouse gas emissions, noise, population/housing, public services, utilities/service systems, and wildfire. The NPA would result in the same or similar impacts under the issue areas of aesthetics, agriculture/forestry resources, biological resources, cultural resources, geology/soils, hydrology/water quality, land use/planning, mineral resources, paleontological resources, recreation, and tribal cultural resources. The NPA would result in reduced impacts to transportation (i.e., due to VMT) as compared to the proposed Project.

The NPA generally would meet the Project's objectives. The NPA would diversify the mix of uses in the Temescal Valley area of Riverside County to support the growing goods movement supply chain. The NPA also would develop supply chain uses in close proximity to designated truck routes and the State highway system to avoid or shorten vehicular trip lengths on other roadways. The NPA also would meet the Project's objective to expand economic development, facilitate job creation, and increase the tax base for Riverside County by accommodating and diversifying facilities needed to support the goods movement supply chain. Similarly, the NPA would meet the Project's objective to attract new employment-generating businesses in unincorporated Riverside County, thereby growing the economy and providing a more equal jobs-housing balance in the local area that will reduce the need for members of the local workforce to commute outside the area for employment. The NPA also would meet the Project's objective to diversify the economy of western unincorporated Riverside County by developing a large property with employment-generating land uses with long-term economic viability. Additionally, the NPA would meet the Project objective to develop a use that has architectural design and operational characteristics that are compatible with other existing and planned developments in the local area. The NPA also would meet the Project's objective to develop a property that has access to available infrastructure, including roads and utilities.

6.3.3 Alternative Site Location Alternative (ASLA)

The Alternative Site Location Alternative (ASLA) considers development of the Project at an alternative site location. Although the Project Applicant does not own or control any nearby sites where the Project could be reasonably located, a search for available sites owned by other parties was performed in a two-mile radius, revealing two sites with potential to accommodate the Project.

ASLA No. 1 considers developing the Project on an approximately 35.27-acre property located approximately 1.4 miles north of the Project site. The Project site would remain in its existing condition but would be available for the pursuit of other development projects. There would be no realignment of the Coldwater Canyon Wash drainage channel under the ASLA, and no dedications of open space to the MSHCP Reserve System. ASLA No. 1 considers development of the Project on a currently vacant, approximately 35.27-acre property located west of and abutting the Temescal Wash, north and south of Foster Road, and east of Dial Way Court and Temescal Canyon Road. Aside from the change in site location, the physical attributes of the site's construction and operation would be the same or similar as described in this EIR for the Project. ASLA No. 1 contemplates development of the 35.27-acre property with up to 633,607 s.f. of light industrial building area.

ASLA No. 2 considers developing the Project in the Serrano Commerce Center Specific Plan area, located south of the Project site. The Project site would remain in its existing condition but would be available for the pursuit of other development projects. There would be no realignment of the Coldwater Canyon Wash drainage channel under the ASLA, and no dedications of open space to the MSHCP Reserve System. ASLA No. 2 considers development of the Project in Planning Area 9 of the Serrano Commerce Center Specific Plan, which is located approximately 0.8 mile south of the Project site. Aside from the change in site location, the physical attributes of the site's construction and operation would be the same or similar as described in this EIR for the Project. Specifically, ASLA No. 2 contemplates development of a portion of Serrano Commerce Center Specific Plan Planning Area 9 with up to 633,607 s.f. of light industrial building area. As part of the ASLA, the segment of Temescal Canyon Road along the Project site's frontage would not be improved; however, Temescal Canyon Road would be constructed as planned by the Serrano Commerce Center Specific Plan in order to provide access to the ASLA No. 2 site, and a new intersection of Temescal Canyon Road and Old Temescal Canyon Road also would be constructed.

A. Aesthetics

As with the Project, the two alternative site locations evaluated as part of the ASLA would not be located within the viewshed of any officially designated State or County scenic highways or State-Eligible scenic highways. However, the alternative sites evaluated as part of the ASLA would not be prominently visible from nearby segments of I-15, which is designated as a State-Eligible scenic highway; thus, the ASLA would result in reduced impacts to scenic highways as compared to the Project, although impacts would be less than significant under both the ASLA and proposed Project. Development on site under both the Project and ASLA would require approval and implementation of either a Conditional Use Permit (CUP) or Plot Plan, which would specify site-specific development characteristics, including characteristics related to visual quality. Thus, and as with the proposed Project, the ASLA would not substantially damage scenic resources; obstruct any prominent scenic vista or view open to the public; result in the creation of an aesthetically offensive site open to public view; substantially degrade the existing visual quality or character of the site or its surroundings; or conflict with applicable zoning and other regulations governing scenic quality. With exception of impacts to scenic highways, aesthetics impacts associated with the ASLA would be less than significant and would be similar to the proposed Project.

B. Agriculture and Forestry Resources

According to Riverside County GIS, the ASLA No. 1 site is classified by the FMMP as "Prime Farmland," "Farmland of Statewide Importance," "Unique Farmland," "Urban and Built-Up Land," and "Other Lands," while the ASLA No. 2 site is classified by the FMMP as "Farmland of Local Importance" and "Grazing Land." Thus, implementation of ASLA No. 1 would result in significant and unavoidable impact due to the conversion of lands classified as "Prime Farmland," "Farmland of Statewide Importance," and "Unique Farmland" to non-agricultural use, whereas the proposed Project would not result in any impacts to important farmland types. Implementation of ASLA No. 2 would result in less-than-significant impacts to important farmland types. Thus, impacts to important farmland types at ASLA No. 1 would be increased as compared to the proposed Project and would be significant and unavoidable, while implementation of ASLA No. 2 would result in similar less-than-significant impacts to important farmland types in comparison to the Project. There are no lands

surrounding either of the ASLA sites or the Project site that are zoned for agricultural use; thus, neither the Project nor ASLA would result in a conflict with agricultural zoning, and the level of impact would be similar. Additionally, the Project site and the two ASLA sites are not utilized for agricultural production, are not located within any agricultural preserves, and are not subject to a Williamson Act Contract. As such, neither the Project nor the ASLA would result in a conflict with existing agricultural uses, agricultural preserves, or lands subject to a Williamson Act Contract; therefore, impacts would not occur and the level of impact would be similar. The areas surrounding the Project site and the two ASLA sites are not zoned for forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)). As such, neither the Project nor the ASLA would result in impacts to forestry resources, and impacts would be the same.

C. *Air Quality*

The ASLA No.1 site is currently designated by the General Plan for "Light Industrial (LI)" land uses, while the ASLA No. 2 site is currently designated by the Serrano Commerce Center Specific Plan for "Light Industrial" land uses. Thus, development on either of the ASLA sites would not exceed the growth assumptions of the SCAQMD AQMP. Additionally, development of the Project at either of the ASLA sites would result in air quality emissions that are similar to those associated with the proposed Project; thus, the ASLA would not result in emission levels exceeding the SCAQMD regional or localized thresholds. As such, and similar to the proposed Project, the ASLA would result in less-than-significant impacts due to a conflict with the SCAQMD AQMP. Additionally, because emission levels would be similar to the proposed Project, construction- and operational-related emissions associated with development of the Project at either of the ASLA sites would not 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. Impacts would be less than significant, and the level of impact would be similar to the proposed Project. Although the ASLA would not exceed any of the SCAQMD localized thresholds and would not cause or contribute to any CO "hot spots," the ASLA No. 1 site abuts existing residential uses located west of the ASLA No. 1 site and north of Foster Road, while the ASLA No. 2 site is located approximately 825 feet from the nearest residential use. Because the Project site is located approximately 1,351 feet from the nearest residential use, localized health risk impacts associated with both construction and operation would be increased with development of the Project at either of the ASLA sites as compared to the proposed Project. Although neither the ASLA nor the proposed Project would involve land uses typically associated with emitting objectionable odors, due to the closer proximity of residential uses to the ASLA sites as compared to the Project site, the ASLA would result in increased, although less-than-significant, impacts due to odors as compared to the Project.

D. *Biological Resources*

As required by the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP) and Riverside County Ordinance No. 663, both the Project and the ASLA would be conditioned to make fee payments which would preclude potential impacts due to a conflict with the SKR HCP. Similarly, both the Project and the ASLA would be conditioned to comply with applicable requirements of the MSHCP. As such, with mitigation, impacts due to a conflict with the MSHCP would be less than significant under both the Project and ASLA, and the level of impact would be similar. With development of the Project on either of the ASLA sites, areas

planned for impact would be reduced in size as compared to the proposed Project, because the ASLA would not entail the realignment of the Coldwater Canyon Creek. As both of the sites evaluated as part of the ASLA occur within the same MSHCP study areas as the proposed Project (i.e., burrowing owl survey area, Narrow Endemic Plant Species Survey Area (NEPSSA), and Criteria Area Plant Survey Area (CAPSA)), for purposes of analysis it is assumed that the ASLA would result in similar impacts to threatened, endangered, sensitive, and/or special status plant and animal species, although impacts would be slightly reduced with development on either of the ASLA sites due to the reduction in areas planned for impact. The Project site and the two ASLA sites do not function as a wildlife movement corridor or native wildlife nursery sites; thus, impacts to wildlife movement corridors and wildlife nursery sites would be less than significant under both the Project and ASLA, and the level of impact would be similar. Both ASLA sites and the Project site mostly contain disturbed vegetation under existing conditions; thus, impacts to riparian habitat or other sensitive natural communities would be less than significant with the implementation of mitigation measures, although impacts as compared to the Project would be slightly reduced with development of the Project at either of the ASLA sites due to the reduction in areas planned for impact. The ASLA sites do not contain any prominent drainages under existing conditions, although construction of the Project at either of the ASLA sites likely would result in impacts to federally protected wetlands or other jurisdictional resources. Impacts to wetlands and jurisdictional waters as compared to the Project likely would be reduced with development of either of the ASLA sites due to the reduction in areas planned for impact. As with the Project, with implementation of mitigation measures, impacts to wetlands and jurisdictional resources would be reduced to less-than-significant levels. Neither the Project nor the ASLA would conflict with the Riverside County Oak Tree Management Guidelines or Riverside County Ordinance No. 559; thus, no impacts would occur due to a conflict with local policies or ordinances protecting biological resources under the Project or the ASLA, and the level of impact would be similar.

E. Cultural Resources

There are no known historical or archaeological resources on the Project site or either of the ASLA sites. As with the Project, construction of the Project at either of the ASLA sites has the potential to result in impacts to previously undiscovered subsurface historical or archaeological resources. Impacts would be reduced to less than significant levels with the implementation of mitigation measures. Impacts would be slightly reduced as compared to the Project with development of the Project at either of the ASLA sites due to the reduction in areas planned for physical impact. Similarly, both the Project and ASLA have the potential to result in impacts to human remains that may be buried beneath the surface. Impacts to human remains would be reduced to less-than-significant levels under both the Project and the ASLA with the incorporation of mitigation. Impacts to human remains would be slightly reduced with development of the Project at either of the ASLA sites due to the reduction in areas planned for physical impacts.

F. Energy

Implementation of the ASLA on either of the alternative site locations would result in the same level of development intensity as the proposed Project. As such, the ASLA would result in similar levels of energy consumption for construction and long-term operation, and would result in similar levels of demand for traffic-related energy resources. As such, impacts due to the inefficient, wasteful, or unnecessary consumption of

energy and due to a conflict with a State or local plan for renewable energy or energy efficiency would be less than significant under the ASLA, and the level of impact would be similar to the proposed Project.

G. Geology and Soils

For purposes of evaluation, it is assumed that geotechnical conditions at the two ASLA site locations are largely similar to those that occur at the Project site. As such, impacts due to earthquake faults, seismic ground shaking, liquefaction, landslide hazards, lateral spreading, collapse, rockfall hazards, and ground subsidence would be similar under the Project and ASLA, and impacts would be reduced to less-than-significant levels with implementation of mitigation requiring compliance with the recommendations of a site-specific geotechnical study. There are no volcanoes within the region and the ASLA sites and the Project site would not be subject to tsunami-related hazards. Additionally, the Project site and the two ASLA sites do not occur near any large bodies of water capable of producing seiches. Thus, impacts due to volcanoes, tsunamis, and seiches would not occur under the Project or ASLA, and the level of impact would be similar. Similar to the Project, implementation of the ASLA at either of the two locations generally would retain the existing topography of the two sites, resulting in similar less-than-significant impacts. Neither the Project nor the ASLA would result in grading that affects or negates subsurface sewage disposal systems, and both would be served by a sanitary sewer system; thus, no impact would occur, and the level of impact would be the same. Impacts associated with soil erosion or the loss of topsoil would be slightly reduced under the ASLA as compared to the Project due to the reduction in areas planned for physical impact. It is assumed that the ASLA sites do not contain any highly expansive soils; thus, impacts due to expansive soils would be less than significant, and the level of impact would be similar to the proposed Project. The Project and the two ASLA sites do not occur within areas subject to blow sand hazards; thus, no impact would occur, and the level of impact would be the same.

H. Greenhouse Gas Emissions

The ASLA would result in the same level of development intensity as the proposed Project, and operational characteristics would be similar; thus, operational GHG-related emissions would be similar under both the Project and ASLA. Construction-related GHG emissions would be slightly reduced with implementation of Project at either of the ASLA sites as compared to the Project due to the reduction in areas proposed for grading and ground disturbance. Both the Project and the ASLA would be required to comply with the Riverside County CAP, which would reduce impacts due to GHG emissions to less-than-significant levels. Thus, impacts due to GHG emissions would be less than significant under both the Project and ASLA with implementation of mitigation requiring compliance with the CAP, although impacts would be slightly reduced with development of the Project at either of the ASLA sites due to the slight reduction in construction-related GHG emissions.

I. Hazards and Hazardous Materials

As with the Project site, the ASLA has the potential to contain Recognized Environmental Conditions (RECs). Impacts associated with RECs would be reduced to less-than-significant levels with mitigation measures, and the level of impact would be similar under the Project and ASLA. There are no emergency facilities or emergency evacuation routes located on or near the Project site or either of the ASLA sites; thus, neither the

Project nor the ASLA would impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, no impact would occur, and the level of impact would be similar. There are no schools located within one-quarter mile of the Project site or either of the ASLA sites; thus, neither the Project nor the ASLA would emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts to schools would be less than significant and the level of impact would be similar. The Project and the two ASLA sites are not located on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; thus, impacts would not occur, and the level of impact would be similar. The Project site and the two ASLA sites are not located within two miles of a public or private airport; thus, hazards impacts associated with airport operations would not occur under the Project or ASLA, and the level of impact would be similar.

J. Hydrology and Water Quality

Both the Project and the ASLA would be served potable water by the TVWD, and would not include any groundwater wells on site; thus, impacts to groundwater supplies would be less than significant under the Project and ASLA, and the level of impact would be similar. Additionally, the total amount of runoff would not change with development of the Project or the ASLA, and as such runoff would be conveyed to downstream facilities where groundwater recharge would continue to occur. Both the Project and ASLA would require measures to preclude water quality impacts; thus, water quality impacts under the Project and ASLA would be less than significant, and the level of impact would be similar. Both the Project and ASLA would generally maintain the existing topography of the sites, although the Project would result in the realignment of the Coldwater Canyon Wash. Although impacts due to the realignment of Coldwater Canyon Wash would be less than significant with mitigation, the Project would have increased impacts to existing drainage patterns as compared to the ASLA. Neither the Project nor the ASLA would exceed the capacity of existing or planned stormwater drainage systems; thus, impacts would be less than significant, and the level of impact would be similar. With mandatory adherence to the SWPPP requirements, effects associated with construction-related erosion, siltation, water quality, and flooding on downstream water sources and flood control systems would be maintained at a level below significance under both the Project and ASLA, and the level of impact would be similar. Similar to the Project, with implementation of the ASLA, long-term erosion hazards on site would largely be precluded. Impacts due to erosion under long-term operational conditions would be less than significant under both the Project and ASLA, and the level of impact would be similar. The Project site and both of the ASLA sites are partially located within areas subject to flooding hazards. As such, both the Project and the ASLA would require a Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) from the Federal Emergency Management Agency (FEMA) to remove the portions of the sites proposed for development from the mapped floodplains. With implementation of a CLOMR and LOMR, impacts due to flood hazards would be reduced to less-than-significant levels under the Project and ASLA, and the level of impact would be similar. However, the ASLA would avoid the Project's less-than-significant impact (with mitigation) due to increased flows along the 1,000-foot reach between the proposed confluence and the existing confluence with Coldwater Canyon Wash, which could cumulatively contribute to scouring and erosion adversely affecting the existing Dawson Canyon Road bridge. The Project site and the ASLA sites are not subject to hazards associated with tsunamis or seiches; thus, impacts due to seiches and tsunamis would be less than significant, and the level of impact would be similar.

K. Land Use and Planning

Both the Project and ASLA would be fully consistent with the General Plan, TCAP, and Connect SoCal. As such, impacts due 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 under both the Project and ASLA, and the level of impact would be similar. Neither the Project site nor the ASLA would disrupt or divide the physical arrangement of an established community; thus, impacts would be less than significant, and the level of impact would be similar.

L. Mineral Resources

Portions of both of the ASLA sites are classified as Mineral Resources Zone 2 (MRZ-2), which indicates areas that contain identified mineral resources. By contrast, the Project site is classified as MRZ-4, which indicates that the Project site occurs in an area of unknown mineral resources potential. As such, impacts to mineral resources would be increased under the ASLA as compared to the Project, although impacts would be less than significant. Neither the Project nor the ASLA would represent an incompatible land use located adjacent to a State classified or designated area or existing surface mine, and the Project site and ASLA sites do not contain any proposed, existing, or abandoned quarries or mines; thus, impacts would be less than significant and the level of impact would be similar.

M. Noise

The Project site and the two ASLA sites are not located within an airport land use plan or within two miles of a public or private airport; thus, airport related noise impacts would be less than significant, and the level of impact would be similar. With respect to construction noise, the ASLA No. 1 site abuts existing residential use, while the ASLA No. 2 site is located approximately 825 feet from the nearest residential use. By contrast, the Project site is located approximately 1,351 feet from the nearest residential receptor. As such, the ASLA would result in an increase in construction- and operational-related noise affecting nearby sensitive receptors, particularly with development of the Project at the ASLA No. 1 site. Although impacts due to construction and operational noise would be reduced to less-than-significant levels with the implementation of mitigation, noise impacts would be increased under the ASLA as compared to the Project, particularly with development of the Project at the ASLA No. 1 site. With respect to operational noise, truck traffic associated the ASLA No 1 site would be conveyed to Temescal Canyon Road via Foster Street, which immediately abuts residential uses. By contrast, there are no existing residential uses between the Project site and the I-15 freeway, and there are no residential uses between the ASLA No. 2 site and the I-15 interchange at Indian Truck Trail. As such, impacts due to transportation-related noise would be substantially increased with development of the Project at the ASLA No. 1 site as compared to the Project, while transportation-related noise impacts associated with development of the Project at the ASLA No. 2 site would be similar to the proposed Project. Additionally, although the ASLA would not generate substantial amounts of ground-borne vibration or ground-borne noise under long-term operating conditions, substantial vibration levels would occur during construction activities. Due to the proximity of residential uses to the ASLA No. 1 site, impacts due to construction-related vibration with development at the ASLA No. 1 site would be increased as compared to the Project. Vibration-related

impacts associated with development of the Project at the ASLA No. 2 site would be similar to the proposed Project.

N. Paleontological Resources

According to Riverside County GIS, the two ASLA sites largely are classified as having a "High Sensitivity (High A)" for containing paleontological resources, whereas only the extreme northwest corner of the Project site is classified as having a "High Sensitivity (High A)." Thus, although both the Project and the ASLA would require implementation of a Paleontological Resource Impact Mitigation Program (PRIMP) to reduce potential impacts to paleontological resources to less-than-significant levels, impacts to paleontological resources would be increased with development of the Project at either alternative site location because of the increase in impacts to areas mapped as having a high potential for containing paleontological resources.

O. Population and Housing

The Project site and the two ASLA sites do not contain existing residences or housing, and the Project and ASLA would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere; thus, impacts would be less than significant under both the Project and ASLA, and the level of impact would be similar. Both the Project and the ASLA would result in the generation of approximately 615 future employees, and both the Project and ASLA would occur in a portion of Riverside County that has a poor jobs-housing ratio. Additionally, the Project site and the two ASLA sites are not designated for residential development by the Riverside County General Plan. Moreover, it is anticipated that any future employees generated by the Project or the ASLA could be accommodated by existing residential communities and/or by future residential uses to be constructed in accordance with the General Plan Land Use Plan or the general plans of cities within the County, and that no additional housing, including housing affordable to households earning 80% or less of the County's median income, would be required to accommodate Project- or ASLA-related employees. Impacts would be less than significant, and the level of impact would be similar. The Project site and both of the ASLA sites are designated for development with urban uses by the General Plan and TCAP, and neither the Project nor the ASLA would directly or indirectly induce substantial unplanned population growth in the area. Thus, impacts due to unplanned population growth would be less than significant under both the Project and ASLA, and the level of impact would be similar.

P. Public Services

The ASLA would result in a similar level of development intensity on site compared to the proposed Project. As such, impacts to fire services, sheriff services, school services, library facilities, and health services would be similar under the ASLA as compared to the Project, and impacts would be reduced to less-than-significant levels with payment of mandatory DIF fees in accordance with Riverside County Ordinance No. 659 and mandatory payment of school impact fees pursuant to SB 50.

Q. Recreation

Neither the Project nor the ASLA would entail residential development. As such, both the Project and the ASLA would result in less-than-significant impacts to existing recreational facilities, and the level of impact would be similar as both the Project and ASLA would result in a similar number of employees.

R. Transportation

Both the Project and the ASLA would result in the generation of similar levels of traffic, and both the Project and the ASLA would be subject to conditions of approval requiring the implementation of improvements, payment of fair-share fees, and/or payment of DIF and TUMF fees. As such, neither the Project nor the ASLA would result in impacts due to a conflict with a program, plan, ordinance, or policy addressing the circulation system, and the level of impact would be similar. Based on an analysis conducted by the Project's traffic consultant (Urban Crossroads), implementation of the Project at the ASLA No. 1 site would result in approximately 21.55 VMT per employee, while development of the Project at the ASLA No. 2 site would result in approximately 22.93 VMT per employee (Urban Crossroads, 2021). As the Project would result in approximately 20.4 VMT per employee, VMT impacts would be slightly increased with development of the Project at either of the ASLA sites. Impacts due to hazardous geometric design features and incompatible uses would be less than significant under both the Project and the ASLA, and the level of impact would be similar. Both the Project and the ASLA would result in less-than-significant impacts due to the need for new or altered maintenance of roads. Neither the Project nor the ASLA would result in impacts to circulation during construction, including emergency access routes, and the level of impact would be similar. The ASLA No. 1 site is not identified by the General Plan or TCAP for development of any trails or recreational resources, while the ASLA No. 2 site is designated for the future development of a Regional Trail along the Temescal Wash. A community trail would be constructed along Temescal Canyon Road as part of the Project. As such, impacts due to trail construction would be reduced with development of the Project at the ASLA No. 1 site, while impacts due to trail construction would be similar with development of the Project at the ASLA No. 2 site.

S. Tribal Cultural Resources

Grading activities associated with development on the either of the ASLA sites would result in the disturbance to less ground surface are as compared to the Project. Thus, impacts to previously-undiscovered tribal cultural resources would be slightly reduced with development of the Project at either of the ASLA sites. With mitigation measures, impacts to tribal cultural resources would be reduced to less-than-significant levels under both the ASLA and the Project.

T. Utilities and Service Systems

The level of development intensity on site would be similar under the Project and ASLA. Both the Project and ASLA would require the construction of water, wastewater, stormwater drainage, electric power, natural gas, and telecommunication facilities. Impacts associated with the provision of such facilities would be similar and would be mitigated to less-than-significant levels with implementation of mitigation measures. The TVWD determined that it has sufficient water resources to accommodate development proposed as part of the Project, while the ASLA is fully consistent with the growth assumptions used by TVWD for long-term planning efforts.

Thus, because TVWD would be able to provide potable water to the Project or the ASLA, impacts to water supply would be less than significant under both the Project and ASLA, and the level of impact would be similar. Similarly, TVWD would have adequate capacity to treat wastewater generated by either the Project or the ASLA; thus, impacts would be less than significant under both the Project and ASLA, and the level of impact would be similar. Both the Project and ASLA would be subject to the County's solid waste regulations, and neither the Project nor the ASLA would result in the generation of solid waste that could adversely affect landfill capacity. Thus, solid waste impacts would be less than significant under the Project and ASLA, and the level of impact would be similar.

U. Wildfire

Neither the Project nor the ASLA have the potential to substantially impair an adopted emergency response plan or emergency evacuation plan; thus, impacts would be less than significant, and the level of significance would be similar. According to Riverside County GIS, the ASLA No. 1 site is classified as having a "Very High" susceptibility to wildfire hazards throughout a majority of the site, while the southwest corner of the ASLA No. 1 site is classified as having a "High" to "Moderate" susceptibility to wildfire hazards. The majority of the ASLA No. 2 site is classified as having a "Very High" susceptibility to wildfire hazards, with small areas in the south of the property classified as having a "Moderate" susceptibility to wildfire hazards. The entire Project site is classified as having a "Very High" susceptibility to wildfire hazards. Thus, impacts due to wildland fire hazards would be slightly reduced with development of the Project at the ASLA No. 1 site, while impacts associated with development of the Project at the ASLA No. 2 site would be similar to the proposed Project. Both the Project and ASLA would be required to implement buffers between on-site development and areas prone to fire hazards to reduce wildland fire hazards impacts to below a level of significance.

V. Conclusion

As compared to the proposed Project, the ASLA would have increased impacts under the issue areas of agricultural and forestry resources; air quality (localized health risks); mineral resources; noise; paleontological resources; and transportation. The ASLA would result in the same or similar impacts under the issue areas of air quality (with exception of localized health risks); energy; geology and soils; hazards and hazardous materials; hydrology and water quality (except impacts due to changed drainage patterns); land use and planning; population and housing; public services; recreation; utilities and service systems; and wildfire (ASLA No. 2 site only). The ASLA would result in reduced impacts to aesthetics; biological resources; cultural resources; greenhouse gas emissions; hydrology and water quality (changes to drainage patterns); tribal cultural resources; and wildfire (ASLA No. 1 site only) as compared to the proposed Project.

The ASLA generally would meet the Project's objectives. The ASLA would diversify the mix of uses in the Temescal Valley area of Riverside County to support the growing goods movement supply chain. Due to the increase in distance between the ASLA sites and the nearest on- and off-ramps at I-15 as compared to the Project, the ASLA would be less effective in meeting the Project's objective to develop supply chain uses in close proximity to designated truck routes and the State highway system to avoid or shorten vehicular trip lengths on other roadways. The ASLA could generally meet the Project's objective to develop an underutilized

property with a use that will modernize and streamline goods movement and supply services in and around the Temescal Canyon area of Riverside County. The ASLA would meet the Project's objective to expand economic development, facilitate job creation, and increase the tax base for Riverside County by accommodating and diversifying facilities needed to support the goods movement supply chain. Similarly, the ASLA would meet the Project's objective to attract new employment-generating businesses in unincorporated Riverside County, thereby growing the economy and providing a more equal jobs-housing balance in the local area that will reduce the need for members of the local workforce to commute outside the area for employment. The ASLA also would meet the Project's objective to diversify the economy of western unincorporated Riverside County by developing a large property with employment-generating land uses with long-term economic viability. Additionally, the ASLA would meet the Project objective to develop a use that has architectural design and operational characteristics that are compatible with other existing and planned developments in the local area. The ASLA also would meet the Project's objective to develop a property that has access to available infrastructure, including roads and utilities.

6.3.4 Reduced Project Alternative (RPA)

The Reduced Project Alternative (RPA) considers development of the Project site with warehouse building area that is 30% smaller than the warehouse buildings proposed under the Project. As previously summarized in Table 6-2, implementation of the RPA would allow for up to 443,525 s.f. of warehouse building area. All other components of the RPA would be the same as proposed for the Project. Specifically, and similar to the proposed Project, the Coldwater Canyon Wash would be realigned on site on approximately 6.90 acres, and a total of approximately 1.84 acres in the northern corner of the Project site would be dedicated to the MSHCP. This alternative was selected to allow the Lead Agency (Riverside County) to consider a design for the Project site that would reduce the Project's significant and unavoidable impacts due to VMT.

A. Aesthetics

The Project site is not located within the viewshed of any officially designated State or County scenic highways or State-Eligible scenic highways. Development under the Project and RPA would be visible from I-15, which is designated as a State-Eligible scenic highway; however, development on site under both the Project and RPA would require approval and implementation of either a Conditional Use Permit (CUP) or Plot Plan, which would specify site-specific development characteristics, including characteristics related to visual quality. Thus, impacts to scenic corridors would be less than significant under both the Project and RPA, and the level of impact would be similar. As with the proposed Project, the RPA would not substantially damage scenic resources; obstruct any prominent scenic vista or view open to the public; result in the creation of an aesthetically offensive site open to public view; substantially degrade the existing visual quality or character of the site or its surroundings; or conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant under both the Project and RPA, and the level of impact would be similar.

B. Agriculture and Forestry Resources

Under existing conditions, the entire 46.14-acre Project site is classified by the FMMP as "Urban and Built-Up Land" and there are no portions of the Project site mapped as containing Prime Farmland, Unique

Farmland, Farmland of Statewide Importance, or Farmland of Local Importance. Accordingly, impacts to FMMP-designated Farmland would not occur under either the Project or RPA, and the level of impact would be the same. There are no lands surrounding the Project site that are zoned for agricultural use; thus, neither the Project nor RPA would result in a conflict with agricultural zoning, and the level of impact would be similar. Additionally, the Project site is not utilized for agricultural production, is not located within any agricultural preserves, and is not subject to a Williamson Act Contract. As such, neither the Project nor the RPA would result in a conflict with existing agricultural uses, agricultural preserves, or lands subject to a Williamson Act Contract; therefore, impacts would not occur and the level of impact would be similar. The Project site and surrounding areas are not zoned for forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)). As such, neither the Project nor the RPA would result in impacts to forestry resources, and impacts would be the same.

C. *Air Quality*

The RPA would result in development of the Project site in a manner similar to the Project, but with 30% less warehouse building area. Due to the reduction in building area, the RPA would result in reduced impacts due to a conflict with the SCAQMD AQMP, although such impacts would be less than significant under both the Project and RPA. Likewise, because the RPA would result in reduced air quality emissions, the RPA would result in a decrease in impacts due to 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. Thus, air quality impacts would be reduced under the RPA as compared to the proposed Project, although as with the Project such impacts would be below the SCAQMD thresholds of significance. Because there are no sensitive receptors (i.e., residential uses) between the Project site and the on and off ramps at the I-15, neither the Project nor the RPA would expose sensitive receptors to substantial pollutant concentrations; however, because the RPA would result in a decrease in the amount of heavy truck traffic, the RPA would have decreased impacts to sensitive receptors as compared to the Project. Neither the Project nor the RPA are anticipated to result in odor impacts affecting sensitive receptors, and the level of impact would be similar.

D. *Biological Resources*

Areas planned for physical impact and development would be the same under the proposed Project and the RPA. Thus, impacts to biological resources under the RPA and proposed Project would be the same, and would be reduced to less-than-significant levels with the implementation of the mitigation measures identified in EIR Subsection 4.4.

E. *Cultural Resources*

Areas planned for physical impact and development would be the same under the proposed Project and the RPA. As such, impacts to historical resources, archaeological resources, and human remains would be identical under the proposed Project and RPA, and would be reduced to less-than-significant levels with implementation of the mitigation measures identified in EIR Subsection 4.5.

F. Energy

Implementation of the RPA would result in a reduced level of development intensity on site in comparison to the proposed Project. As such, the RPA would result in less usage of energy for construction and operational activities as compared to the proposed Project, and would result in a decrease in traffic and traffic-related fuel consumption as compared to the proposed Project. Although impacts due to the inefficient, wasteful, or unnecessary consumption of energy and due to a conflict with a State or local plan for renewable energy or energy efficiency would be less than significant under both the Project and RPA, impacts under the RPA would be reduced as compared to the proposed Project.

G. Geology and Soils

Areas planned for physical impact and development would be the same under the proposed Project and the RPA. As such, impacts to geology and soils would be similar under the RPA and proposed Project, and impacts would be reduced to less-than-significant levels with implementation of the mitigation identified in EIR Subsection 4.7.

H. Greenhouse Gas Emissions

Development on site under the RPA would be less intense than the land uses proposed as part of the Project, due to the reduction in the amount of warehouse building area by 30%. While construction emissions would be similar under the Project and RPA, operational emissions of GHGs under the RPA would be approximately 30% less than the Project's operational emissions. As such, the RPA would result in reduced impacts due to GHG emissions, although as with the Project GHG impacts would be reduced to less-than-significant levels with compliance with the County's Climate Action Plan (CAP). Neither the Project nor the RPA would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and the level of impact would be similar.

I. Hazards and Hazardous Materials

A Soil Management Plan (SMP) to address potential hydrocarbon contamination on site would be required under both the Project and RPA; thus, impacts due to existing site hazards would be less than significant after mitigation under both the Project and RPA, and the level of impact would be similar. The potential for hazardous materials under construction activities would be similar under the Project and RPA, and impacts would be less than significant. Under long-term operational conditions, the RPA would entail approximately 30% less industrial building area as compared to the proposed Project, and therefore would result in reduced impacts associated with the storage or use of hazardous materials, although impacts would be less than significant under both the Project and RPA. Neither the Project nor the RPA would impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan; thus, impacts under the RPA and proposed Project would be less than significant and the level of impact would be similar. Neither the Project nor the RPA would emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and the level of impact would be similar. The Project site is not identified on any lists of hazardous materials sites compiled pursuant to Government Code Section 65962.5; thus, no impact would occur under the Project or

RPA, and the level of impact would be similar. The Project site is not located within 2 miles of a public or private airport; thus, no impacts due to airport-related hazards would occur under the Project or RPA, and the level of impact would be the same.

J. Hydrology and Water Quality

Both the Project and the RPA would be subject to compliance with the Santa Ana Region Basin Plan, and would be required to comply with the requirements of the Santa Ana RWQCB and Riverside County. This includes the requirement to obtain a National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit for construction activities, which requires the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that would include measures to address water pollution, including sedimentation. Additionally, both the Project and RPA would be subject to NPDES requirements for long-term operations, which would reduce potential water quality impacts (including sediments) from construction to less-than-significant levels. Due to the relatively flat nature of the Project site, it is not expected that the Project or RPA would result in substantial changes to the existing drainage system of the Project site and area; thus, impacts would be less than significant and the level of impact would be similar. Both the Project and RPA would be subject to future implementing hydrology studies as part of future implementing development (e.g., tentative tract maps, plot plans, etc.), which would be required to demonstrate adequate capacity to handle runoff from the Project site; thus, impacts related to exceeding the capacity of existing or planned stormwater drainage facilities would be less than significant and the level of impact would be similar. Both the Project and RPA would require a Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) from Federal Emergency Management Agency (FEMA) to remove the proposed development areas from mapped floodplains, and to address increased flows within the Temescal Wash associated with the realignment of the Coldwater Canyon Wash drainage. With implementation of the required CLOMR and LOMR, impacts due to flood hazards on site would be reduced under both the Project and RPA, and the level of impact would be the same. The Project site is not subject to tsunamis or seiche zone; thus, impacts due to pollution from inundation from tsunamis and seiches would be less than significant, and the level of impact would be similar.

K. Land Use and Planning

Assuming approval of the Project's proposed General Plan Amendment (GPA 200007), both the Project and the RPA would be fully consistent with the Riverside County General Plan and TCAP. Thus, impacts would be less than significant under both the Project and the RPA, and the level of impact would be similar. Both the Project and RPA also would be consistent with Connect SoCal, and as such impacts due to a conflict would be similar and less than significant. Both the RPA and proposed Project would be compatible with existing and planned land uses in the surrounding area; thus, impacts would be less than significant, and the level of impacts would be similar. Additionally, neither the Project nor the RPA would disrupt or divide the physical arrangement of an established community; thus, impacts would be less than significant and the level of impact would be similar.

L. Mineral Resources

The Project site does not contain any known mineral resources that would be of value to the region or the residents of the State. Accordingly, no impacts to mineral resources would occur under the Project or the RPA, and the level of impact would be similar. Additionally, neither the Project nor the RPA would represent an incompatible land use located adjacent to a State classified or designated area or existing surface mine, and neither the RPA nor the Project would expose people or property to hazards from proposed, existing, or abandoned quarries or mines. No impacts would occur, and the level of impact would be similar.

M. Noise

There are no public or private airports within two miles of the Project site, and the Project site is not located in areas subject to high airport-related noise; thus, impacts would be less than significant under the Project and RPA, and the level of impact would be similar. Due to the distance to the nearest sensitive receptor (i.e., residential uses), neither the Project nor the RPA would result in significant construction or operational related noise impacts that could affect nearby sensitive receptors. Due to the reduced level of development intensity under the RPA, operational noise impacts would be reduced under the RPA in comparison to the Project, although such impacts would be less than significant under both the Project and RPA. Similarly, while transportation-related noise impacts affecting sensitive receptors would be less than significant under both the Project and RPA, because the RPA would result in approximately 30% less traffic as compared to the proposed Project, traffic-related noise impacts would be reduced under the RPA. Neither the Project nor the RPA would expose nearby sensitive receptors to substantial vibration-related impacts associated with construction or operations, and the level of impact would be similar.

N. Paleontological Resources

Areas planned for physical impact and development would be the same under the proposed Project and the RPA. Both the Project and RPA have the potential to result in impacts to subsurface paleontological resources, particularly within the northwestern portions of the site that contain soils with a "High A" potential for containing unique paleontological resources. Both the Project and RPA would be subject to implementation of a PRIMP. With implementation of a Paleontological Resource Impact Mitigation Program (PRIMP), impacts to paleontological resources would be reduced to less-than-significant levels under both the Project and RPA, and the level of impact would be similar.

O. Population and Housing

Neither the Project nor the RPA would result in the displacement of substantial numbers of existing people or housing, necessitating the construction of housing elsewhere; thus, no impact would occur under either the Project or RPA. Although neither the Project nor the RPA are anticipated to result in an increased demand for affordable housing, impacts under the RPA would be reduced in comparison to the Project because the RPA would result in the generation of fewer jobs, and thus fewer workers needing housing as compared to the proposed Project. Neither the RPA nor the Project would represent substantial unplanned population growth as the Project site currently is planned for urban land uses by the Riverside County General Plan. Additionally, neither the Project nor the RPA would indirectly induce growth, as infrastructure improvements would be sized

to accommodate only future development on site. Impacts to population and housing would be less than significant under both the Project and RPA, although the level of impact would be slightly reduced under the RPA due to the reduction in the amount of warehouse building area.

P. Public Services

The RPA would result in fewer employment opportunities on site compared to the proposed Project. As such, impacts to fire services, sheriff services, school services, library facilities, and health services would be slightly reduced under the RPA as compared to the Project, although impacts would be less than significant with payment of mandatory Development Impact Fees (DIF) in accordance with Riverside County Ordinance No. 659 and mandatory payment of school impact fees pursuant to SB 50.

Q. Recreation

Neither the Project nor the RPA would entail residential development. As such, both the Project and the RPA would result in less-than-significant impacts to existing recreational facilities, although impacts under the RPA would be slightly reduced due to the reduction in the number of employees as compared to the proposed Project.

R. Transportation

Impacts due to hazardous geometric design features and incompatible uses would be less than significant under both the Project and the RPA, and the level of impact would be similar. Both the Project and the RPA would result in less-than-significant impacts due to the need for new or altered maintenance of roads. Neither the Project nor the RPA would result in impacts to circulation during construction, including emergency access routes, and the level of impact would be similar. Both the Project and RPA would be required to accommodate a community trail along Temescal Canyon Road, although impacts associated with the construction of this trail have been evaluated herein, and both the Project and RPA would result in similar less-than-significant impacts due to trail facilities. With respect to VMT, the RPA would result in approximately 30% less warehouse building area as compared to the proposed Project. As the calculation of a project's VMT impacts are based on a ratio between a project's total VMT to the number of employees, and because both traffic and the number of employees are calculated based on building area, it can be concluded that the VMT per Service Population (SP) ratio would be similar under both the Project and RPA. However, the RPA would result in a reduction in the total amount of VMT by approximately 30% in comparison to the Project. Thus, while impacts due to VMT would be significant and unavoidable under both the Project and RPA, impacts due to VMT would be reduced under the RPA in comparison to the proposed Project due to the reduction in total VMT by approximately 30%.

S. Tribal Cultural Resources

Grading activities under the Project and RPA would be the same. As such, potential impacts to tribal cultural resources would be the same under the RPA and proposed Project, and impacts would be less than significant with implementation of mitigation measures.

T. Utilities and Service Systems

The level of development intensity on site would be reduced under the RPA as compared to the proposed Project. Both the Project and RPA would require the construction of water, wastewater, stormwater drainage, electric power, natural gas, and telecommunication facilities. Impacts associated with the provision of such facilities would be similar and would be mitigated to less-than-significant levels with implementation of mitigation measures. The TVWD determined that it has sufficient water resources to accommodate development proposed as part of the Project, while the RPA would result in a reduction in demand for water resources by approximately 30% in comparison to the Project. Thus, because TVWD would be able to provide potable water to both the Project or the RPA, impacts to water supply would be less than significant under both the Project and RPA, although impacts would be reduced under the RPA due to the reduced demand for water resources by approximately 30%. Similarly, TVWD would have adequate capacity to treat wastewater generated by either the Project or the RPA and impacts would be less than significant; however, the RPA would generate less wastewater than the proposed Project requiring treatment, and as such impacts to wastewater treatment capacity would be reduced under the RPA as compared to the proposed Project. Both the Project and RPA would be subject to the County's solid waste regulations, and neither the Project nor the RPA would result in the generation of solid waste that could adversely affect landfill capacity. Thus, while solid waste impacts would be less than significant under the Project and RPA, due to the reduction in building area the RPA would generate less solid waste than the proposed Project, and as such the RPA would have reduced impacts to solid waste as compared to the proposed Project.

U. Wildfire

Development under the RPA would be similar to the proposed Project, and likely would entail the development of buildings in similar proximity to off-site areas that are subject to wildland fire hazards as compared to the proposed Project. As such, impacts associated with wildfire would be similar under the RPA as compared to the Project, although neither the Project nor the RPA would result in significant impacts due to wildfire-related hazards.

V. Conclusion

As compared to the proposed Project, the RPA would not result in any increased impacts to the environment. The RPA would result in the same or similar impacts under the issue areas of aesthetics, agriculture/forestry resources, biological resources, cultural resources, geology/soils, hydrology/water quality, land use/planning, mineral resources, paleontological resources, tribal cultural resources, and wildfire. The RPA would result in reduced impacts to air quality, energy, greenhouse gas emissions, hazards/hazardous materials, noise, population/housing, public services, recreation, transportation (i.e., due to VMT), and utilities/service systems as compared to the proposed Project.

The RPA generally would meet the Project's objectives, although to a lesser extent than the proposed Project. Due to the reduction in the amount of warehouse building area, the RPA would be less effective in meeting the Project's objective to diversify the mix of uses in the Temescal Valley area of Riverside County to support the growing goods movement supply chain. Similarly, due to the reduction in the amount of warehouse building area, the RPA also would be less effective than the Project in meeting the Project's objective to

develop supply chain uses in close proximity to designated truck routes and the State highway system to avoid or shorten vehicular trip lengths on other roadways. The RPA also would be less effective than the proposed Project in meeting the Project's objective to expand economic development, facilitate job creation, and increase the tax base for Riverside County by accommodating and diversifying facilities needed to support the goods movement supply chain. Similarly, the RPA would be less effective than the proposed Project in meeting the Project's objective to attract new employment-generating businesses in unincorporated Riverside County, thereby growing the economy and providing a more equal jobs-housing balance in the local area that will reduce the need for members of the local workforce to commute outside the area for employment. The RPA also would be less effective than the proposed Project in meeting the Project's objective to diversify the economy of western unincorporated Riverside County by developing a large property with employment-generating land uses with long-term economic viability. The RPA would meet the Project objective to develop a use that has architectural design and operational characteristics that are compatible with other existing and planned developments in the local area. The RPA also would meet the Project's objective to develop a property that has access to available infrastructure, including roads and utilities.

6.3.5 Environmentally Superior Alternative

CEQA Guidelines § 15126.6 requires the identification of the environmentally superior alternative. As discussed herein, implementation of the NDA would result in no physical environmental impacts beyond those that have historically occurred on the property. Because the NDA would avoid most of the Project's impacts, it warrants consideration as the "environmentally superior alternative." However, pursuant to CEQA Guidelines § 15126.6(e)(2), if a no project alternative is identified as the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives. Accordingly, the Reduced Project Alternative (RPA), as discussed above in subsection 6.3.4, is identified as the Environmentally Superior Alternative pursuant to CEQA Guidelines § 15126.6.

Table 6-3 Alternatives to the Proposed Project – Comparison of Environmental Impacts

Environmental Topic	Proposed Project Significance of Impacts After Mitigation	Level of Impact Compared to the Proposed Project/Compliance with Project Objectives			
		No Project/No Development Alternative (NDA)	No Project Alternative (Existing General Plan) (NPA)	Alternative Site Location Alternative (ASLA)	Reduced Project Alternative (RPA)
Aesthetics	Less than Significant	Reduced	Similar	Reduced	Similar
Agriculture and Forest Resources	Less than Significant	Similar	Similar	Increased	Similar
Air Quality	Less than Significant	Reduced	Increased	Most Issues: Similar Localized Health Risks: Increased	Reduced
Biological Resources	Less than Significant	Reduced	Similar	Reduced	Similar
Cultural Resources	Less than Significant	Reduced	Similar	Reduced	Similar
Energy	Less than Significant	Reduced	Increased	Similar	Reduced
Geology and Soils	Less than Significant	Reduced	Similar	Similar	Similar
Greenhouse Gas Emissions	Less than Significant	Reduced	Increased	Reduced	Reduced
Hazards and Hazardous Materials	Less than Significant	Most Issues: Reduced Contaminated Soils: Increased	Increased	Similar	Reduced
Hydrology and Water Quality	Less than Significant	Most Issues: Reduced Erosion/Siltation: Increased	Similar	Most Issues: Similar Change to Drainage Patterns: Reduced	Similar
Land Use and Planning	Less than Significant	Similar	Similar	Similar	Similar
Mineral Resources	Less than Significant	Similar	Similar	Increased	Similar
Noise	Less than Significant	Reduced	Increased	Increased	Reduced
Paleontological Resources	Less than Significant	Reduced	Similar	Increased	Similar
Population and Housing	Less than Significant	Reduced	Increased	Similar	Reduced
Public Services	Less than Significant	Reduced	Increased	Similar	Reduced
Recreation	Less than Significant	Reduced	Similar	Similar	Reduced
Transportation	Significant and Unavoidable Direct and Cumulatively-Considerable Impacts	Reduced to Less-than-Significant Levels	Most Impacts: Increased VMT Impacts: Reduced, but not to below a level of significance	Most Issues: Similar VMT Impacts: Increased	Most Issues: Similar VMT Impacts: Reduced, but not to below a level of significance
Tribal Cultural Resources	Less than Significant	Reduced	Similar	Reduced	Similar
Utilities and Service Systems	Less than Significant	Reduced	Increased	Similar	Reduced
Wildfire	Less-than-Significant	Increased	Increased	ASLA No. 1 Site: Reduced ASLA No. 2 Site: Similar	Similar
Objective A: To diversify the mix of uses in the Temescal Valley area of Riverside County to support the growing goods movement supply chain.		No	Yes	Yes	Yes, but to a lesser extent

Environmental Topic	Proposed Project Significance of Impacts After Mitigation	Level of Impact Compared to the Proposed Project/Compliance with Project Objectives			
		No Project/No Development Alternative (NDA)	No Project Alternative (Existing General Plan) (NPA)	Alternative Site Location Alternative (ASLA)	Reduced Project Alternative (RPA)
Objective B: To develop supply chain uses in close proximity to designated truck routes and the State highway system to avoid or shorten vehicular trip lengths on other roadways.		No	Yes	Yes, but to a lesser extent	Yes, but to a lesser extent
Objective C: To expand economic development, facilitate job creation, and increase the tax base for Riverside County by accommodating and diversifying facilities needed to support the goods movement supply chain.		No	Yes	Yes	Yes, but to a lesser extent
Objective D: To develop light industrial buildings in the Temescal Valley area of Riverside County that are designed to meet contemporary industry standards and be economically competitive with similar industrial buildings in the local area and region.		No	Yes	Yes	Yes, but to a lesser extent
Objective E: To attract new employment-generating businesses in unincorporated Riverside County, thereby growing the economy and providing a more equal jobs-housing balance in the local area that will reduce the need for members of the local workforce to commute outside the area for employment.		No	Yes	Yes	Yes, but to a lesser extent
Objective F: To diversify the economy of western unincorporated Riverside County by developing a large property with employment-generating land uses with long-term economic viability.		No	Yes	Yes	Yes, but to a lesser extent
Objective G: To develop a use that has architectural design and operational characteristics that are compatible with other existing and planned developments in the local area.		No	Yes	Yes	Yes
Objective H: To develop a property that has access to available infrastructure, including roads and utilities		No	Yes	Yes	Yes

7.0 REFERENCES

7.1 PERSONS INVOLVED IN THE PREPARATION OF THIS EIR

7.1.1 COUNTY OF RIVERSIDE PLANNING DIVISION

John Hildebrand, Planning Director
Jose Merlan, Principal Planner

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7.2 DOCUMENTS APPENDED TO THIS EIR

The following reports, studies, and supporting documentation were used in preparing the Temescal Valley Commerce Center EIR and are bound separately as Technical Appendices. A copy of the Technical Appendices is available for review at the Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92502.

Appendix A: Notice of Preparation (NOP) and Written Comments on the NOP.

Appendix B1: Urban Crossroads, Inc., 2023a. *Temescal Valley Commerce Center (PPT 220039) Air Quality Impact Analysis*. June 27, 2023.

Appendix B2: Urban Crossroads, Inc., 2023b. *Temescal Valley Commerce Center (PPT 220039) Mobile Source Health Risk Assessment*. June 27, 2023.

Appendix B3: Urban Crossroads, Inc., 2025a. *Temescal Valley Commerce Center Focused Health Risk Assessment*. April 28, 2025.

Appendix C1: Cadre Environmental, 2024a. *Biological Resources Technical Report, Temescal Valley Commerce Center Project Site*. March 2024.

Appendix C2: Cadre Environmental, 2024b. *Western Riverside County - MSHCP Consistency Analysis, Temescal Valley Commerce Center Project Site*. October 2024.

Appendix C3: Cadre Environmental, 2024c. *Western Riverside County – MSHCP DBESP Temescal Valley Commerce Center Project Site*. March 2024.

Appendix C4: Glenn Lukos Associates (GLA), 2023. *Jurisdictional Delineation of the 46.18-Acre Temescal Valley Commerce Center Project Site and Associated Offsite Impact Areas, Located in the Corona Sphere of Influence, Riverside County, California*. October 25, 2023.

Appendix C5: Glenn Lukos Associates (GLA), 2021. *Evaluation of Impacts to Riparian Habitat Associated with Changes to Hydrology for Temescal Wash and Coldwater Canyon Creek Associated with the Proposed Temescal Business Park, Corona, Riverside County*. July, 17, 2021.

Appendix D: Brian F. Smith and Associates (BFSA), 2020. *A Phase I Cultural Resources Assessment for the Temescal Canyon Business Park Project*. December 9, 2020.

Appendix E: Urban Crossroads, Inc., 2023c. *Temescal Valley Commerce Center (PPT 220039) Energy Analysis*. June 27, 2023.

Appendix F1: NorCal Engineering, 2020. *Geotechnical Investigation – Proposed Warehouse Development, Temescal Canyon Road and Park Canyon Road, County of Riverside, California*. October 12, 2020.

Appendix F2: NorCal Engineering, 2022. *Update to Geotechnical Investigation – Proposed Industrial Warehouse Development – Located at the Northeast Corner of Temescal Canyon Road and Dawson Canyon Road, in the City of Corona, California*. December 5, 2022

Appendix G: Urban Crossroads, Inc., 2023d. *Temescal Valley Commerce Center (PPT 220039) Greenhouse Gas Analysis*. July 27, 2023.

Appendix H1: Hazard Management Consulting (HMC), 2019a. *Phase I Environmental Site Assessment, 23100 & 23200 Temescal Canyon Road, Corona, CA 92883*. September 12, 2019.

Appendix H2: Hazard Management Consulting (HMC), 2019b. *Results of a Soil and Soil Gas Investigation at the Property Located at 23100 and 23200 Temescal Canyon Road Corona California*. August 29, 2019.

Appendix I1: Thienes Engineering, Inc., 2025a. *Preliminary Hydrology Calculations for Temescal Valley Commerce Center*. March 4, 2025.

Appendix I2: Thienes Engineering, Inc., 2025b. *Project Specific Preliminary Water Quality Management Plan (P-WQMP) for Temescal Valley Commerce Center*. March 13, 2025.

Appendix I3: Rick Engineering Company, 2022. *Bridge Rehabilitation Assessment Dawson Canyon Road Over Temescal Wash*. March 17, 2022.

Appendix I4: Rick Engineering Company, 2024a. *Temescal Valley Commerce Center Drainage Technical Summary*. May 2, 2024.

Appendix I5: Rick Engineering Company, 2024b. *Hydraulic Analysis Report for Temescal Valley Commerce Center*. May 2, 2024.

Appendix I6: Rick Engineering Company, 2024c. *Drainage Study for Temescal Valley Commerce Center (Offsite and Frontage Roads) Final Engineering*. May 2, 2024.

Appendix J1: Urban Crossroads, Inc., 2023e. *Temescal Valley Commerce Center (PPT 220039) Noise and Vibration Analysis*. June 23, 2023.

Appendix J2: Urban Crossroads, Inc., 2025b. *Temescal Valley Commerce Center Noise Assessment*. April 28, 2025.

Appendix K1: Urban Crossroads, Inc., 2024. *Corona Clay Vehicle Miles Traveled (VMT) Analysis*. January 11, 2024.

Appendix K2: Urban Crossroads, Inc., 2022. *Temescal Valley Commerce Center (PPT 220039) Traffic Analysis*. September 30, 2022.

Appendix K3: Urban Crossroads, Inc., 2025c. *Temescal Valley Commerce Center Focused Traffic Assessment*. April 18, 2025.

Appendix L: Water-Sewer Availability Letters dated December 1, 2022.

Appendix M: T&B Planning, Inc. 2024. *General Plan Consistency Analysis for the Temescal Valley Commerce Center Environmental Impact Report SCH No. 2023010612*. June 10, 2024.

Appendix N: Firewise 2000 LLC, 2025. *Fire Hazard, Emergency Services Access, and Evacuation Measures re: Temescal Valley Commerce Center EIR*. February 10, 2025.

7.3 Documents Incorporated by Reference in this EIR

The following reports, studies, and supporting documentation were used in the preparation of this EIR and are incorporated by reference within this EIR. A copy of the following reports, studies, and supporting documentation is a matter of public record and is generally available to the public at the location listed

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