PARADISE CHEVROLET
TRUCK DEALERSHIP PROJECT

PUBLIC REVIEW DRAFT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
JULY 2024

Prepared for:

City of Temecula
Community Development Department
Planning Division
41000 Main Street
Temecula, CA 92590

Prepared by:

De Novo Planning Group
180 E. Main Street, Suite 108
Tustin, CA 92780

D e N o v o P l a n n i n g G r o u p

A Land Use Planning, Design, and Environmental Firm

Paradise Chevrolet Truck Dealership Project

Public Review Draft

Initial Study/Mitigated Negative Declaration

LEAD AGENCY: CITY OF TEMECULA
41000 Main Street
Temecula, California 92590
Contact: Scott Cooper
Scott.Cooper@TemeculaCA.gov
(951) 506-5137

PREPARED BY: DE NOVO PLANNING GROUP
180 E. Main Street, Suite 108
Tustin, California 92780
Contact: Starla Barker, AICP
sbarker@denovoplanning.com
(949) 396-8193

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1.0 INTRODUCTION

1.1 Statutory Authority and Requirements

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Sections 21000, et seq.) and the State CEQA Guidelines (14 California Code of Regulations Title 14 Sections 15000, et seq.). This Initial Study is an informational document intended to be used as a decision-making tool for the Lead Agency and responsible agencies in considering and acting on the proposed Project.

Pursuant to CEQA Guidelines Section 15063, the City of Temecula, as Lead Agency, has prepared this Initial Study to determine if the proposed Paradise Chevrolet Truck Dealership Project (Project) would have a significant effect on the environment. If, as a result of findings in the Initial Study, the Lead Agency finds that there is evidence that mitigation cannot reduce the impact to a less than significant level for any aspect of the proposed Project, then the Lead Agency must prepare an Environmental Impact Report (EIR) to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds that there is no evidence that the Project as proposed may cause a significant effect on the environment, the Lead Agency may prepare a Negative Declaration (ND). If the Lead Agency finds that there is evidence of a significant impact, but the impact can be reduced through mitigation, the Lead Agency may prepare a Mitigated Negative Declaration (MND). Such a determination can be made only if "there is no substantial evidence in light of the whole record before the Lead Agency" that such significant environmental impacts may occur (PRC Section 21080(c)).

Pursuant to CEQA Guidelines Section 15063(c), the purposes of an Initial Study are to:

1. Provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR, MND or a ND;
2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a ND;
3. Assist in the preparation of an EIR, if one is required, by;
    a. Focusing the EIR on the effects determined to be significant,
    b. Identifying the effects determined not to be significant,
    c. Explaining the reasons for determining that potentially significant effects would not be significant, and
    d. Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environment effects.
4. Facilitate environmental assessment early in the design of a project;
5. Provide documentation of the factual basis for the finding in a MND or ND that a project will not have a significant effect on the environment;
6. Eliminate unnecessary EIRs; and
7. Determine whether a previously prepared EIR could be used with the project.

The environmental documentation, which is ultimately selected by the City in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions for the proposed Project. The resulting environmental documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals would be required.

1.2 Summary of Findings

Pursuant to State CEQA Guidelines Section 15367, the City of Temecula (City), as the Lead Agency, has the authority for environmental review and adoption of the environmental documentation, in accordance with CEQA. As set forth in State CEQA Guidelines Section 15070, an Initial Study leading to a Negative Declaration (IS/ND) or Mitigated Negative Declaration (IS/MND) can be prepared when:

- The Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment (resulting in a Negative Declaration), or

- The Initial Study identifies potentially significant effects, but:
    - Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
    - There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment (resulting in a Mitigated Negative Declaration).

Based on the Environmental Checklist Form and supporting environmental analysis provided in Section 4.0, *Environmental Analysis*, the proposed Project would have no impact or a less than significant impact concerning all environmental issue areas, except the following, for which the Project would have a less than significant impact with mitigation incorporated:

- Biological Resources
- Cultural Resources
- Geology and Soils
- Tribal Cultural Resources

1.3 Public Review Process

The Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration has been provided to the Clerk of the County of Riverside and mailed to responsible agencies and trustee agencies concerned with the Project and other public agencies with jurisdiction by law over resources affected by the Project. A 30-day public review period has been established for the IS/MND in accordance with State CEQA Guidelines Section 15073. During the public review period, the IS/MND, including the technical appendices, was made available for review at the following locations:

- City of Temecula, Community Development Department, 41000 Main Street, Temecula, CA 92590
- City of Temecula website at: https://temeculaca.gov/362/Environmental-Review-CEQA

In reviewing the IS/MND, affected public agencies and interested members of the public should focus on the document's adequacy in identifying and analyzing the potential environmental impacts and the ways in which the Project's potentially significant effects can be avoided or mitigated.

Written comments on this IS/MND may be sent to:

Scott Cooper, Senior Planner
City of Temecula, Community Development Department
41000 Main Street
Temecula, CA 92590
Email: Scott.Cooper@TemeculaCA.gov

Following receipt and evaluation of comments from agencies, organizations, and/or individuals, the City will determine whether any substantial new environmental issues have been raised, and if further documentation may be required. If no new environmental issues have been raised or if the issues raised do not provide substantial evidence that the Project would have a significant effect on the environment, the IS/MND will be considered for adoption and the Project for approval.

1.4 Incorporation by Reference

Pursuant to State CEQA Guidelines Section 15150, a MND may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public. Where all or part of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the MND's text.

The references outlined below were utilized during preparation of this Initial Study. Copies of these documents are available for review on the City's website (www.temeculaca.gov) unless otherwise noted.

City of Temecula General Plan. The City Council comprehensively adopted the Update to the City of Temecula General Plan on April 12, 2005. The General Plan is a comprehensive legal document that identifies a community vision for the future and establishes a framework to guide future decisions regarding development, resource management, public safety, public services, and the overall quality of the community. The General Plan contains goals, policies, and programs to guide land use and development, and is organized to include the following mandatory "elements" in accordance with California Government Code Section 65302: Land Use, Circulation, Housing, Open Space/Conservation, Public Safety, and Noise. In addition to the required elements, the Temecula General Plan includes the following optional elements: Growth Management/Public Facilities, Air Quality, Community Design, and Economic Development.

Temecula General Plan Update Final Environmental Impact Report (SCH No. 2003061041). The City Council certified the General Plan Final Environmental Impact Report (FEIR) on April 12, 2005. The General Plan FEIR provides a program-level analysis of the general environmental impacts resulting from the development of land uses and implementation of policies established within the Temecula General Plan

update. The General Plan FEIR's analysis is based on the change between development under existing conditions (at the time of document preparation) and those projected for likely development in accordance with the General Plan by theoretical expected development capacity. Based on General Plan FEIR Table 3-1, the General Plan FEIR assumed and analyzed the environmental impacts resulting from the following[1]: approximately 25,005 additional dwelling units and approximately 36.2 million additional square feet of non-residential land uses. The General Plan FEIR concluded that full implementation of the General Plan would result in less than significant impacts or less than significant impacts with the implementation of mitigation measures for all issue areas analyzed except for Section 5.3 Air Quality (Violate any air quality standard or contributes substantially to an existing air quality violation; Result in a cumulatively considerable net increase in any criteria pollutant; and Expose sensitive receptors to substantial pollutant concentrations) and Section 5.13, Transportation (Causes an intersection to operate at LOS E or F [peak hour ICU greater than 0.90] and Causes a freeway ramp to operate at LOS F [peak hour V/C greater than 1.00]), which were determined to be significant and unavoidable impacts.

Temecula Municipal Code. The City of Temecula Municipal Code consists of the City's regulatory and penal ordinances, and certain administrative ordinances. The City of Temecula Development Code (Development Code) is codified into Title 17, Zoning. The purpose of the Development Code is to: implement the goals, and policies and programs of the Temecula General Plan, and to manage future growth and change in accordance with that plan; promote health, safety, welfare and general prosperity with the aim of preserving a wholesome, serviceable and attractive community in accordance with the General Plan for the City; attain the physical, social and economic advantages resulting from comprehensive and orderly land use and resource planning; encourage, classify, designate, regulate, restrict and segregate the most compatible and beneficial location and use of buildings, structures and land; limit the height, number of stories, and size of buildings and other structures hereafter designed, erected or altered; regulate and determine the setbacks and other open spaces; regulate and limit the density of population; and facilitate adequate provisions for community facilities, such as transportation, water, sewage, and parks.

1.5 Report Organization

This document is organized into the following sections:

Section 1.0, *Introduction*, provides the CEQA Statute and Guidelines applicable to the Initial Study, summarizes the findings of the Initial Study, describes the public review process, and identifies documents incorporated by reference as part of the Initial Study.

Section 2.0, *Project Description*, provides a detailed description of the proposed Project, including Project location, environmental setting, Project characteristics, construction program and phasing, and requested entitlement, permits and approvals.

[1] These numbers represent the expected net change by land use category from existing 2002 (baseline) to expected development capacity, as calculated in the Temecula General Plan.

Section 3.0, *Environmental Checklist Form*, provides Project background information and a summary of environmental factors potentially affected by the proposed Project and the Lead Agency Determination based on the analysis and impact determinations provided in Section 4.0. The impact evaluation criteria utilized in Section 4.0 is also provided.

Section 4.0, *Environmental Analysis*, provides a detailed analysis of the environmental impacts identified in the environmental checklist, and identifies mitigation measures, if necessary.

Section 5.0, *References*, identifies the information sources utilized in preparation of the IS to support the environmental analysis.

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2.0 PROJECT DESCRIPTION

2.1 Project Location

The Paradise Chevrolet Truck Dealership Project (Project) site is located in the City of Temecula within Riverside County; refer to Figure 2-1, *Regional Vicinity*. The Project site is comprised of approximately 6.09 acres, located at 42105 DLR Drive (APN 921-730-072); refer to Figure 2-2, *Project Location*.

Regional access to the site is provided via Interstate 15 (I-15) to the west. Local access to the site is provided directly from DLR Drive via Ynez Road.

2.2 Existing Setting

On-Site Land Uses

The Project site consists of an irregular-shaped property. The site's elevation is approximately 1,015 feet above mean sea level. The majority of the site is relatively flat, with a gradual slope downward in a general east-to-west direction. The southern and eastern boundaries of the site contain an upward-sloping embankment. The site has been previously cleared and graded and consists primarily of compacted soil and gravel. The site is currently undeveloped and used for vehicle storage. A chain-link fence encloses the site on all sides. An existing sewer line and sewer easement is present along the northern and western boundary of the site. The Project site is accessed from DLR Drive via a secured driveway with sliding gate located in the northeastern portion of the site. Utility poles and ruderal vegetation are dispersed throughout the site.

General Plan and Zoning

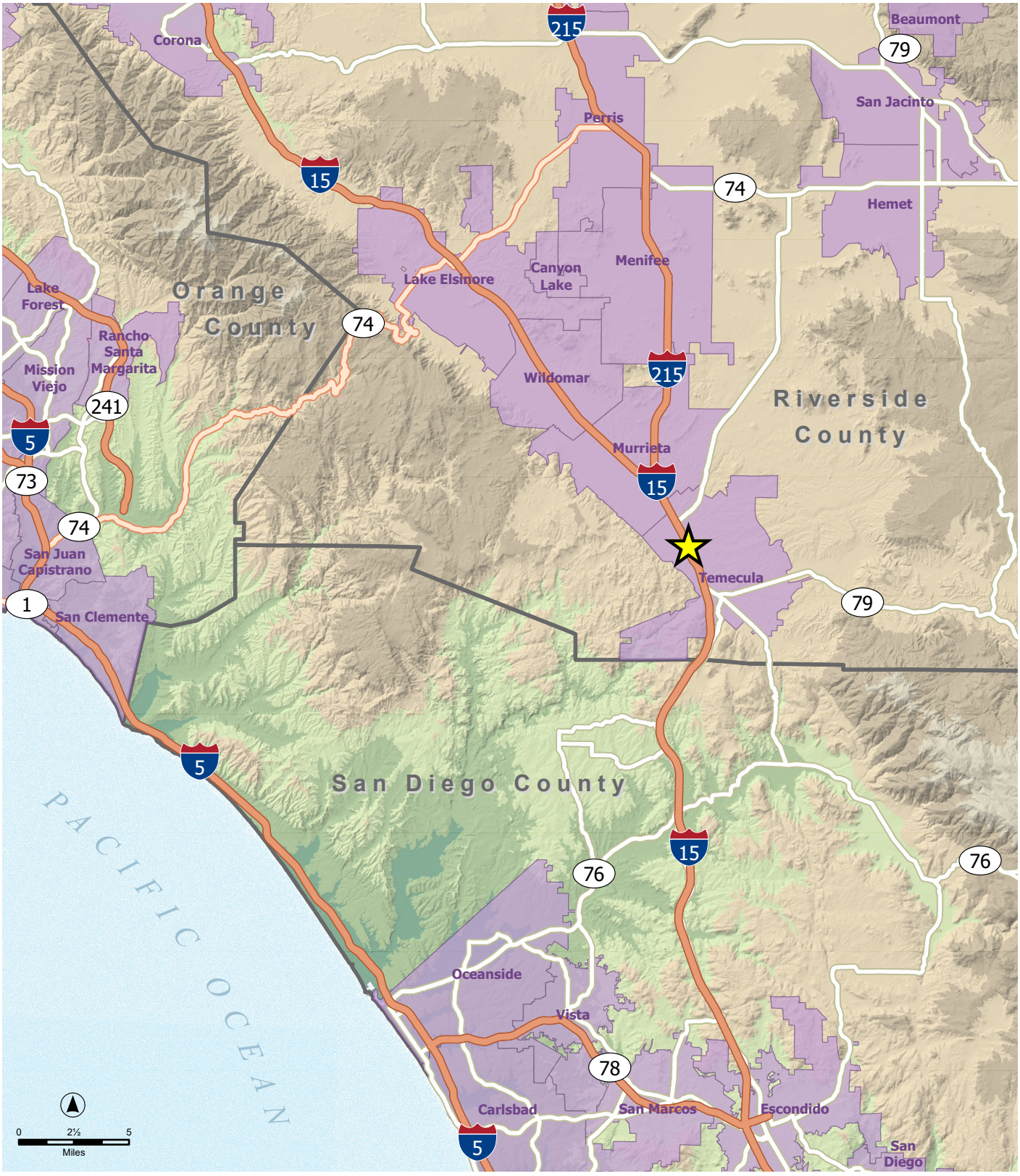
According to the City of Temecula Land Use Policy Map (General Plan Land Use Element Figure LU-3), the Project site is designated Service Commercial. The Service Commercial designation provides for commercial uses typically requiring extensive floor area. Typical uses include home improvement stores, discount retail stores, furniture stores, auto dealerships and light automotive service. Warehousing and manufacturing may be incidental uses within a business that is otherwise consistent with the Service Commercial designation. The Service Commercial designation allows for a floor area ratio (FAR) range of 0.25 to 1.5 and has a target intensity of 0.30 FAR.

The City of Temecula Zoning Map identifies the zoning for the Project site as Service Commercial (SC). Temecula Municipal Code, Chapter 17.08, *Commercial/Office/Industrial Districts*, clarifies that the SC zoning district is intended to provide for intensive commercial uses and selected light manufacturing uses that typically require extensive floor area. Typical uses include home improvement stores, discount retail stores, furniture stores, auto dealerships and auto service and repair. Warehousing and light manufacturing may be permitted as supporting uses for a business that is consistent with the SC zoning district designation.

Surrounding Uses

Uses surrounding the Project site include:

- North: North of the Project site is an automobile dealership and paved vehicle storage occupied by Temecula Valley Lexus, followed by a vehicle storage yard. Areas to the north are zoned SC.
- East: DLR Drive is located immediately east of the Project site. East of DLR Drive is a vehicle storage, vehicle service center, and automobile dealership occupied by Hello Subaru and Hello Mazda of Temecula. Areas to the east are zoned SC.
- South: South of the Project site is undeveloped riparian forest and a drainage channel associated with Empire Creek. South of Empire Creek are commercial and office uses, including a nursery occupied by Armstrong Garden Centers and the Plaza Business Center office building. Areas to the south are zoned SC and Community Commercial (CC).
- West: Immediately west of the Project site is I-15, followed by Jefferson Avenue. West of Jefferson Avenue are commercial uses within the Uptown Temecula Specific Plan (SP-14) area.



Legend

- Project Location
- Incorporated Area
- County Boundary

TEMECULA PARADISE CHEVROLET

Figure 2-1. Regional Vicinity

Sources: Riverside County; California State Geoportal, USGS Transportation Dataset. Map date: November 14, 2023.

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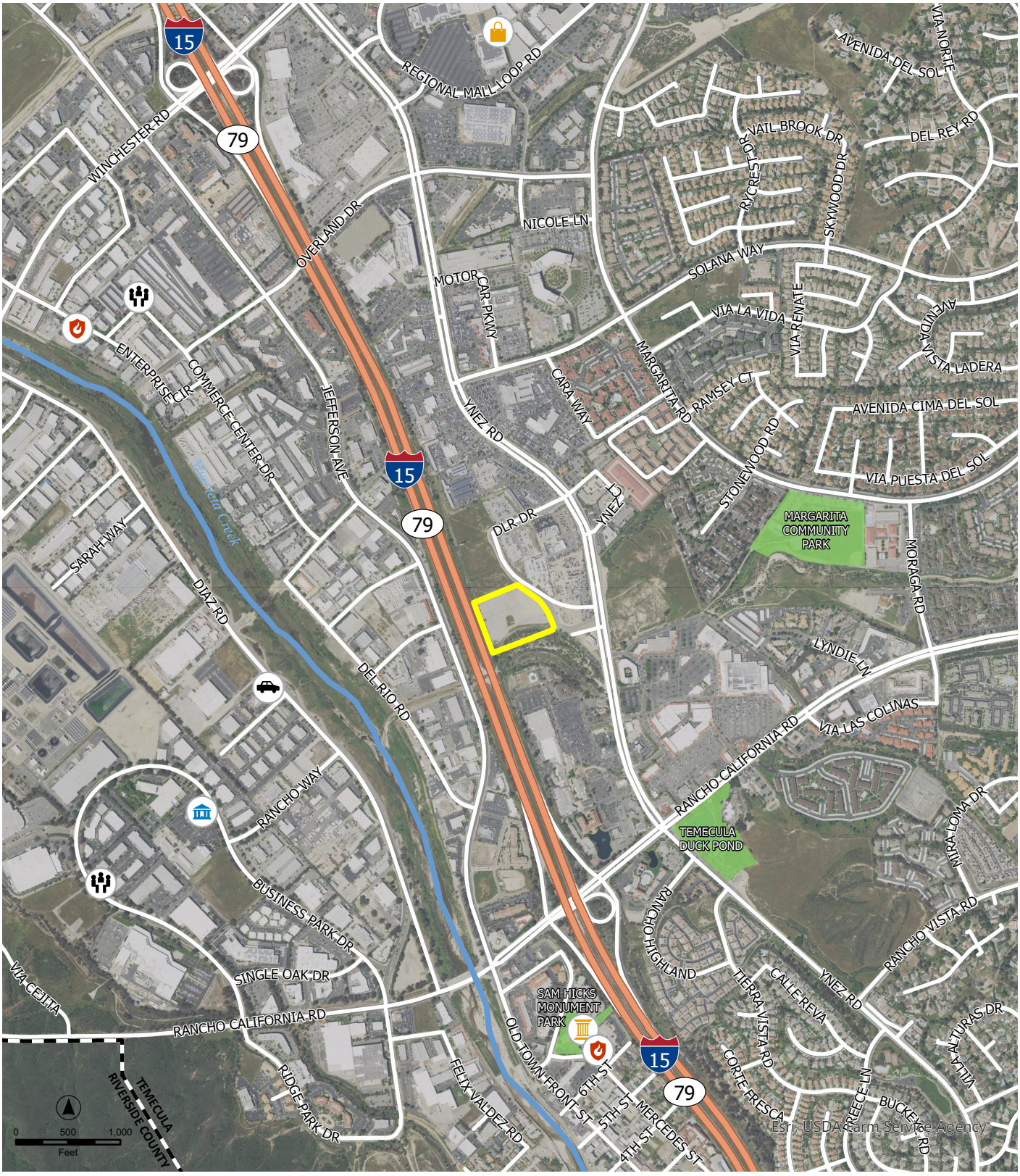


Legend

- Project Location
- Temecula City Boundary
- Park
- City Hall
- DMV
- Fire Station
- Promenade at Temecula
- Museum
- Public Social Services

TEMECULA PARADISE CHEVROLET

Figure 2-2. Project Location

Sources: Riverside County; USGS NHD. Map date: November 14, 2023.

2.3 Project Characteristics

The Project Applicant requests approval of the proposed Paradise Chevrolet Truck Dealership Project. The Project would require approval of a Development Plan and Conditional Use Permit.

Proposed Development

The Project would result in the development of an approximately 64,051-square-foot structure for commercial truck sales and service uses within a two-story building that includes rooftop parking (approximately 44,879 square feet); refer to Figure 2-3, *Proposed Site Plan*. The proposed building would have a building footprint of 57,662 square feet and a maximum height of 38 feet. The building would be surrounded by a parking lot for customer and employee parking, service and repair, and vehicle storage and display.

The first floor of the proposed building would be generally comprised of a reception area, customer lounge, sales offices, oil/compressor enclosure, service department, and parts department. The service department areas include 37 vehicle service bays. A partially enclosed vehicle drop-off area would be attached to the northern portion of the proposed building. The second floor would be comprised of a parts department area. The rooftop of the proposed building would include a parking area with 107 parking spaces and would be accessed via a ramp within the southeastern portion of the site. A dumpster enclosure would be provided within the southwestern portion of the site.

Site Access and Parking

Vehicular access to the Project site would occur from two driveways along the easterly property line on DLR Drive; refer to Figure 2-3. The existing driveway located in the northeastern portion of the site would be reconstructed.

A total of 331 automobile parking spaces would be provided throughout the site with 224 surface parking spaces (11 customer, five employee, 85 service and repair, and 123 inventory and display) within the ground floor parking lot. Of the surface parking spaces, 10 would be ADA accessible, four would be electric vehicle spaces, and five would be motorcycle spaces. The proposed rooftop would include 107 parking spaces, including 43 employee and 64 service and repair spaces. A bicycle storage area with 10 bicycle spaces would be provided south of the proposed building.

Architecture and Landscaping

The proposed building would incorporate a variety of materials including exterior synthetic stucco cladding, aluminum paneling, and glass curtain wall/storefront windows with Low-E clear glazing; refer to Figures 2-4a and 2-4b, *Proposed Exterior Elevations*.

Landscaping would be provided around the perimeter of the Project site; refer to Figure 2-5, *Conceptual Landscape Plan*. The landscaping would include trees, shrubs, groundcover and mulch, and vines within the landscaped setback adjacent to DLR Drive and along the northern, southern, and western property lines. Additional landscaping would be provided along the western and southeastern portion of the proposed building and within the surface parking area. A Chevrolet brand entry element would be located at the entryway to the reception area, to the northwest of the proposed building. A retaining wall would

be constructed along the landscaped setback in the eastern and southern portions of the site. Two vehicle display pads would be provided within the northeastern and southeastern portion of the site.

Infrastructure and Utilities

Water

The Project would install domestic water and fire water service lines within the Project site to connect to the existing water main within DLR Drive. Two existing fire hydrants adjacent to DLR Drive would be relocated. Five new fire hydrants would be installed within the interior of the Project site, to the north, northwest, southwest, and southeast of the proposed building.

Wastewater

The Project would install domestic sewer lines within the Project site to connect to the existing sewer line along the northern boundary.

Stormwater

The Project would construct a subsurface storm drain system and modular wetlands unit for stormwater treatment and detention, which would convey the treated stormwater flows to the southerly limits of the Project site through a dissipator structure; refer to Section 4.10, *Hydrology and Water Quality*, for additional information regarding operation of the proposed stormwater system.

Project Construction and Phasing

Project construction is anticipated to begin in early 2025 and be completed in approximately 12 months. Construction activities would include site preparation, grading, building construction, and paving, architectural coating, and landscaping.

Requested Entitlements

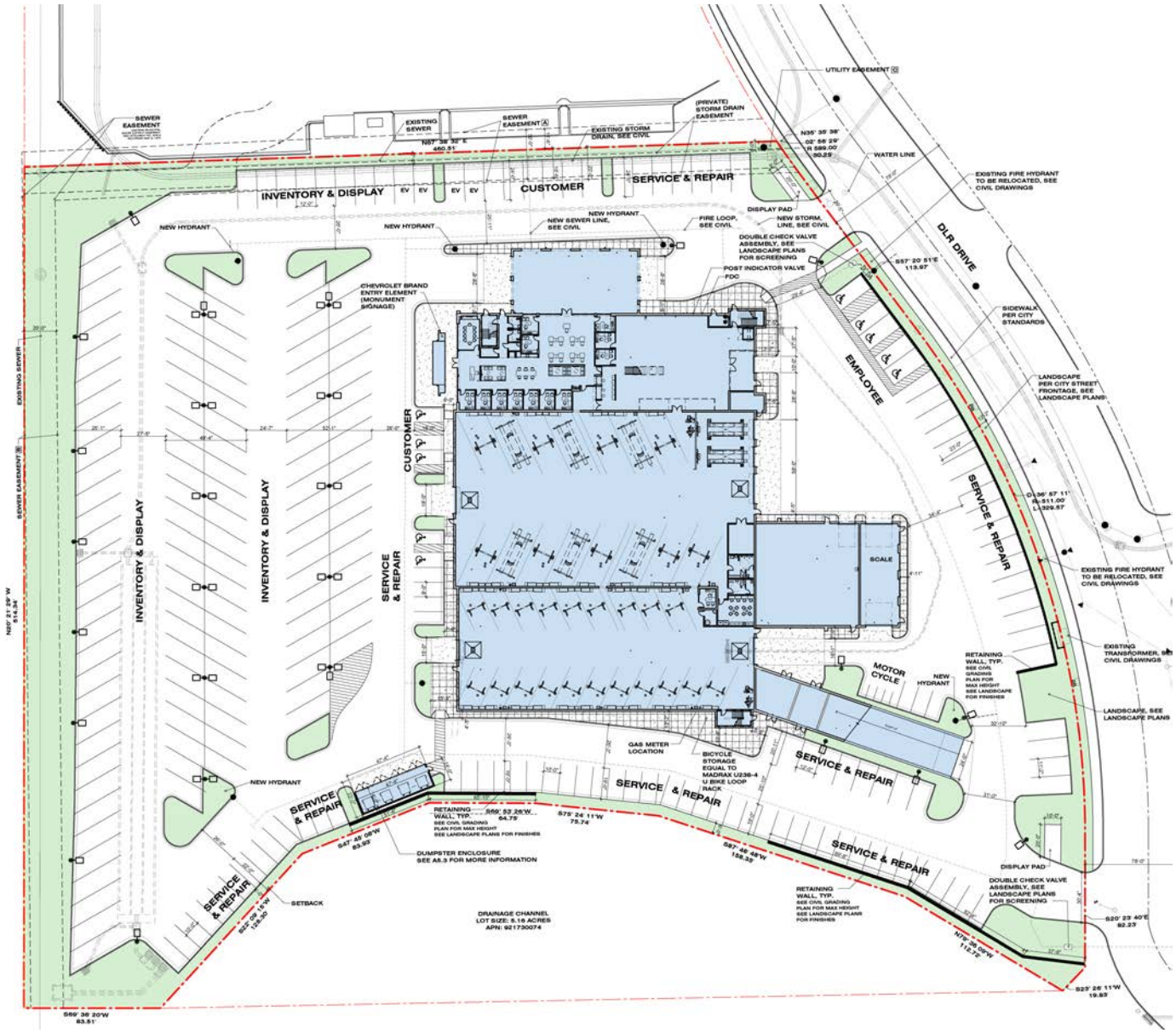
The Project requests approval of the following entitlements:

- Development Plan approval for consistency with the Temecula General Plan and design standards and performance standards of the Development Code; and
- Conditional Use Permit to allow for the commercial truck sales and service use within the SC Zone.

2.4 Permits and Approvals

The City of Temecula is the Lead Agency under CEQA and has the discretionary authority over the proposed Project. Other agencies, in addition to the City of Temecula, may use this document in their decision-making process in the granting of permits/approvals:

- San Diego Regional Water Quality Control Board
- Riverside County Flood Control and Water Conservation District
- Western Riverside County Regional Conservation Authority
- California Department of Fish and Wildlife
- Eastern Municipal Water District



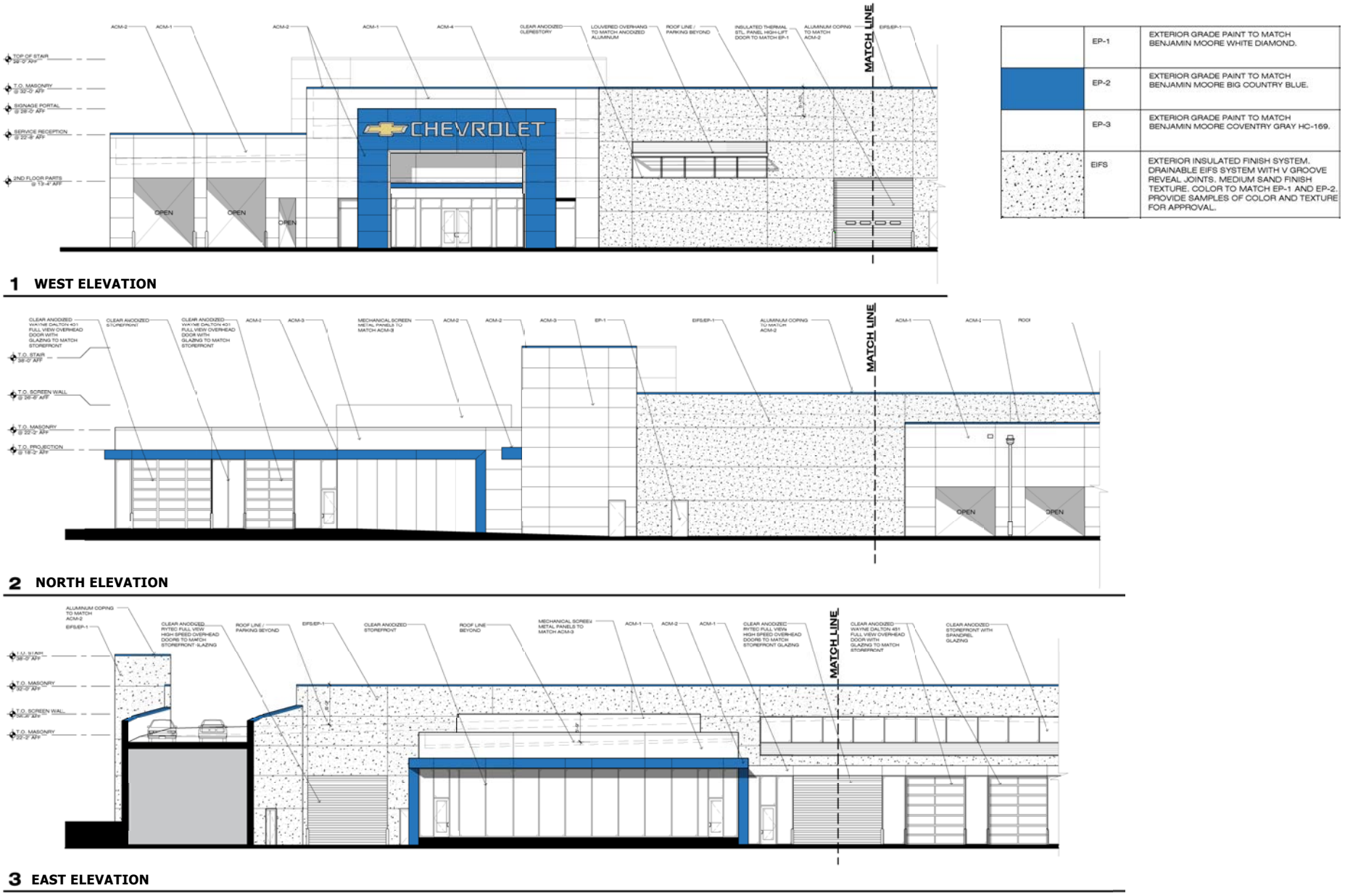
Legend

- Project Location
- New Building
- New Planter
- Broom Finish Concrete with Score Joints
- Handicap Parking with Access Isle
- EV — Electric Vehicle Parking Spot with Charger
- Asphalt Paving

TEMECULA PARADISE CHEVROLET

Figure 2-3. Site Plan

Sources: REDLINE 3/15/2024. Map date: May 2, 2024.



	EP-1	EXTERIOR GRADE PAINT TO MATCH BENJAMIN MOORE WHITE DIAMOND.
	EP-2	EXTERIOR GRADE PAINT TO MATCH BENJAMIN MOORE BIG COUNTRY BLUE.
	EP-3	EXTERIOR GRADE PAINT TO MATCH BENJAMIN MOORE COVENTRY GRAY HC-169.
	EIFS	EXTERIOR INSULATED FINISH SYSTEM. DRAINABLE EIFS SYSTEM WITH V GROOVE REVEAL JOINTS. MEDIUM SAND FINISH TEXTURE. COLOR TO MATCH EP-1 AND EP-2. PROVIDE SAMPLES OF COLOR AND TEXTURE FOR APPROVAL.

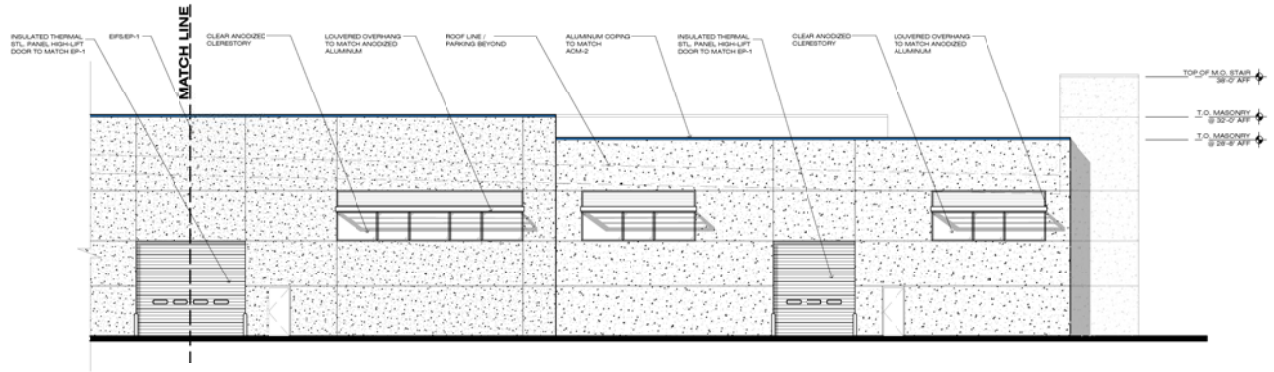
	CURTAIN WALL / STORE-FRONT	1" MIN INSULATED, LOW-E CLEAR GLAZING EQUAL TO VISTACOOL (2) AZURIA / SOLARBAN 70XL. GLAZING PERFORMANCE TO BE EQUAL TO SHG COEF. = 0.26, U-VALUE = 0.23 AND MEET ALL REQUIREMENTS OF ENERGY CODE FOR THERMAL PERFORMANCE.
	SPANDREL	1" MIN INSULATED, LOW-E CLEAR GLAZING SPANDREL EQUAL TO (2) AZURIA / SOLARBAN 70XL + GREY SPANDREL. GLAZING PERFORMANCE TO BE EQUAL TO SHG COEF. = 0.26, U-VALUE = 0.23 AND MEET ALL REQUIREMENTS OF ENERGY CODE FOR THERMAL PERFORMANCE.

	ACM-1 ALUM METALLIC	ACM-1: SHOWROOM FACADE ACM PANEL - COLOR: BRIGHT ALUMINUM METALLIC #TBX-4MM.
	ACM-2 BLUE	ACM-2: ACCENT BAND / ENTRY ELEMENT ACM PANEL - COLOR: "CHEVY BLUE" PMS 300C.
	ACM-3 BRUSHED ALUM	ACM-3: ENTRY ELEMENT ACM PANEL - COLOR: BRUSHED HAIRLINE ALUMINUM #HLA-4MM, GRAIN TO BE HORIZONTAL U.N.O.,

TEMECULA PARADISE CHEVROLET

Figure 2-4a. Proposed Exterior Elevations 1

Sources: REDLINE 3/15/2024. Map date: May 2, 2024.



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	EP-3	EXTERIOR GRADE PAINT TO MATCH BENJAMIN MOORE COVENTRY GRAY HC-169.
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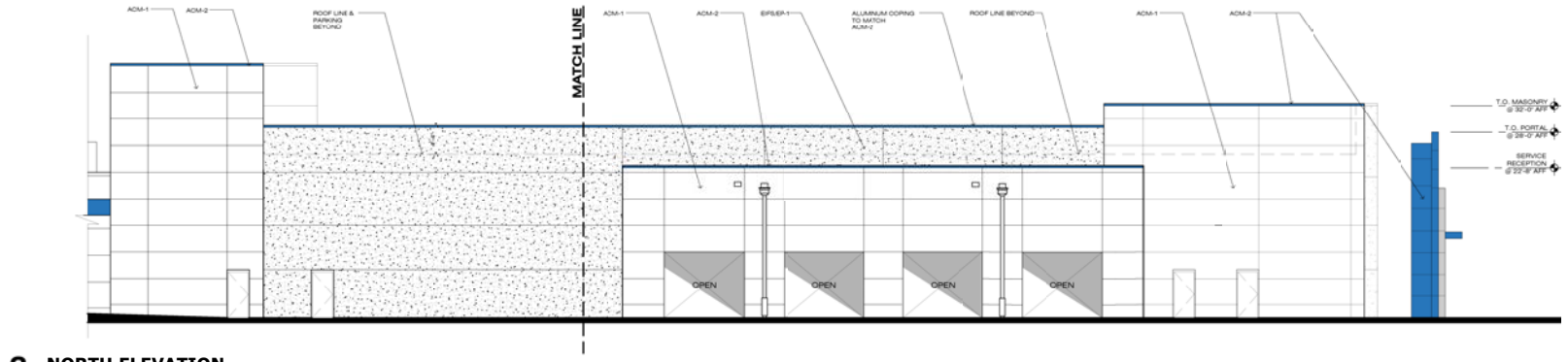
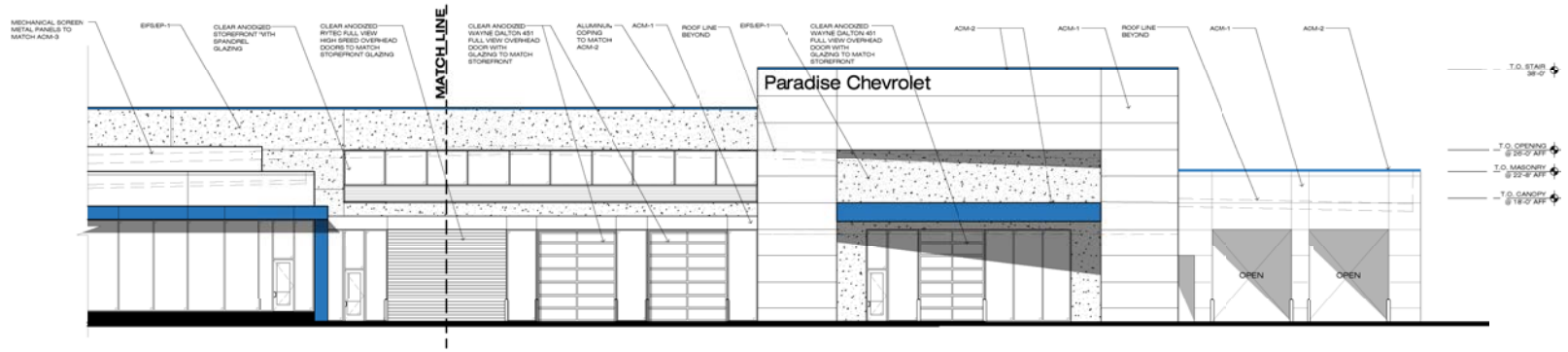
1 WEST ELEVATION



2 NORTH ELEVATION



3 EAST ELEVATION

	CURTAIN WALL / STORE-FRONT	1" MIN INSULATED, LOW-E CLEAR GLAZING EQUAL TO VISTACOOL (2) AZURIA / SOLARBAN 70XL. GLAZING PERFORMANCE TO BE EQUAL TO SHG COEF. = 0.26, U-VALUE = 0.23 AND MEET ALL REQUIREMENTS OF ENERGY CODE FOR THERMAL PERFORMANCE.
	SPANDREL	1" MIN INSULATED, LOW-E CLEAR GLAZING SPANDREL EQUAL TO (2) AZURIA / SOLARBAN 70XL + GREY SPANDREL. GLAZING PERFORMANCE TO BE EQUAL TO SHG COEF. = 0.26, U-VALUE = 0.23 AND MEET ALL REQUIREMENTS OF ENERGY CODE FOR THERMAL PERFORMANCE.

	ACM-1 ALUM METALLIC	ACM-1: SHOWROOM FACADE ACM PANEL - COLOR: BRIGHT ALUMINUM METALLIC #TBX-4MM.
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	ACM-3 BRUSHED ALUM	ACM-3: ENTRY ELEMENT ACM PANEL - COLOR: BRUSHED HAIRLINE ALUMINUM #HLA-4MM, GRAIN TO BE HORIZONTAL U.N.O.,

TEMECULA PARADISE CHEVROLET

Figure 2-4b. Proposed Exterior Elevations 2

Sources: REDLINE 3/15/2024. Map date: May 2, 2024.

SYMBOL	ABBREVIATION	BOTANICAL NAME	COMMON NAME
	TREES:		
	SYA. ROM.	SYAGRUS ROMANZOFFIANA	QUEEN PALM
	LAU. N. 'S.'	LAURUS NOBILIS 'SARATOGA'	BAY LAUREL TREE
	SHRUBS:		
	DIA. R. 'L.R.'	DIANELLA REVOLUTA 'LITTLE REV'	FLAX LILY
	HES. PAR.	HESPERALOE PARVIFLORA	RED YUCCA
	C. 'L. J.'	CALLISTEMON 'LITTLE JOHN'	DWARF BOTTLE BRUSH
	LEU. FRU.	LEUCOPHYLLUM FRUTESCENS	TEXAS RANGER
	SAL. GRE.	SALVIA GREGGI	RED SAGE
	GROUNDCOVERS & MULCH:		
	BAC. P. 'T.P.'	BACCHARIS PILULARIS 'TWIN PEAKS'	PROSTRATE COYOTE BRUSH
	ROS. O. 'P.'	ROSMARINUS OFFICINALIS 'PROSTRATUS'	PROSTRATE ROSEMARY
NOT SHOWN	WOOD MULCH	FOREST FLOOR WOOD MULCH	WOOD MULCH
	VINES:		
	DOX. U. CATI	DOXANTHA UNGUIS–CATI	CAT'S CLAW VINE

TEMECULA PARADISE CHEVROLET

Figure 2-5. Conceptual Landscape Plan

Sources: REDLINE 3/15/2024. Map date: May 2, 2024.

3.0 ENVIRONMENTAL CHECKLIST FORM

Background

1. Project Title: Paradise Chevrolet Truck Dealership Project
2. Lead Agency Name and Address: City of Temecula Community Development Department 41000 Main Street Temecula, CA 92590
3. Contact Person and Address: Scott Cooper, Senior Planner City of Temecula, Community Development Department 41000 Main Street Temecula, CA 92590 Email: Scott.Cooper@TemeculaCA.gov
4. Project Location: 42105 DLR Drive, Temecula, California
5. Project Sponsor's Name and Address: Sherrie Munroe 4M Engineering & Development, Inc. 41635 Enterprise Circle North, Suite B Temecula, CA 92590
6. General Plan Designation: Service Commercial
7. Zoning: Service Commercial (SC)
8. Description of the Proposed Project: See Section 2.3.
9. Surrounding Land Uses and Setting: See Section 2.2.
10. Other public agencies whose approval is required: See Section 2.4.
11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.? In compliance with AB 52, the City distributed letters to applicable Native American tribes informing them of the Project on January 4, 2023, via email and certified mail. The Pechanga Band of Indians and the Rincon Band of Luiseño Indians requested tribal consultation pursuant to AB 52. Consultation was conducted and concluded; refer to Section 4.18, *Tribal Cultural Resources*.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" or "Less Than Significant With Mitigation Incorporated" as indicated by the checklist on the following pages.

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

Determination

On the basis of this initial evaluation:

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

CITY OF TEMECULA

7·1·24

Scott Cooper
Senior Planner

Date

Evaluation of Environmental Impacts

The environmental analysis in this section is patterned after CEQA Guidelines Appendix G. An explanation is provided for all responses with the exception of "No Impact" responses, which are supported by the cited information sources. The responses consider the whole action involved, including on- and off-site project level and cumulative, indirect and direct, and short-term construction and long-term operational impacts. The evaluation of potential impacts also identifies the significance criteria or threshold, if any, used to evaluate each impact question. If applicable, mitigation measures are identified to avoid or reduce the impact to less than significant. There are four possible responses to each question:

- Potentially Significant Impact. This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.

- Less than Significant With Mitigation Incorporated. This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.

- Less than Significant Impact. A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.

- No Impact. These issues were either identified as having no impact on the environment, or they are not relevant to the project.

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4.0 ENVIRONMENTAL ANALYSIS

4.1 Aesthetics

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

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. The Temecula General Plan describes the natural features of the City and surrounding area that provide a scenic setting for the community. The General Plan Open Space/Conservation Element identifies significant topographical features that should be protected, including the western escarpment and southern ridgelines, hillsides in the northern area, natural drainage courses, and environmental resources of the Santa Margarita River. Policy 5.1 of the General Plan Open Space/Conservation Element directs the City to conserve the western escarpment and southern ridgelines, the Santa Margarita River, slopes in the City's Sphere of Influence, and other important landforms and historic landscape features through the development review process. Additionally, the General Plan Community Design Element identifies goals and policies to protect public views of significant natural features, such as the local agriculture; rolling hills to the south, east, and west of the Temecula Valley; and the Murrieta and Temecula Creeks.

The Project site is located within an area that is generally developed and urbanized. Views from the Project site include short- to middle-range views of DLR Drive and commercial uses (automotive dealerships and paved vehicle storage) to the north and east; the I-15 Freeway and commercial uses to the west; and

undeveloped riparian forest to the south. Long-range views from the Project site include hillsides to the west, which are identified in the Temecula General Plan as a significant scenic resource. The Project site is currently undeveloped; it has been previously graded and is currently used for vehicle storage. The majority of the site is relatively flat, with a gradual slope downward in a general east-to-west direction. The Project site is not identified as a scenic vista and does not contain any unique or distinguishing features that would qualify the site for designation as a scenic vista.

The Project proposes to develop an approximately 64,000-square-foot structure for commercial truck sales and service uses within a two-story building that includes rooftop parking, which would be consistent with the General Plan land use designation and zoning for the site. Although the proposed structure and improvements would be built on undeveloped land, the Project would largely maintain the existing visual quality of the landscape, as it would be visually similar to existing commercial development within the vicinity of the site and along I-15. The Project would not obstruct long-range views of scenic hillsides from I-15, as scenic views occur to the west and south of I-15. Additionally, due to the relatively low height of the proposed structures (38 feet), sloping topography, and intervening development, the Project would not substantially alter long-range views of the hillsides to the west and south from publicly accessible vantage points east of the Project site, such as Ynez Road. Thus, the Project would not have a significant adverse effect on a scenic vista and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. There are no officially designated State scenic highways near the Project site.[2] The closest designated scenic highway is State Route 74, located along the western boundary of the San Bernardino National Forest, which is located approximately 25 miles northeast of the Project site, at its closest point. The Project site is located adjacent to I-15, which is an eligible State scenic highway; however, I-15 is not an officially designated State scenic highway. In addition, the proposed Project would not damage scenic resources, including trees, rock outcroppings, and historic buildings, as these scenic resources do not exist within the Project site. As such, the Project would not substantially damage scenic resources within a State scenic highway; no impacts would result.

Mitigation Measures: No mitigation measures are required.

[2] California Department of Transportation (Caltrans), *California State Scenic Highway System Map*, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed November 6, 2023.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. Public Resources Code Section 21071 defines an "Urbanized area" as:

(a) An incorporated city that meets either of the following criteria:

(1) Has a population of at least 100,000 persons.

(2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons.

According to the California Department of Finance, the City of Temecula has a current (2024) population of 108,700; thus, the City qualifies as being within an "Urbanized Area." Therefore, a significant impact would occur if the Project conflicts with applicable zoning and other regulations governing scenic quality.

The area surrounding the Project site is generally developed and comprised primarily of commercial uses to the north and east, the I-15 Freeway and commercial uses to the west, and undeveloped riparian forest to the south. The Project site consists of an approximately 6.09-acre parcel that is zoned Service Commercial (SC). The Project site is currently undeveloped and used for vehicle storage. The majority of the site is relatively flat, with a gradual slope downward in a general east-to-west direction. The Project proposes to develop a structure for commercial truck sales and service uses within a two-story building that includes rooftop parking. The Project requires approval of a Development Plan and a Conditional Use Permit (CUP) to allow for the commercial truck sales and service use on the Project site.

The City does not have regulations governing scenic quality specific to construction activities. Construction activities related to the Project would be visible from the surrounding uses, including from I-15. However, these activities would be temporary in nature and all construction equipment would ultimately be removed following completion of construction activities.

The Project would be consistent with the Temecula General Plan and Zoning for the site, which would ensure the Project would not conflict with regulations governing scenic quality. Temecula Municipal Code (TMC) Section 17.08.020, *Description of Commercial/Office/Industrial Districts*, clarifies that the SC zone is intended to provide for intensive commercial uses and selected light manufacturing uses that typically require extensive floor area. Typical uses include home improvement stores, discount retail stores, furniture stores, auto dealerships and auto service and repair. Per TMC Section 17.08.030, *Use Regulations*, truck sales and service uses are only permitted conditionally within the SC Zone; therefore, the Project proposes a CUP to allow for the commercial truck sales and service use on the Project site. TMC Section 17.04.010, *Conditional Use Permits*, establishes the procedures for obtaining CUPs. In granting a CUP, specific findings are required to be made including, but not limited to: the proposed use is consistent with the General Plan and Development Code; the proposed use is compatible with the nature, condition and development of adjacent uses, buildings and structures and the proposed use will not adversely affect the adjacent uses, buildings or structures; the site for the proposed use is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, buffer areas, landscaping, and other development features prescribed in the development code and required by the

planning commission or council in order to integrate the use with other uses in the neighborhood; the nature of the proposed use is not detrimental to the health, safety and general welfare of the community; and that the decision to approve, conditionally approve, or deny the application for a CUP be based on substantial evidence in view of the record as a whole before the planning director, planning commission, or city council on appeal.

TMC Section 17.08.040, *Development Standards*, establishes permitted uses and development standards for the SC Zone, including, but not limited to, lot area, lot dimensions, and building heights. The Project would also be subject to other applicable standards within the Development Code, including, but not limited to: screening and lighting standards per Section 17.08.050, *Special Use Regulations and Standards*; design criteria and standards per Section 17.08.070, *Commercial/Office/Industrial Performance Standards*; environmental standards per Section 17.08.080 Environmental Standards; supplemental landscape standards per Section 17.10.020(D); and parking and loading standards per Chapter 17.24, *Off-street Parking and Loading*. As demonstrated in Section 4.11, *Land Use and Planning*, the Project would be consistent with the General Plan policies and development standards applicable to the site.

As part of the City's development plan review process required under TMC Chapter 17.05, *Development Plans*, the Project would be reviewed and only approved after finding the proposed development is in conformance with the General Plan, all applicable requirements of State law and other City ordinances, and that the overall development of land is designed for the protection of the public health, safety, and general welfare. The Project would not conflict with applicable zoning and other regulations governing scenic quality; impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The General Plan FEIR indicates that new development in previously undeveloped areas has the potential to create new lighting impacts associated with the introduction of vehicle headlights and nighttime lighting. The new structures could create glare effects if they incorporate reflective building materials. Depending upon the location and scope of the proposed development project, the impact to surrounding uses could be significant.

Although the Project site is currently undeveloped, the site is used for vehicle storage and existing security lighting is distributed throughout the site. The area surrounding the Project site is generally developed and currently experiences lighting and glare typical of a commercial area (landscape and security lighting, automobile headlights, glare from glass surfaces, etc.). Light sources within the vicinity of the Project site are primarily from vehicles traveling on I-15 and DLR Drive, commercial uses to the north and east, and street lighting on DLR Drive. The Project proposes to develop an approximately 64,000-square-foot structure for commercial truck sales and service uses within a two-story building that includes rooftop parking. The proposed Project would include low reflective glass that would not induce glare, interior and exterior building lighting, and landscape lighting, similar to surrounding commercial uses. As additional vehicles will be accessing the Project site, there may be glare from vehicle windshields; however, such glare would be fleeting and similar to other temporary sources of glare already occurring around the Project site and from vehicles traveling along nearby roadways and I-15.

Lighting would be incorporated into the Project for safety and visibility, in compliance with the standards and review process outlined in the TMC. TMC Section 17.08.050, *Special Use Regulations and Standards*, establishes lighting requirements for commercial, office, and industrial districts, including the SC zoning district. All lighting fixtures are required to be focused, directed and arranged to prevent glare or direct illumination on streets or spillover onto adjoining property. TMC Section 17.24.050, *Parking Facility Layout and Dimensions*, provides further lighting standards for outdoor parking areas. The Project would also be subject to compliance with the County of Riverside's Mount Palomar Light Pollution Ordinance (Ordinance No. 655) and the Temecula General Plan, including Policy 2.5 of the Community Design Element. All pole-mounted light sources would be compliant with "dark sky" requirements. As part of the City's development plan review process, the Project would be reviewed and only approved after finding the proposed development is in conformance with the General Plan, all applicable City ordinances, and that the overall development of land is designed for the protection of the public health, safety, and general welfare. Thus, the Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.2 Agriculture and Forestry Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222(g)) or timberland (as defined in Public Resources Code section 4526)?				X
d. Result in the loss of forest land or conversion of forest land to non-forest use?				X
e Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

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

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. According to the Department of Conservation, the Project site is identified as Urban and Built-Up Land; therefore, development on the Project site would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[3] The Project site is currently undeveloped and used for vehicle storage. The Project site is zoned Service Commercial (SC) and is not zoned for agricultural use,

[3] California Department of Conservation, *California Important Farmland Finder*, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed October 31, 2023.

nor is the site under a Williamson Act contract. Thus, the Project would not involve the conversion of farmland to a non-agricultural use or conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As stated, the Project site is zoned SC and does not contain forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)). The Project site is currently undeveloped and used for vehicle storage. The Project site is located within an urbanized area and surrounding parcels are generally developed. It is noted that to the south of the Project site is land classified as riparian forest associated with Empire Creek. As discussed in Section 4.4, Biological Resources, the Multi-Species Habitat Conservation Plan (MSHCP) consistency evaluation concluded the Project would not result in impacts to the riparian forest habitat south of the Project site. Thus, the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production, and would not result in the loss of forest land or conversion of forest land to non-forest use. As such, there would be no impact.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Responses 4.2(a) through 4.2(d), above.

Mitigation Measures: No mitigation measures are required.

4.3 Air Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?			X	
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?			X	
c. Expose sensitive receptors to substantial pollutant concentrations?			X	
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

This section is based primarily on the *Paradise Chevrolet Air Quality Impact Analysis, City of Temecula* (AQ Impact Analysis), prepared by Urban Crossroads, dated November 17, 2023 and included in its entirety as Appendix A, *Air Quality Analysis*.

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. As part of its enforcement responsibilities, the United States Environmental Protection Agency (USEPA) requires that each state with nonattainment areas prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the California Clean Air Act (CCAA) requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the federal and State ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The Project site is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required, pursuant to the federal Clean Air Act (FCAA), to reduce emissions of criteria pollutants for which SCAB is in non-attainment. To reduce such emissions, the SCAQMD adopted the 2022 Air Quality Management Plan (AQMP) in December 2022, as an update to the 2016 AQMP. The 2022 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving State and national air quality standards. The AQMP is a regional and multi-agency effort including the SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the USEPA. The 2022 AQMP's pollutant control strategies are based on the latest scientific and technical information and

planning assumptions, including SCAG's Connect SoCal 2020-2045 Regional Transportation Plan/Sustainability Communities Strategy (2020-2045 RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's growth forecasts. SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The proposed Project is subject to the SCAQMD's AQMP.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- **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.

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

Consistency Criterion No. 1 refers to the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). CAAQS and NAAQS violations would occur if localized or regional significance thresholds were exceeded. As shown in Table 4.3-1 and Table 4.3-2, the proposed Project's construction and operational emissions would be below SCAQMD's thresholds. As the Project would not generate localized construction or regional construction or operational emissions that would exceed SCAQMD thresholds of significance, the Project would not violate any air quality standards. Thus, the Project would be consistent with the first criterion.

Consistency Criterion No. 2 refers to SCAG's growth forecasts and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG's growth projections, which are based, in part, on the general plans of cities located within the SCAG region. Therefore, projects that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP.

With respect to determining consistency with Consistency Criterion No. 2, it is important to recognize that air quality planning within the air basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed Project exceeds the assumptions utilized in preparing the forecasts presented in the 2022 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2022 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

1. *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

Growth projections included in the 2022 AQMP form the basis for the projections of air pollutant emissions and are based on the General Plan land use designations and SCAG's 2020-2045 RTP/SCS demographics forecasts. The population, housing, and employment forecasts within the 2020-2045 RTP/SCS are based on local general plans as well as input from local governments, such as the City of

Temecula. The SCAQMD has incorporated these same demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment) into the 2022 AQMP.

As discussed in Section 4.14, *Population and Housing*, the Project would not induce substantial unplanned population growth directly through new homes, or indirectly through the extension of roads or other infrastructure, or increased commercial development. Also, as discussed in Section 4.14, the General Plan designates the Project site Service Commercial, which anticipates employment-generating uses. Due to the nature of the proposed use (commercial truck sales and service use), significant new employment opportunities would not be generated. Thus, the Project would be within the employment projections anticipated and planned for by the Temecula General Plan and would not increase growth beyond the AQMP's projections, thereby meeting this 2022 AQMP criterion.

2. *Would the project implement all feasible air quality mitigation measures?*

The proposed Project would result in less than significant air quality impacts. Compliance with all feasible emission reduction measures identified by SCAQMD would be required, as identified in Responses (b) and (c). As such, the proposed Project meets this 2022 AQMP consistency criterion.

3. *Would the project be consistent with the land use planning strategies set forth in the AQMP?*

Project construction activities would generate short-term emissions of criteria air pollutants. Construction-generated emissions are short term and temporary, lasting only while construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance. Project-related construction activities would include site preparation, grading, building construction, paving, and architectural coating. This short-term and minor construction would not exceed the SCAQMD's daily emission thresholds at the regional level, and therefore, impacts associated with Project construction emissions would be less than significant. As such, the proposed Project would not delay the timely attainment of air quality standards or 2022 AQMP emissions reductions, thereby meeting this 2022 AQMP consistency criterion.

In conclusion, the determination of consistency with 2022 AQMP is primarily concerned with the long-term influence of a project on air quality in the air basin. The proposed Project would not result in a long-term impact on the region's ability to meet State and federal air quality standards. Further, the proposed Project's long-term influence on air quality in the air basin would also be consistent with the SCAQMD and SCAG's goals and policies and is considered consistent with the 2022 AQMP. Therefore, the Project would be consistent with the above criteria, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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?

Less Than Significant Impact.

Construction Emissions

Project construction activities would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project site include volatile organic compounds (VOCs), nitrogen oxides (NO_x), carbon monoxide (CO), sulfur oxides (SO_x), and particulate matter (PM_{10} and $PM_{2.5}$). Construction-generated emissions are short term and temporary, lasting only while construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

For purposes of this analysis, the duration of the proposed Project's construction activities was estimated at approximately 12 months. The Project's construction-related emissions were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. Proposed Project site preparation is estimated to last 10 days; grading is estimated to last 20 days; building construction is estimated to last 230 days; and paving and architectural coating is estimated to last 20 days. The construction schedule utilized in the analysis represents a "worst-case" analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent; refer to Appendix A, for additional information regarding the construction assumptions used in this analysis.

The Project's predicted maximum daily construction-related emissions are summarized in Table 4.3-1, *Construction-Related Emissions (Maximum Pounds Per Day)*.

Table 4.3-1
Construction-Related Emissions (Maximum Pounds Per Day)

	Volatile Organic Compounds (VOC)	Nitrogen Oxides (NO_x)	Carbon Monoxide (CO)	Sulfur Oxides (SO_x)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
2024 (summer)	4.36	40.71	35.08	0.08	8.01	4.68
2024 (winter)	1.48	12.96	16.68	0.03	1.15	0.65
2025	31.37	20.79	29.22	0.05	1.76	1.01
Maximum Daily	**31.37**	**40.71**	**35.08**	**0.08**	**8.01**	**4.68**
SCAQMD Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Source: Urban Crossroads, *Paradise Chevrolet Air Quality Impact Analysis, City of Temecula*, November 17, 2023.						
Notes: CalEEMod construction-source (unmitigated) emissions are presented in Appendix 3.1 of the Air Quality Impact Analysis; refer to Appendix A.						

As shown in Table 4.3-1, all criteria pollutant emissions would remain below their respective thresholds. While impacts would be considered less than significant, the proposed Project would be subject to compliance with SCAQMD Rules 431.2 (Low Sulfur Fuel), 403 (Fugitive Dust), 1113 (Architectural Coatings), and 1186/1186.1 (Street Sweepers), which would further reduce specific construction-related emissions. As the proposed Project emissions would not worsen ambient air quality, create additional violations of federal and state standards, or delay SCAB's goal for meeting attainment standards, impacts associated with Project construction emissions would be less than significant.

Operational Emissions

The Project's operational emissions would be associated with area sources (architectural coatings, consumer products, landscape management equipment), energy sources (natural gas and electricity), and mobile sources (primarily from vehicle trips generated by the Project, including employee trips to and from the site associated with the proposed uses). Area specific defaults in CalEEMod were used to calculate area source emissions. Because electrical generating facilities for the Project area are located either outside the region or offset through the use of pollution credits, specifically the Regional Clean Air Incentives Market (RECLAIM), for generation within the SCAB, criteria pollutant emissions from offsite generation of electricity are generally excluded from the evaluation of significance and only natural gas use is considered. Trip generation rates used for this analysis are based on CalEEMod defaults.

As shown in Table 4.3-2, *Operational-Related Emissions (Maximum Pounds Per Day)*, emission calculations generated from CalEEMod demonstrate that Project operations would not exceed the SCAQMD thresholds for any criteria air pollutants. Therefore, Project operational impacts would be less than significant.

Table 4.3-2
Operational-Related Emissions (Maximum Pounds Per Day)

Source	Volatile Organic Compounds (VOC)	Nitrogen Oxides (NO_x)	Carbon Monoxide (CO)	Sulfur Oxides (SO_x)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
Summer Emissions						
Mobile Source	9.87	5.11	42.86	0.08	6.77	1.76
Area Source	3.38	0.04	4.90	0.00	0.01	0.01
Energy Source	0.07	1.30	1.09	0.01	0.10	0.10
Project Maximum Daily Emissions	**13.32**	**6.45**	**48.85**	**0.09**	**6.87**	**1.87**
SCAQMD Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Emissions						
Mobile Source	9.09	5.45	39.41	0.08	6.77	1.76
Area Source	2.58	0.00	0.00	0.00	0.00	0.00
Energy Source	0.07	1.30	1.09	0.01	0.10	0.10
Project Maximum Daily Emissions	**11.74**	**6.75**	**40.50**	**0.08**	**6.87**	**1.86**
SCAQMD Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Source: Urban Crossroads, *Paradise Chevrolet Air Quality Impact Analysis, City of Temecula*, November 17, 2023.						
Notes: CalEEMod operational-source emissions are presented in Appendices 3.2 and 3.3 of the Air Quality Impact Analysis; refer to Appendix A.						

Mitigation Measures: No mitigation measures are required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the NAAQS and/or CAAQS, collectively referred to as Localized Significance Thresholds (LSTs). LSTs represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable NAAQS and/or CAAQS at the nearest residence or sensitive receptor. Receptor locations are off-site locations where individuals may be exposed to emissions from Project activities. The AQ Impact Analysis makes use of methodology included in the SCAQMD's *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]). The appropriate Source Receptor Area (SRA) for the LST analysis is the SCAQMD Temecula Valley (SRA 26), since SRA 26 includes the Project site. LSTs apply to CO, NO_x, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to five acres, since the total acreage disturbed by the Project would be less than five acres per day for grading and site preparation activities.

The AQ Impact Analysis evaluated localized air quality impacts at receptor land uses nearest the Project site. Receptors relative to the Project area are described below and shown on Exhibit 3-A of the AQ Impact Analysis:

- Receptor Location R1 represents the existing residence at Best Western Country Inn at 27706 Jefferson Avenue, approximately 2,146 feet north of the Project site.
- Receptor Location R2 represents Fusion Christian Church at 26770 Ynez Court, approximately 927 feet east of the Project site.
- Receptor Location R3 represents Embassy Suites Valley Wine Country at 29345 Rancho California Road, approximately 2,557 feet south of the Project site.
- Receptor Location R4 represents the Crosspoint Church at 28753 Via Montezuma, approximately 1,514 feet west of the Project site.
- Receptor Location R5 represents Temecula Valley Lexus at 42018 DLR Drive, located adjacent north of the Project site.
- Receptor Location R6 represents Stonewood Apartment Homes at 42211 Stonewood Road, located approximately 1,425 feet east of the Project site.

The SCAQMD recommends that the nearest sensitive receptor be considered when determining the Project's potential to cause a significant impact. The land use where an individual could remain for 24 hours nearest 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 represented by Receptor Location R6, which represents Stonewood Apartment Homes at 42211 Stonewood Road, approximately 1,425 feet east of the Project site.

Consistent with 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 (eight 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. The nearest receptor used for evaluation of localized impacts of NO_x and CO is represented by Receptor Location R5, which represents Temecula Valley Lexus at 42018 DLR Drive, located adjacent (north) of the Project site.

It should be noted that the LST Methodology explicitly states that "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." As such, a 25-meter distance will be used for evaluation of localized emissions of NO_x and CO.

Construction-Source Emissions LST Analysis

The LST Methodology clearly states that off-site mobile emissions from the Project should not be included in the emissions compared to LSTs. As such, for purposes of the construction LST analysis, only emissions included in the CalEEMod on-site emissions outputs were considered. Since the total acreage disturbed is less than five acres per day for grading and site preparation activities, the SCAQMD's screening look-up tables are utilized in determining impacts. The thresholds presented in Table 4.3-3 below were calculated by interpolating the threshold values for the Project's disturbed acreage.

Table 4.3-3, *Localized Construction-Source Emissions (Unmitigated)*, presents the results of localized emissions without mitigation during proposed Project construction. As shown, localized construction emissions would not exceed the applicable SCAQMD LSTs for emissions of any criterial pollutant. Further, the Project would be subject to compliance with SCAQMD Rules, including Rules 431.2, 403, 1113, and 1186/1186.1, which would further reduce specific construction-related emissions. Therefore, the proposed Project would result in a less than significant impact concerning LSTs during construction activities.

Table 4.3-3
Localized Construction-Source Emissions (Unmitigated)

Construction Activity	Emissions (lbs/day)			
	Nitrogen Oxides (NO_x)	Carbon Monoxide (CO)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
Site Preparation				
Maximum Daily Emissions	40.59	33.61	7.77	4.62
SCAQMD Localized Threshold	303	1,533	172	82
Threshold Exceeded?	No	No	No	No
Grading				
Maximum Daily Emissions	21.71	19.34	3.48	2.06
SCAQMD Localized Threshold	257	1,244	165	78
Threshold Exceeded?	No	No	No	No
Source: Urban Crossroads, *Paradise Chevrolet Air Quality Impact Analysis, City of Temecula*, November 17, 2023.				
Notes: CalEEMod unmitigated localized construction-source emissions are presented in Appendix 3.1 of the Air Quality Impact Analysis; refer to Appendix A.				

Operational-Source Emissions LST Analysis

The Project consists of approximately 6.09 acres. As noted previously, the LST Methodology provides look-up tables for sites with an area with daily disturbance of five acres or less. For projects that exceed five acres, the five-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 a project would occur within a concentrated five-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 five-acre site during operations are used as a screening tool to determine if further detailed analysis is required.

The LST analysis generally includes on-site sources. 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 4.3-4 represent all on-site Project-related stationary (area) sources and mobile sources. It should be noted that the longest on-site distance is roughly 0.16 mile for passenger cars. Modeling based on these assumptions demonstrates that even within broad encompassing parameters, Project operational-source emissions would not exceed applicable LSTs.

The Project's operational emissions are compared to the LST thresholds in Table 4.3-4, *Localized Significance Summary of Operations*. As shown in Table 4.3-4, operational emissions would not exceed the LST thresholds for the nearest sensitive receptor. Therefore, the proposed Project would result in a less than significant impact concerning LSTs during operational activities.

Table 4.3-4
Localized Significance Summary of Operations

Scenario	Emissions (lbs/day)			
	Nitrogen Oxides (NO_x)	Carbon Monoxide (CO)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
Maximum Daily Emissions	4.01	23.98	0.78	0.29
SCAQMD Localized Threshold	270	1,746	44	22
Threshold Exceeded?	No	No	No	No
Source: Urban Crossroads, *Paradise Chevrolet Air Quality Impact Analysis, City of Temecula*, November 17, 2023.				
Notes: CalEEMod localized operational-source emissions are presented in Appendix 3.3 of the Air Quality Impact Analysis; refer to Appendix A.				

Carbon Monoxide Hot Spot Analysis

An adverse CO concentration, known as a CO "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. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles 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 in attainment.

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 exceedance of the one-hour (20.0 ppm) or eight-hour (9.0 ppm) CO standards. Additionally, peak carbon monoxide 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, of the 8.4 ppm eight-hour CO concentration measured at the Long Beach Boulevard and Imperial Highway intersection (i.e., the 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.

The ambient one-hour and eight-hour CO concentration within the Project study area is estimated to be 0.9 ppm and 0.6 ppm, respectively (using data from Temecula Valley station for 2022). Therefore, even if the traffic volumes for the proposed Project were ten times the traffic volumes generated at the Long Beach Boulevard and Imperial Highway intersection, due to the on-going improvements in ambient air quality and vehicular emissions controls, the Project would not be capable of resulting in a CO "hot spot" at any study area intersections. As noted above, only 0.7 ppm were attributable to the traffic volumes and congestion at one of the busiest intersections in the SCAB. Therefore, if these traffic volumes were multiplied by ten, it could be expected that the CO attributable to traffic would increase tenfold as well, resulting in 7.0 ppm. Even if this were added to either the one-hour or eight-hour CO concentrations within the Project study area, this would result in 7.9 ppm and 7.6 ppm for the one-hour and eight-hour timeframes, respectively, neither of which would exceed the applicable one-hour standard of 20 ppm or the eight-hour standard of 9.0 ppm.

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. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which had AM/PM traffic volumes of 8,062 vph and 7,719 vph, respectively.

The proposed Project 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 proposed Project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant.

Cumulative Impacts

In accordance with the SCAQMD's *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*, which provides guidance on how to address cumulative impacts from air pollution, individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which SCAB is in nonattainment, and would therefore not be considered to have a significant, adverse air quality impact. The CAAQS designate the Project site as nonattainment for O_3, PM_{10}, and $PM_{2.5}$, while the NAAQS designates the Project site as nonattainment for O_3 and $PM_{2.5}$. 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 in the preceding analysis demonstrates that proposed Project construction-source and operational-source air pollutant emissions would not result in exceedances of regional thresholds. Therefore, proposed Project construction-source and operational-source emissions would be considered less than significant, on both a project-specific and cumulative basis.

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (Sierra Club v. County of Fresno [Friant Ranch, L.P.] [2018] 6 Cal.5th 502). The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme ozone nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review Program and SCAQMD Rule 1303 for new or modified sources. The New Source Review Program was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based federal ambient air quality standards. The federal ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the SCAQMD's mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts would occur.

NO_x and ROG are precursor emissions that form ozone in the atmosphere in the presence of sunlight where the pollutants undergo complex chemical reactions. It takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources. Breathing ground-level ozone can result in health effects that include reduced lung function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily ozone concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity. The consistency and coherence of the evidence for effects upon asthmatics suggests that ozone can make asthma symptoms worse and can increase sensitivity to asthma triggers.

According to SCAQMD's 2022 AQMP, ozone, NO_X, and ROG have been decreasing in the SCAB since 1975 and are projected to continue to decrease in the future. Although vehicle miles traveled (VMT) in the SCAB continue to increase, NO_X and ROG 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 the use of cleaner fuels and renewable energy. In addition, since NO_X emissions also lead to the formation of $PM_{2.5}$, the NO_X reductions needed to meet the ozone standards will likewise lead to improvement of $PM_{2.5}$ levels and attainment of $PM_{2.5}$ standards.

SCAQMD's air quality modeling demonstrates that NO_X reductions prove to be much more effective in reducing ozone levels and will also lead to a significant decrease in $PM_{2.5}$ concentrations. NO_X -emitting stationary sources regulated by the SCAQMD include RECLAIM facilities (e.g., refineries, power plants, etc.), natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane. The 2022 AQMP identifies robust NO_X reductions from new regulations on RECLAIM facilities, non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_X emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The AQMP plans to achieve such replacements through a combination of regulations and incentives. Technology-forcing regulations can drive development and commercialization of clean

technologies, with future year requirements for new or existing equipment. Incentives can then accelerate deployment and enhance public acceptability of new technologies.

As previously discussed, Project emissions would be less than significant and would not exceed SCAQMD thresholds; refer to Table 4.3-1 and Table 4.3-2. Localized effects of on-site Project emissions on nearby receptors were also found to be less than significant; refer to Table 4.3-3 and Table 4.3-4. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable NAAQS or CAAQS. LSTs were developed by SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations such as asthmatics, children, and the elderly. As shown above, Project-related emissions would not exceed the regional thresholds or LSTs, and therefore, would not exceed the NAAQS or CAAQS or cause an increase in the frequency or severity of existing violations of air quality standards. Therefore, sensitive receptors would not be exposed to criteria pollutant levels more than the health-based ambient air quality standards, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact.

Construction

Odors that could be generated by construction activities are required to follow SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

> *A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.*

During construction, emissions from construction equipment, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities may generate odors. However, these odors would be temporary, are not expected to affect a substantial number of people and would disperse rapidly. Therefore, impacts related to odors associated with the Project's construction-related activities would be less than significant.

Operational

The SCAQMD CEQA Air Quality Handbook identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding facilities. Due to the nature of the proposed use (commercial truck sales and service use), the Project would not involve

the types of uses that would emit objectionable odors affecting substantial numbers of people. Potential odor sources associated with the proposed Project include temporary storage of typical solid waste (refuse); however, Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with current solid waste regulations. Therefore, the proposed Project would not create objectionable odors, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.4 Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
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?		X		
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?		X		

This section is based on the *Revised Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis* (MSHCP Consistency Analysis), prepared by Principe and Associates, dated June 20, 2017; the *Nesting Season Survey Burrowing Owl (Athene cunicularia hypugaea) Update* (Burrowing Owl

Survey) prepared by Principe and Associates, dated June 14, 2017; and the *RCA Joint Project Review (JPR 16-03-29-01)*, prepared by the Western Riverside County Regional Conservation Authority (RCA), dated July 13, 2017, and included as Appendix B, *Biological Resources*.

The site boundaries analyzed in all three studies referenced above include both the Project site (APN 921-730-072) and the area immediately south of the Project site (APN 921-730-074).[4]

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant Impact With Mitigation Incorporated. The Project site has been cleared and graded and consists primarily of compacted soil and gravel. It is currently used for vehicle storage and enclosed by a chain-link fence on all sides with limited vegetation. A portion of the Project site is located within an area that is subject to the Western Riverside County Multispecies Habitat Conservation Plan (MSHCP). As such, consistency with the provisions of the MSHCP was previously evaluated. At the time the MSHCP Consistency Analysis was prepared, vegetation association on the Project site was described as Residential/Urban/Exotic and further identified as a ruderal community growing on heavily compacted soils, with non-native species dominating, but also consisting of some native species. Non-native species within the ruderal community within the Project site and vicinity included, but were not limited to, shortpod mustard (*Brassica geniculata*), brome grasses (*Bromus diandrus* and *B. madritensis subsp. rubens*), tocalote (*Centaurea melitensis*), filarees (*Erodium botrys and B. cicutarium*), and Russian-thistle (*Salsola tragus*). Native species are mostly confined to the manufactured banks of Empire Creek, south of the Project site, and to two retention basins located within the northwest and southwest areas of the Project site.[5] Native species included annual burweed (*Ambrosia acanthicarpa*), western ragweed (*Ambrosia psilostachya var. californica*), common horseweed (*Conyza canadensis*), paniculate tarplant (*Deinandra paniculata*), leafy daisy (*Erigeron foliosus var. foliosus*), interior California buckwheat (*Eriogonum fasciculatum subsp. foliolosum*), alkali heliotrope (*Heliotropium curassavicum subsp. oculatum*), telegraph weed (*Heterotheca grandiflora*), and coastal deerweed (*Lotus scoparius subsp. Scoparius*).

To the south of the Project site is Empire Creek. The MSHCP Consistency Analysis describes the vegetation association to the south of the Project site as riparian forest. The riparian forest community grows within Empire Creek on sandy and loamy alluvial soils and includes a tree canopy of eucalyptus (*Eucalyptus sp.*), western sycamore (*Platanus racemosa*), western cottonwood (*Populus fremontii subsp. fremontii*), black willow (*Salix gooddingii*), red willow (*Salix laevigata*), and Mediterranean tamarisk (*Tamarix ramosissima*), with an understory of western ragweed, yerba mansa (*Anemopsis californica*), California mugwort

[4] At the time the studies were conducted, the Project site and parcel to the south were assigned APNs 921-730-065 (northern parcel) and 921-730-040 (southern parcel). The property lines of these parcels were adjusted in 2018 and assigned new APNs: 921-730-072 (northern parcel) and 921-730-074 (southern parcel).
[5] The two retention basins noted in the MSHCP Consistency Analysis, located within the northwest and southwest of the Project site, appear to have been modified between 2017 and 2018 (based on satellite imagery).

(*Artemisia douglasiana*), mule fat (*Baccharis salicifolia*), interior California buckwheat, arroyo willow (*Salix lasiolepis var. lasiolepis),* narrow-leaved willow (*Salix exigua*), Mexican elderberry (*Sambucus mexicana*), Peruvian pepper tree (*Schinus molle*), cocklebur (*Xanthium strumarium var. canadense*), and a number of non-native species as described above.

The MSHCP Consistency Analysis notes that wildlife is not abundant nor diverse within the Project site or the area to the south of the site. Most of the species observed as part of the MSHCP Consistency Analysis were common and opportunistic species that inhabit urban areas. Species observed include the side-blotched lizard (*Uta stansburiana*), American kestrel (*Falco sparverius*), mourning dove (*Zenaida macroura*), Anna's hummingbird (*Calypte anna*), black phoebe (*Sayornis nigricans*), common raven (*Corvus corax*), bushtit (*Psaltriparus minimus*), house wren (*Troglodytes aedon*), northern mockingbird (*Mimus polyglottos*), white-crowned sparrow (*Zonotrichia leucophrys*), song sparrow (*Melospiza melodia*), California towhee (*Pipilo crissalis*), house finch (*Carpodacus mexicanus*), lesser goldfinch (*Carduelis psaltria*), house sparrow (*Passer domesticus*), and desert cottontail (*Sylvilagus audubonii*). Diagnostic animal signs were discovered on the site (i.e., mounds, burrows, nests, etc.), and indicated the presence of Botta's pocket gophers *(Thomomys bottae*), pocket mice *(Perognathus sp.*), deer mice (*Peromyscus sp.*), and woodrats (*Neotoma sp.*).

The Project site is located within the Burrowing Owl Survey Area of the MSHCP; as such, an independent assessment was made of the presence of suitable burrowing owl habitats within the Project site and area to the south, in addition to a 150-meter buffer zone; refer to Appendix B, *Burrowing Owl Survey*. The assessment determined that the Project site and vicinity provided suitable burrowing owl habitats consisting of open expanses of sparsely vegetated areas on gentle rolling and level terrain with active small mammal burrows. As part of the Burrowing Owl Survey, four field reconnaissance surveys of the Project site and vicinity were conducted between May 13 and June 3, 2017, to evaluate the presence/absence of burrowing owls. According to the Burrowing Owl Survey, no burrowing owls or their diagnostic signs were observed during any of the surveys. In order to ensure that no owls have colonized the site in the days or weeks preceding construction, the Project Applicant would be required to comply with Mitigation Measure BIO-1 which requires a pre-construction survey for burrowing owl be conducted within the Project site within 30 days prior to ground disturbance, in accordance with the Western Riverside MSHCP burrowing owl survey guidelines. If burrowing owl are observed during the pre-construction survey, the Project Applicant would be required to immediately inform CDFW and the Western Riverside RCA. A Burrowing Owl Protection and Relocation Plan (plan) would be prepared by a qualified biologist, and required to be approved by RCA prior to initiating ground disturbance. With implementation of Mitigation Measure BIO-1, potential impacts to burrowing owl would be less than significant.

The MSHCP Consistency Analysis notes that visual observations made at the two retention basins, including the length of time the basins were inundated, and the depth, met the U.S. Fish and Wildlife Service (USFW) definition of suitable fairy shrimp habitat requiring protocol surveys. As such, wet and dry seasonal surveys for fairy shrimp were conducted to determine the presence/absence of fairy shrimp species. Protocol surveys for listed fairy shrimp species were negative, and no fairy shrimp were observed. Although the retention basins were artificially created, and are not included in the MSHCP definition of vernal pools, there is the potential for any remaining basins within the Project site to provide suitable fairy shrimp habitat if they hold greater than three (3) centimeters of standing water for 24 hours after a rain

event. In order to ensure no impacts to potential fairy shrimp, a qualified biologist would be required to determine if there is potential for on-site retention basins or road ruts to meet the definition of suitable fairy shrimp habitat requiring protocol surveys. If suitable habitat is determined, the Project Applicant would be required to conduct wet and dry season fairy shrimp surveys consistent with USFW protocol to determine the presence/absence of fairy shrimp species. With implementation of Mitigation Measure BIO-2, potential impacts to fairy shrimp would be less than significant.

The MSHCP Consistency Analysis notes that smooth tarplants were found growing in the western portion of the Project site. However, as the Project site is not located within a Criteria Area Species Survey Area for the smooth tarplant, the finding was incidental, and the plants are not required to be conserved in accordance with procedures described within Section 6.3.2 of the MSHCP.

The MSHCP Consistency Analysis concluded that the Project is not anticipated to have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species, as the Project site is highly disturbed and protocol surveys for burrowing owl and fairy shrimp species were negative. As discussed above, the Project would be required to comply with Mitigation Measure BIO-1 and BIO-2 to confirm conditions at the Project site relative to potential burrowing owl and fairy shrimp prior to Project construction activities.

The remaining ruderal community within the Project site could provide suitable nesting habitat for migratory birds that nest on the ground. The federal Migratory Bird Treaty Act (MBTA), as amended under the federal Migratory Bird Treaty Reform Act (MBTRA), and California Fish and Game Code Section 3503, protect migratory bird species and their nests or eggs. The removal of vegetation and/or destruction of nests during the breeding season are considered potentially significant impacts. While it is unlikely that migratory birds nest in the ruderal community growing throughout the Project site, compliance with Mitigation Measures BIO-3, the MBTRA, and the California Fish and Game Code, would ensure that protected birds are not adversely affected during Project construction activities.

Therefore, the Project would not have a substantial adverse effect on special-status species, and impacts would be less than significant with the incorporation of mitigation.

Mitigation Measures:

BIO-1: To avoid or minimize impacts on burrowing owl populations, a pre-construction survey for burrowing owl shall be completed within the Project site within 30 days prior to ground disturbance, in accordance with the Western Riverside MSHCP burrowing owl survey guidelines. If the results of the survey indicate that no burrowing owls are present on site, then construction activities shall be allowed to commence and no avoidance or minimization measures would be required. If burrowing owl is observed during the pre-construction survey, the Project proponent shall immediately inform the California Department of Fish and Wildlife (CDFW) and the Western Riverside Regional Conservation Association (RCA). A Burrowing Owl Protection and Relocation Plan (plan) shall be prepared by a qualified biologist, which must be sent for approval by RCA prior to initiating ground disturbance. The plan shall detail avoidance measures that shall be implemented during construction and passive or active relocation methodology. Relocation shall only occur outside of the nesting season (September 1 through January 31). The RCA may require translocation sites to be created within the MSHCP Conservation Area for the establishment of

new colonies. If required, the translocation sites must take into consideration unoccupied habitat areas, presence of burrowing mammals, existing colonies, and effects to other MSHCP Covered Species in order to successfully create suitable habitat for burrowing owl. The translocation sites must be developed in consultation with RCA. If required, translocation sites would also be described in the agency-approved plan.

BIO-2: Prior to construction activities, a qualified biologist shall determine if any retention basins or road ruts within the Project site meet the U.S. Fish and Wildlife Service definition of suitable fairy shrimp habitat requiring protocol surveys. "Appropriate habitat is considered to be inundated when it holds greater than three (3) centimeters of standing water 24 hours after a rain event." If suitable fairy shrimp habitat is present, wet and dry seasonal surveys shall be conducted in accordance with US Fish and Wildlife Service protocols by a qualified biologist. If the surveys determine the presence of fairy shrimp, the Project proponent shall immediately inform the Western Riverside Regional Conservation Association (RCA).

BIO-3: To the extent possible, construction activities (i.e., earthwork, clearing, and grubbing) shall occur outside of the general bird nesting season for migratory birds, which is March 15 through August 31 for songbirds and January 15 to August 31 for raptors.

If construction activities (i.e., earthwork, clearing, and grubbing) occur during the general bird nesting season for migratory birds (March 15 to August 31) and raptors (January 15 to August 31), a qualified biologist shall be retained to perform a pre-construction survey of potential nesting habitat to confirm the absence of active nests belonging to migratory birds and raptors afforded protection under the Migratory Bird Treaty Reform Act and California Fish and Game Code. The pre-construction survey shall be performed no more than seven days prior to the commencement of construction activities. The results of the pre-construction survey shall be documented by a qualified biologist. If construction is inactive for more than seven days, an additional survey shall be conducted.

If the qualified biologist determines that no active migratory bird or raptor nests occur, the activities shall be allowed to proceed without any further requirements. If the qualified biologist determines that an active migratory bird or raptor nest is present, no impacts within 300 feet (500 feet for raptors) of the active nest shall occur until the young have fledged the nest, and the nest is confirmed to no longer be active, or as determined by the qualified biologist. The biological monitor may modify the buffer as applicable for the specific bird species and type of work or propose other recommendations to avoid indirect impacts to nesting birds.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant Impact. The Project site is highly disturbed as a result of previous clearing and grading and is currently used for vehicle storage. Existing vegetation on the Project site would be considered ruderal or ornamental. The Project site does not contain any riparian habitat or other sensitive natural communities. To the south of the Project site is land classified as riparian forest associated with Empire Creek. The MSHCP consistency evaluation concluded that the Project would not result in impacts

to the riparian forest habitat south of the Project site. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. According to the MSHCP Consistency Analysis, the Project site does not contain features that could be classified as wetlands, as defined in Section 404 of the Clean Water Act. Other kinds of perennial or seasonal aquatic features that could be classified as freshwater wetlands are not present on the Project site. Therefore, the Project would not have a substantial adverse effect on a State or federally protected wetland, and there would be no impact.

Mitigation Measures: No mitigation measures are required.

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?

Less Than Significant Impact With Mitigation Incorporated. According to the MSHCP Consistency Analysis, the Project site and the parcel to the south do not provide a viable wildlife movement corridor for fish or wildlife migrations, foraging movements or for finding a mate. While the Project site and surrounding area are located in a highly urbanized area, the Southern Cottonwood/Willow Riparian Forest habitat located to the south of the Project site has the potential to provide food, shelter, and a seasonal source of water for common and opportunistic wildlife species inhabiting the local area. The area south of the Project site has been used in the past for nesting by migratory bird species that are obligate riverine riparian breeders. The Project would not result in significant impacts to offsite riparian forest habitat, as development activities would be confined to the Project site. The riparian forest habitat south of the site would remain in its existing condition. The Project would implement Mitigation Measures BIO-1 and BIO-2 and comply with the MBTRA and the California Fish and Game Code. Therefore, impacts would be less than significant with incorporation of mitigation.

Mitigation Measures: Refer to BIO-1 and BIO-2.

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

Less Than Significant Impact. The Project site has been previously cleared and graded and consists primarily of compacted soil and gravel used for vehicle storage. Project-related development activities would be confined to the Project site and would not adversely affect the Southern Cottonwood/Willow Riparian Forest habitat located to the south of the Project site. Further, the Project would be required to comply with the City's Heritage Tree Ordinance (Temecula Municipal Code Chapter 8.48, *Heritage Tree Ordinance*), which requires project applicants for discretionary permits on parcels larger than five acres to submit a tree inventory as part of the required conceptual landscape plans, which shall list and identify all trees located within the proposed project site. If Heritage Trees are identified on site, the applicant

shall adhere to the preservation standards contained in the Heritage Tree Preservation and Protection Guidelines or may hire a certified arborist or a licensed landscape architect to prepare a Heritage Tree Preservation and Protection Plan for each potential Heritage Tree to protect them during grading and construction activities and for the life of the project. Compliance with the City's municipal code, including the Heritage Tree Ordinance, would ensure that the Project would not conflict with any local policies or ordinances protecting biological resources. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less Than Significant Impact With Mitigation Incorporated. The Project site is partially located within the Southwest Area Plan of the Western Riverside County MSHCP. A Habitat Evaluation and Acquisition Negotiation Strategy (HANS) application was submitted to the City and subsequently reviewed by the RCA to ensure compliance with MSHCP Criteria and other MSHCP requirements. The following sections demonstrate the Project's compliance with MSHCP requirements.

MSHCP Reserve Assembly Requirements

The western portion of the Project site is located within Cell 6891 of Sub Unit 1 (Murrieta Creek) of the Southwest Area Plan of the MSHCP. Section 3.3.15 of the MSHCP provides the following criteria for Cell 6891:

"Conservation within this Cell will contribute to assembly of Proposed Constrained Linkage 13. Conservation within this Cell will focus on riparian scrub, woodland, forest, Riversidean alluvial fan sage scrub and grassland habitat along Murrieta Creek. Areas conserved within this Cell will be connected to Riversidean alluvial fan sage scrub, riparian scrub, woodland and forest habitat proposed for conservation in Cell #6890 to the west and to riparian scrub, woodland and forest habitat proposed for conservation in Cell #7021 to the south. Conservation within this Cell will range from 15%-25% of the Cell focusing in the southwestern portion of the Cell."

Proposed Constrained Linkage 13 consists of Murrieta Creek. Murrieta Creek is located approximately 0.3 miles west of the Project site and is physically separated from the Project site by I-15, Jefferson Avenue, and commercial development. As described in the RCA Joint Project Review, the Project site is located outside of the area described for conservation within Cell 6891. Accordingly, the RCA Joint Project Review concludes that the Project would not impede the Reserve Assembly goals for Proposed Constrained Linkage 13.

Riparian/Riverine Areas and Vernal Pools (MSHCP Section 6.1.2)

Section 6.1.2 of the MSHCP defines Riparian/Riverine Areas as "lands which contain Habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year." Vernal pools are defined as "seasonal wetlands that occur in depression areas that have wetlands indicators of all three parameters (soils, vegetation and hydrology) during the wetter

portion of the growing season but normally lack wetlands indicators of hydrology and/or vegetation during the drier portion of the growing season."

Empire Creek and associated riparian forest habitat are located immediately south of the Project site. As noted in the MSHCP Consistency Analysis, this area to the south of the Project site contains suitable least Bell's vireo habitat. Least Bell's vireo is an MSHCP-covered riparian bird species. Protocol level surveys for least Bell's vireo were conducted between April 21 and July 6, 2016, following the Least Bell's Vireo Survey Guidelines. Least Bell's vireo was not observed nor heard calling during any of the nesting season surveys. Southwestern willow flycatchers (*Empidonax traillii extimus*) and/or yellow-billed cuckoos (*Coccyzus americanus*) were also not observed nor heard calling during any of the nesting season surveys. Furthermore, no least Bell's vireo nests or nests of any bird species were found in the riparian forest habitat south of the Project site, including in the shrub layer present two to 10 feet above the ground.

The MSHCP Consistency Analysis notes that although the two artificially created retention basins previously occurring on the Project site are not included in the MSHCP definition of vernal pools, they had the potential to provide suitable fairy shrimp habitat. As such, wet and dry seasonal surveys for fairy shrimp were conducted to determine the presence or absence of fairy shrimp species. Protocol surveys for listed fairy shrimp species were negative, and no fairy shrimp were observed. Additionally, these retention basins do not presently exist on the Project site.

The Project site is highly disturbed as a result of previous clearing and grading and is currently used for vehicle storage. The Project site does not contain Riparian/Riverine Areas or vernal pools. Therefore, the Project would be consistent with Section 6.1.2 of the MSHCP.

Narrow Endemic Plant Species (MSHCP Section 6.1.3)

The Project site is not located within a Narrow Endemic Plant Species Survey Area. Therefore, the Project would be consistent with Section 6.1.3 of the MSHCP.

Urban/Wildland Interface Guidelines (MSHCP Section 6.1.4)

Section 6.1.4 of the MSHCP contains guidelines that address potential indirect effects from proposed development located in proximity to MSHCP Conservation Areas. As discussed in the RCA Joint Project Review, future and existing Conservation Areas are not located directly adjacent to the Project site. However, Empire Creek, located to the south of the Project site, is directly connected to Murrieta Creek and is described for conservation. As such there is connectivity and the potential for the Project to result in indirect impacts, especially relative to water quality, runoff, potential pollutants, and invasive species.

As discussed below, the Project would comply with each applicable guideline to preserve the integrity of areas dedicated as MSHCP Conservation Areas and ensure consistency with MSHCP Section 6.1.4.

Drainage: As discussed in Section 4.10, *Hydrology and Water Quality*, the Project would incorporate measures, including measures required through the National Pollutant Discharge Elimination System (NPDES) requirements, to ensure that the quantity and quality of runoff discharged to the MSHCP Conservation Area is not altered in an adverse way when compared with existing conditions. Construction-related erosion effects would be addressed through compliance with the NPDES program's Construction General Permit. The General Permit requires development and implementation of a

Stormwater Pollution Prevention Plan (SWPPP) and monitoring plan, which must include erosion-control and sediment-control best management practices (BMPs) that would meet or exceed measures required by the General Permit to control potential construction-related pollutants. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. Additionally, the Project has been designed consistent with the City's BMP Design Manual, which includes on-site postconstruction stormwater requirements. The Project includes various structural, source control, and site design BMPs to address water quality conditions associated with the proposed Project. Implementation of the proposed on-site stormwater system and WQMP requirements for a PDP, including water quality operational BMPs, would reduce pollutants of concern associated with the stormwater runoff from the Project site in compliance with the Regional MS4 Permit and ensure the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

Toxics: As discussed in Section 4.9, *Hazards and Hazardous Materials*, Project construction and operation would involve the use of chemicals and other hazardous substances that are potentially toxic or may adversely affect wildlife species, habitat or water quality. However, compliance with the established regulatory framework would ensure the Project would not result in adverse impacts related to the discharge of such chemicals to the MSHCP Conservation Area.

Lighting: In compliance with the TMC, Project lighting shall be directed away from the MSHCP Conservation Area to protect species within the MSHCP Conservation Area from direct night lighting. Shielding shall be incorporated in Project designs to ensure ambient lighting in the MSHCP Conservation Area is not increased.

Noise: The Project site is located within an area of existing commercial uses and adjacent to 1-15, which physically separates the Project site from Murrieta Creek. As discussed in Section 4.13, *Noise*, transportation-related noise associated with the arterial roadway network and I-15 are the dominant noise sources within the area. Project construction and operational activities would comply with applicable rules, regulations, and guidelines related to land use noise standards and would incorporate measures to minimize the effects of noise on MSHCP Conservation Area.

Invasives: The Project site is not located adjacent to an MSHCP Conservation Area. The Project shall not use any invasive, non-native plant species listed in MSHCP Table 6-2 for erosion control, landscaping, wind rows, or other purposes. Mitigation Measure BIO-4 requires the Project to comply with the MSHCP and avoid the use of invasive, non-native plants in accordance with MSHCP Table 6.2.

Barriers: The Project site is not located adjacent to an MSHCP Conservation Area. Additionally, the Project proposes a retaining wall along the landscaped setback in the southern portions of the site, adjacent to riparian habitat associated with Empire Creek.

Grading/Land Development: The Project site is not located adjacent to an MSHCP Conservation Area. Manufactured slopes associated with proposed site development would not extend into the MSHCP Conservation Area.

Additional Surveys (MSHCP Section 6.3.2)

The Project site is not located within a Criteria Area Species Survey Area; however, the Project site is located within the Additional Survey Needs and Procedures Areas for burrowing owl. As such, an independent assessment was made of the presence of suitable burrowing owl habitats within the Project site and area to the south, in addition to a 150-meter buffer zone; refer to Appendix B. The assessment determined that the Project site and vicinity provided suitable burrowing owl habitats consisting of open expanses of sparsely vegetated areas on gentle rolling and level terrain with active small mammal burrows. As part of the Burrowing Owl Survey, four field reconnaissance surveys of the Project site and vicinity were conducted between May 13 and June 3, 2017, to evaluate the presence/absence of burrowing owls. According to the Burrowing Owl Survey, no burrowing owls or their diagnostic signs were observed during any of the surveys. While it is unlikely that migratory birds nest in the ruderal community growing throughout the Project site, compliance with Mitigation Measures BIO-1 and BIO-2, the MBTRA, and the California Fish and Game Code, would ensure that protected birds are not adversely affected during Project construction activities. Following compliance with the established regulatory environmental and implementation of Mitigation Measures BIO-1 and BIO-2, the Project would be consistent with Section 6.3.2 of the MSHCP.

Fuels Management (MSHCP Section 6.4)

The Project site has been previously cleared and graded and consists primarily of compacted soil and gravel used for vehicle storage. In accordance with Section 6.4 of the MSHCP, brush management would not be required for the Project site. The proposed project would be consistent with Section 6.4 of the MSHCP.

MSHCP and Stephens' Kangaroo Rat Fees

The Project proponent is required to pay a local development mitigation fee (LDMF) in order to finance the acquisition and perpetual conservation of the natural ecosystems and certain improvements necessary to implement the goals and objectives of the MSHCP (Municipal Code Chapter 15.10, *Multiple Species Habitat Conservation Mitigation Fee*). The LDMF must be paid prior to issuance of a building permit. In addition, the Project site is located within the Stephens' Kangaroo Rat Mitigation Fee Area and is therefore required to pay a mitigation fee for incidental take authorization under the Stephens' Kangaroo Rat Habitat Conservation Plan (Municipal Code Chapter 8.24, *Habitat Conservation*). Payment of the MSHCP LDMF and Stephens' Kangaroo Rat Mitigation Fee, as required, would reduce potential impacts to a level that less than significant.

Mitigation Measures:

BIO-4: In accordance with the Western Riverside County Multispecies Habitat Conservation Plan (MSHCP) Section 6.1.4, no species listed in Table 6-2, *Plants that Should Be Avoided Adjacent to the MSHCP Conservation Area*, of the MSHCP shall be used in the Project landscape plans. Prior to issuance of construction permits, the Project Applicant shall provide landscape plans demonstrating to the City of Temecula Community Development that all landscaping complies with the Western Riverside County MSHCP Section 6.1.4 relative to the use of plants.

4.5 Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				X
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c. Disturb any human remains, including those interred outside of dedicated cemeteries?		X		

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

No Impact. According to CEQA Guidelines Section 15064.5, a historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources; a resource included in a local register of historical resources; or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant. Generally, a resource shall be considered historically significant if it:

- 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 Project site has been previously cleared and graded. The site is undeveloped and used for vehicle storage; there are no buildings or structures located on-site. The Temecula General Plan Open Space/Conservation Element identifies historic structures and sites within the City; the Project site is not identified as containing historical resources, nor is the Project site located near a historical structure or historic site.[6]

[6] City of Temecula, *City of Temecula General Plan*, April 2005 (Figure OS-2).

As no historic or potentially historic built environment resources are located within the site, the Project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5, and there would be no impact.

Mitigation Measures: No mitigation measures are required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less Than Significant Impact With Mitigation Incorporated. According to CEQA Guidelines Section 15064.5, if an archaeological resource (as defined by Section 21083.2 of the Public Resources Code) is found, the Project site shall be treated in accordance with the provisions of Section 21083.2. If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts to be made to permit any or all of these resources to be preserved in place or left in an undisturbed state.

The Project site has been altered by previous ground disturbance associated with past grading activities. A subsurface investigation completed as part of the Geotechnical Investigation found that the Project site is underlain by artificial fill at depths ranging from 11.5 feet to 21 feet below the existing ground surface, as a result of past grading activities at the site.[7] Due to the extensive ground disturbance that occurred within the Project site associated with past grading activities, the presence of artificial fill materials within the site, and the minimal grading and excavation activities that would occur with the proposed Project, the likelihood of encountering archaeological resources in the Project site is considered low. However, in consultation with the Pechanga Tribe, mitigation measures have been identified to address the potential for inadvertent discovery of cultural resources, which may include tribal and/or non-tribal cultural resources. Implementation of Mitigation Measures TCR-1 through TCR-4 would ensure in the event of an unanticipated archaeological resources discovery, ground disturbing activities would be suspended and a qualified archaeologist, in coordination with the tribal monitor, would assess the find. If the resources are determined to be significant, identification of the appropriate mitigation for the resources in consultation with the tribal representative(s), and the archaeologist, and with concurrence of the Community Development Director would be required. With implementation of Mitigation Measures TCR-1 through TCR-4, the Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5, and impacts would be less than significant.

As part of the AB 52 tribal consultation process, the City of Temecula consulted with the Pechanga Tribe relative to the potential for tribal cultural resources; refer to Section 4.18, *Tribal Cultural Resources*.

Mitigation Measures: Refer to Mitigation Measures TCR-1 through TCR-4.

[7] Geocon West, Inc., *Updated Geotechnical Investigation: Paradise Commercial & Fleet Sales and Service Facility 42105 DLR Drive, Temecula, California*, February 2022.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact With Mitigation Incorporated. There are no dedicated cemeteries within the Project site or surrounding area and there is no information to suggest that the site has any undiscovered human remains. The Project site has been altered by previous ground disturbance associated with past grading activities and is underlain by artificial fill materials. Furthermore, anticipated grading and excavation activities associated with the Project would be minimal. Due to the extensive ground disturbance that has occurred on the Project site, the potential for the proposed Project to disturb previously undiscovered human remains is highly unlikely.

If human remains are inadvertently discovered, the remains would require proper treatment in accordance with applicable laws (Mitigation Measure CUL-1). These include California Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98, and the California Code of Regulations Section 15064.5(e), which mandate procedures of conduct following the discovery of human remains on non-federal lands. According to these applicable regulations, should human remains be encountered, all work in the immediate vicinity of the burial would be required to cease, and any necessary steps to ensure the integrity of the immediate area must be taken. The County Coroner would be immediately notified and must then determine whether the remains are Native American in origin. If the Coroner determines the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC), who will in turn, notify the person they identify as the Most-Likely-Descendent of any human remains. With implementation of Mitigation Measure CUL-1, which ensures compliance with the established regulatory framework and details the appropriate actions required in the event human remains are encountered, the Project's potential impacts concerning human remains would be less than significant.

Mitigation Measures:

CUL-1: If human remains are encountered, the Project Applicant or contractor would be required to halt all work and contact the Riverside County Coroner. California Health and Safety Code Section 7050.5, states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within 24 hours. The Native American Heritage Commission shall then immediately identify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98 and the Treatment Agreement described in these conditions.

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4.6 Energy

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

This section is based in part on the *Paradise Chevrolet Greenhouse Gas Analysis, City of Temecula* (GHG Analysis), prepared by Urban Crossroads, dated November 17, 2023 and included in its entirety as Appendix C, *GHG Analysis*.

REGULATORY FRAMEWORK

Federal and State agencies regulate energy use and consumption through various means and programs. On the federal level, the United States Department of Transportation (USDOT), the United States Department of Energy, and the USEPA are three federal agencies with substantial influence over energy policies and programs. On the state level, the California Public Utilities Commission (PUC) and the California Energy Commissions (CEC) are two agencies with authority over different aspects of energy. Key federal and State energy-related laws and plans are summarized below.

California Building Energy Efficiency Standards

The 2022 California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as "Title 24," became effective on January 1, 2023. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The Title 24 standards require installation of energy efficient windows, insulation, lighting, ventilation systems, rooftop solar panels, and other features that reduce energy consumption in homes and businesses.

California Green Building Standards (CALGreen)

The 2022 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, went into effect on January 1, 2023. The California Building Standards Commission developed CALGreen in an effort to meet the State's landmark initiative Assembly Bill (AB) 32 goals, which established a comprehensive program of cost-effective reductions of greenhouse gas (GHG) emissions to 1990 levels by 2020. CALGreen was developed to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, and healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the

administration. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.

Senate Bill 100

Senate Bill (SB) 100 (Chapter 312, Statutes of 2018) 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 percent of retail sales by December 31, 2024; 52 percent by December 31, 2027; 60 percent by December 31, 2030; and 100 percent by December 31, 2045. SB 100 requires the California Public Utilities Commission (CPUC), California Energy Commission (CEC), State board CARB, and all other State agencies to incorporate the policy into all relevant planning. In addition, SB 100 requires the CPUC, CEC, and CARB to utilize programs authorized under existing statutes to achieve that policy and, as part of a public process, issue a joint report to the Legislature by January 1, 2021, and every four years thereafter, that includes specified information relating to the implementation of SB 100.

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

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The means to achieve the goal of conserving energy include decreasing overall energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. In particular, the proposed Project would be considered "wasteful, inefficient, and unnecessary" if it were to violate State and federal energy standards and/or result in significant adverse impacts related to project energy requirements, energy inefficiencies, energy intensiveness of materials, cause significant impacts on local and regional energy supplies or generate requirements for additional capacity, fail to comply with existing energy standards, otherwise result in significant adverse impacts on energy resources, or conflict or create an inconsistency with applicable plan, policy, or regulation.

The Project proposes to develop an approximately 64,000-square-foot structure for commercial truck sales and service uses within a two-story building that includes rooftop parking. The consumption of energy would occur during project construction and operation, requiring the use of electricity, natural gas, and transportation fuels. Diesel fuel would be used by off-road construction equipment, hauling trips and other equipment, and gasoline would be consumed by employee trips and vehicle sales and service activities. Electricity and natural gas used by the Project would be used primarily to power on-site buildings. According to CalEEMod calculations conducted as part of the AQ Impact Analysis, total annual electricity usage associated with the operation of the Project would be 1,213,417 kWh per year and

natural gas usage would be 4,836,636 thousand British thermal units (kBTU) per year.[8] As compared to the existing vacant Project site, the use of energy would increase; however, when considered in the context of the available amounts of electricity and transportation fuel supplies in the City and region, Project construction and operation would consume a negligible amount of energy. Additionally, the Project would be responsible for conserving energy, to the extent feasible, and would be required to comply with Statewide and local measures regarding energy conservation, such as Title 24 building efficiency standards.

The proposed Project would be in compliance with all applicable federal, State, and local regulations regulating energy usage. For example, Southern California Edison (SCE) is responsible for the mix of energy resources used to provide electricity for its customers, and it is in the process of implementing the Statewide Renewable Portfolio Standard (RPS) to increase the proportion of renewable energy (e.g. solar and wind) within its energy portfolio. SCE has achieved at least a 33 percent mix of renewable energy resources, and will be required to achieve a renewable mix of at least 50 percent by 2030. Additionally, energy-saving regulations, including the latest State building energy efficiency standards (Title 24, Part 6), would be applicable to the proposed Project. Other statewide measures, including those intended to improve the energy efficiency of the statewide passenger and heavy-duty truck vehicle fleet (e.g. the Pavley Bill and the Low Carbon Fuel Standard) are improving vehicle fuel economies, thereby conserving gasoline and diesel fuel. These energy savings would continue to accrue over time.

As a result, the Project would not result in any significant adverse impacts related to Project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for each stage of the Project including construction, operations, and/or maintenance. The Project would be required to comply with all existing energy efficiency standards, and would not result in significant adverse impacts on energy resources. Therefore, the proposed Project would not result in a wasteful, inefficient, or unnecessary of energy resources during Project construction or operation. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

[8] Detailed CalEEMod output is presented in Appendices 3.1 and 3.2 of the AQ Impact Analysis; refer to Appendix A.

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4.7 Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) 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.			X	
2) Strong seismic ground shaking?			X	
3) Seismic-related ground failure, including liquefaction?			X	
4) Landslides?				X
b. Result in substantial soil erosion or the loss of topsoil?			X	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

This section is based on the *Updated Geotechnical Investigation Report for Paradise Commercial & Fleet Sales and Service Facility 42105 DLR Drive, Temecula, California* (Geotechnical Investigation), prepared by Geocon West, Inc., dated October 31, 2021 (revised February 10, 2022) and included in its entirety as Appendix D, *Geotechnical Investigation*.

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

1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less than Significant Impact. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish regulatory zones, known as "Alquist-Priolo Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. 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 (typically 50 feet). According to the Geotechnical Investigation, the Project site is located within an established Alquist-Priolo Earthquake Fault Zone. However, a Fault Rupture Hazard Investigation conducted for the Project site concluded that no active faulting is located within 50 feet of the proposed building locations. Therefore, the Geotechnical Investigation concludes that the potential for surface rupture due to faulting occurring beneath the Project site during the design life of the proposed development is considered low. The Geotechnical Investigation identifies the closest active fault to the Project site with the potential for surface fault rupture as the Wildomar strand of the Elsinore fault zone, located approximately 118 feet northeast of the Project site. Therefore, the probability of damage from surface fault rupture is considered to be low, and impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

2) Strong seismic ground shaking?

Less Than Significant Impact. The Project site is located in the seismically active southern California region and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active southern California faults. According to the Geotechnical Investigation, the active San Andreas fault zone is located approximately 34 miles northeast of the Project site. There are several other active and potentially active faults within the region, including the Willard, Wolf Valley, and Murrieta Hot Springs segments of the Elsinore fault zone, located approximately 0.8 miles southwest, 3.0 miles southwest, and 3.3 miles northeast of the Project site, respectively; and the San Jacinto fault zone, located approximately 21.5 miles to the northeast of the site. As a result, the Geotechnical Investigation indicates there is the potential for the Project site to be subject to strong ground shaking in the event of an earthquake.

Pursuant to TMC Chapter 15.04, *Construction Codes*, the City has adopted the California Building Code (CBC), as amended. The Project would be required to comply with all applicable regulations in the 2022 CBC as amended by the TMC, which includes design requirements to mitigate the effects of potential hazards associated with seismic ground shaking. The City would review Project design and construction plans for compliance with the CBC and TMC, as well as the Geotechnical Investigation's recommendations. In accordance with TMC Chapter 18.21, *Inspections for Construction, Grading, and Encroachment Work*, the applicable recommendations from the geotechnical engineering and geology reports and any city engineer approved alternatives would be required to be incorporated in to the Project construction and/or grading plan. Thus, compliance with the City's established regulatory framework and standard engineering practices and design criteria, which would be verified through the City's plan review process, would ensure potential impacts associated with strong seismic ground shaking at the Project site would be reduced to a less than significant level.

Mitigation Measures: No mitigation measures are required.

3) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a phenomenon in which loose, saturated, relatively cohesionless soil deposits lose shear strength during strong ground motions. Primary factors involved in controlling liquefaction include intensity and duration of ground motion, gradation characteristics of the subsurface soils, in-situ stress conditions, and depth to groundwater.

According to the Geotechnical Investigation, the Project site is located within a zone of required investigation for liquefaction. A liquefaction analysis performed as part of the Geotechnical Investigation concluded that soils below the groundwater level in the vicinity of the proposed structure would be prone to up to 0.3 inches of liquefaction settlement during the design ground motion, and soils below the groundwater level in the southeast corner of the site would be prone to up to 1.6 inches of liquefaction settlement. Further, the alluvial soils below the historic high groundwater level would be prone to 0.3 to 1.0 inches of liquefaction settlement and soils below the groundwater level in the southeast corner of the site would be prone to up to 2.7 inches of liquefaction settlement during the Maximum Considered Earthquake ground motion. Based on these considerations, the Geotechnical Evaluation concludes that the potential for liquefaction at the site is expected to be limited to ground surface settlement. The Project would be required to comply with all applicable regulations in the CBC as amended by the TMC, which would reduce the likelihood of impacts from seismic-related hazards, including liquefaction. Further, the Project would incorporate the site-specific construction and design recommendations contained in the Geotechnical Investigation that would address identified potential geologic and soil hazards. As discussed above, in accordance with TMC Chapter 18.21, the applicable recommendations from the geotechnical engineering and geology reports and any city engineer approved alternatives would be required to be incorporated in to the Project construction and/or grading plan. Thus, compliance with the City's established regulatory framework and standard engineering practices and design criteria, which would be verified through the City's plan review process, would ensure potential impacts associated with liquefaction at the Project site would be reduced to a less than significant level.

Mitigation Measures: No mitigation measures are required.

4) Landslides?

No Impact. Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. According to the California Geological Survey (CGS), the Project site is not located within an identified landslide zone.[9] The site has been previously cleared and graded and consists primarily of compacted soil and gravel. The majority of the Project site is relatively flat, with a gradual slope downward in a general east-to-west direction. The southern and eastern boundaries of the site contain an upward-sloping embankment. The site does not contain conditions with the potential for landslides and as previously discussed, in accordance with TMC Chapter 18.21, the applicable recommendations from the geotechnical engineering and geology reports and any city engineer approved alternatives would be required to be incorporated in to the Project construction and/or grading plan. Thus, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The majority of the Project site is relatively flat. According to the Geotechnical Investigation, the site is generally underlain by previously placed artificial fill, Holocene-age Marsh Deposits, Pleistocene-age Older Marsh Deposits, and Pleistocene-age Older Alluvium. The previously placed artificial fill materials consist primarily of brown to gray silty sand with lesser amounts of sand, silt and clayey sand. The Holocene-age Marsh Deposits consists of silts and clays with varying amounts of sand. The Pleistocene-age Older Marsh Deposits are locally derived and consist of silts and clays with varying amounts of sand. The Pleistocene-age Older Alluvium Deposits consist of massive, brown to dark grayish brown to gray, poorly graded to well graded sand and silty sand with trace amounts of gravel.

Grading and earthwork activities associated with Project construction would expose soils to potential short-term erosion by wind and water. Project construction activities would be required to comply with applicable City water quality measures, including the City's Water Quality Ordinance (TMC Chapter 8.28, *Stormwater and Urban Runoff Management and Discharge Controls*) and Erosion and Sediment Control Ordinance (TMC Chapter 18.18, *Erosion and Sediment Control*). These measures require the Project proponent to implement construction-level BMPs to control erosion and sedimentation and ensure Project construction activities would not cause or contribute to an exceedance of water quality standards or alter water quality. In compliance NPDES Permit regulations, the Project would be required to obtain NPDES coverage under the California General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit). The permit requires development and implementation of a SWPPP, which must include erosion-control and sediment-control BMPs that would meet or exceed measures required by the Construction General Permit to control stormwater quality degradation due to potential construction-related pollutants. The SWPPP would

[9] California Geological Survey, *Earthquake Zones of Required Investigation*, https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed November 18, 2023.

include Project-specific BMPs, reducing potential impacts associated with soil erosion or the loss of topsoil during construction activities to a less than significant level.

Development of the Project would increase the amount of impervious area when compared to existing conditions, as the site is currently undeveloped. The Project would construct a subsurface storm drain system and modular wetlands unit for stormwater treatment and detention, which would convey the treated stormwater flows to the southerly limits of the Project site through a dissipator structure; refer to Section 4.10, *Hydrology and Water Quality*. The Project would be required to implement operational-level BMPs in accordance with the Project's Water Quality Management Plan (WQMP) (refer to Section 4.10), such as requiring proposed landscaping to minimize irrigation and runoff. Following compliance with the established regulatory framework identified in the TMC regarding stormwater and runoff pollution control and implementation of the Project's WQMP, potential impacts associated with soil erosion, and impacts related to the loss of topsoil, would be less than significant.

Mitigation Measures: No mitigation measures are required.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact. Refer to Responses 4.7(a)(3) and 4.7(a)(4) regarding the potential for liquefaction and landslides, respectively. As indicated in the Geotechnical Investigation, soils at the site have the potential for liquefaction which could lead to lateral spreading along the adjacent drainage channel associated with Empire Creek, located to the south of the Project site. A slope stability analysis conducted as part of the Geotechnical Investigation concluded that the maximum earthquake-induced horizontal ground displacement was calculated to be 1.5 inches at the edge of the proposed structure. In addition, the Geotechnical Investigation identifies the Project site as being located within an area of active ground subsidence due to ground cracks that occurred in 1987 near Pechanga Boulevard and Rainbow Canyon Road, to the south of the site, and along Diaz Road, to the west of the site. The groundwater wells along Temecula Creek that were activated prior to the ground cracks are no longer active and ground cracks have not been reported in the Temecula Valley since that time. As such, the Project site is subject to potential geologic hazards including lateral spreading, subsidence, and liquefaction and seismic settlement.

The Project would be required to comply with all applicable regulations in the 2022 CBC as amended by the TMC, which includes design requirements to mitigate the effects of potential hazards associated with geologic hazards including lateral spreading, subsidence, and liquefaction and seismic settlement. Further, in accordance with TMC Chapter 18.21, the Project would incorporate the site-specific construction and design recommendations contained in the Geotechnical Investigation that would address identified potential geologic and soil hazards. The City would review Project design and construction plans for compliance with the CBC and TMC, as well as the Geotechnical Investigation's recommendations. Thus, compliance with the City's established regulatory framework and standard engineering practices and design criteria, which would be verified through the City's plan review process, would ensure potential impacts associated with a geologic unit or soil that is unstable or would become unstable at the Project site would be reduced to a less than significant impact.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Expansive soils contain significant amounts of clay particles that swell considerably when wet and shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. Without proper mitigation measures, heaving and cracking of both building foundations and slabs-on-grade could result. The Geotechnical Investigation identified the site as generally underlain by artificial fill, Holocene-age Marsh Deposits, Pleistocene-age Older Marsh Deposits, and Pleistocene-age Older Alluvium. Soil samples near the subsurface obtained as part of the Geotechnical Investigation were identified as having a "Very Low" expansion potential (Expansion Index value of 20 or less).

The Geotechnical Investigation includes site-specific construction and design recommendations that would address identified potential geologic and soil hazards. All applicable recommendations from the Geotechnical Investigation and any city engineer approved alternatives would be required to be incorporated in to the Project construction and/or grading plan in accordance with TMC Chapter 18.21. Additionally, the Project would be required to comply with all applicable regulations in the most recent CBC as amended by the TMC. The City would review construction plans for compliance with the CBC and Municipal Code, as well as the Geotechnical Investigation's recommendations. Thus, compliance with the City's established regulatory framework and standard engineering practices and design criteria, which would be verified through the City's plan review process, would ensure potential impacts associated with expansive soils at the Project site would be less than significant.

Mitigation Measures: No mitigation measures are required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The Project would be served by the existing sewer system and would not involve the use of septic tanks or alternative wastewater disposal systems. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated. Significant paleontological resources are determined to be fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or diagnostically important. Significant fossils can include remains of large to very small aquatic and terrestrial vertebrates or remains of plants and animals previously not represented in certain portions of the stratigraphy. Assemblages of fossils that might aid stratigraphic correlation, particularly those offering data for the interpretation of tectonic events, geomorphologic evolution, and paleoclimatology is also critically important.

According to the General Plan FEIR, sedimentary rock units in the Temecula Valley region have been found to contain significant fossil records. The General Plan FEIR identifies Unnamed Sandstone and Pauba Formation, which occur throughout the General Plan Planning Area, as sensitive paleontological resources with a high potential to contain significant paleontological resources. River and stream channels are marked as having low sensitivity, as the Quaternary recent alluvium in these areas does not have the potential to contain paleontological resources; however, it often covers older Pleistocene sediments of paleontological significance.

The Project site is currently undeveloped and has been previously graded. Based on the subsurface exploration conducted as part of the Geotechnical Investigation, previously-placed artificial fill occurs at depths of 11.5 to 21 feet, overlying Holocene-age Marsh Deposits, Pleistocene-age Older Marsh Deposits, and Pleistocene-age Older Alluvium. As Project-related grading activities are anticipated to occur within artificial fill, the Project is not anticipated to directly or indirectly impact previously undiscovered paleontological resources. However, in the event Project excavation activities encounter paleontological resources, compliance with Mitigation Measure GEO-1 would be required. All work within a 25-foot radius of the find would be suspended until the resource is evaluated by a professional vertebrate paleontologist. If the discovery proves to be significant, before construction activities resume at the location of the find, additional work such as data recovery excavation may be warranted, as deemed necessary by the paleontologist. With implementation of Mitigation Measure GEO-1, potential impacts to paleontological resources would be reduced to a less than significant level.

Mitigation Measures:

GEO-1: If fossils or fossil-bearing deposits are encountered during ground-disturbing activities, work within a 25-foot radius of the find shall halt, the City of Temecula Community Development Department shall be notified, and a professional vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall be contacted immediately to evaluate the find. The paleontologist shall have the authority to stop or divert construction, as necessary. Documentation and treatment of the discovery shall occur in accordance with Society of Vertebrate Paleontology standards. The significance of the find shall be evaluated pursuant to the State CEQA Guidelines. If the discovery proves to be significant, before construction activities resume at the location of the find, additional work such as data recovery excavation may be warranted, as deemed necessary by the paleontologist.

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4.8 Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

This section is based primarily on the *Paradise Chevrolet Greenhouse Gas Analysis, City of Temecula* (GHG Analysis), prepared by Urban Crossroads, dated November 17, 2023, and included in its entirety as Appendix C, *GHG Analysis*.

BACKGROUND

Global climate change 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, carbon dioxide (CO_2), nitrous oxide (N_2O), methane (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 the earth's atmosphere, but prevent radiative heat from escaping, thus warming the Earth's atmosphere.

Gases that trap heat in the atmosphere are often referred to as greenhouse gases (GHGs). GHGs are released into the atmosphere by both natural and anthropogenic activity. The cumulative accumulation of these gases in the Earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature. The majority of scientists believe that the increased rate of climate change since the Industrial Revolution is the result of GHGs resulting from human activity and industrialization over the past 200 years.

An individual development project, such as the proposed Project, cannot generate enough GHG emissions to affect a discernible change in global climate. However, the Project may participate in the potential for global climate change 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 global climate change. For the purposes of the GHG Analysis, emissions of CO_2, CH_4, and N_2O were evaluated, because these gases are the primary contributors to global climate change from development projects. The cumulative effects of these gases to global climate change 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 those higher ambient temperatures would

increase disease survival rates and result in more widespread disease. Climate change would likely cause shifts in weather patterns, potentially resulting in devastating droughts and food shortages in some areas.

Worldwide anthropogenic GHG emissions are tracked by the Intergovernmental Panel on Climate Change (IPCC) for industrialized nations and developing nations. The United States, as a single country, was the number two producer of GHG emissions in 2020, behind China. 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 US GHG emissions. Based upon the 2022 GHG inventory data (i.e., the latest year for which data are available) compiled by the CARB for the 2000-2020 GHG emissions period, California emitted an average 369.2 million metric tons of CO_2e per year ($MMTCO_2e/yr$) or 6.17 percent of total US GHG emissions.

REGULATORY FRAMEWORK

The following section summarizes pertinent federal, State, and local regulations related to GHGs.

U.S. Environmental Protection Agency Endangerment Finding

The USEPA's authority to regulate GHG emissions stems from the US Supreme Court decision in Massachusetts v. EPA (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the USEPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing FCAA and the USEPA's assessment of the scientific evidence that form the basis for the USEPA's regulatory actions.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

The California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500-38599) establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. AB 32 required that statewide GHG emissions be reduced to 1990 levels by 2020 (this goal has been met). AB 32 specifies that regulations adopted in response to Assembly Bill (AB) 1493 (Pavley Bill) should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Senate Bill 375

SB 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities' strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPOs regional transportation plan. CARB, in consultation with MPOs, is required to provide each affected region with GHG reduction targets emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets are to be updated every eight years but can be updated every four years if

advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects may not be eligible for funding.

Executive Order S-3-05

Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

Executive Order S-3-05 directed the California Environmental Protection Agency (Cal/EPA) Secretary to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The Secretary is required to submit biannual reports to the Governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with Executive Order S-3-05, the Cal/EPA Secretary created the California Climate Action Team, made up of members from various State agencies and commissions. The Climate Action Team released its first report in March 2006, which proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through State incentive and regulatory programs.

Title 24, Part 6

The California Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6 of the California Code of Regulations (CCR) and commonly referred to as "Title 24" were established in 1978 in response to a legislative mandate to reduce California's energy consumption. Part 6 of Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2022 Title 24 standards took effect on January 1, 2023.

Title 24, Part 11

The California Green Building Standards Code (CCR Title 24, Part 11), commonly referred to as CALGreen, is a Statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in five green building topical areas. The 2022 CALGreen Code went into effect on January 1, 2023.

Senate Bill 32

Signed into law on September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). SB 32 authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

CARB Scoping Plan

On December 11, 2008, CARB adopted its *Climate Change Scoping Plan* (Scoping Plan), which functions as a roadmap of CARB's plans to achieve GHG reductions in California required by Assembly Bill (AB) 32 through subsequently enacted regulations. The Scoping Plan contains the main strategies California will implement to reduce carbon dioxide-equivalent (CO_2e) emissions by 169 million metric tons (MMT), or approximately 30 percent, from the State's projected 2020 emissions level of 596 MMT of CO_2e under a business-as-usual scenario. The Scoping Plan also breaks down the amount of GHG emissions reductions CARB recommends for each emissions sector of the State's GHG inventory.

CARB updated the Scoping Plan in 2013 and again in 2017. The 2013 Update built upon the initial Scoping Plan with new strategies and recommendations, and also set the groundwork to reach the long-term goals set forth by the State. Successful implementation of existing programs (as identified in previous iterations of the Scoping Plan) has allowed California to meet the 2020 target. The 2017 Update expanded the scope of the plan further by focusing on the strategy for achieving the State's 2030 GHG target of 40 percent emissions reductions below 1990 levels (to achieve the target codified into law by SB 32), and substantially advanced toward the State's 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.

The 2017 Update relied on the preexisting programs paired with an extended, more stringent Cap-and-Trade Program, to deliver climate, air quality, and other benefits. The 2017 Update identified new technologically feasible and cost-effective strategies to ensure that California meets its GHG reduction goals.

CARB adopted the 2022 Scoping Plan Update (2022 Scoping Plan) on December 15, 2022. The 2022 Scoping Plan Update assesses progress towards the SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030, while laying out a path to achieving carbon neutrality no later than 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels. 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.

City of Temecula Sustainability Plan

On June 2010, the City of Temecula adopted the Temecula Sustainability Plan, which provides a framework for sustainability and climate change goals. The proposed Project would be required to demonstrate compliance with the applicable sustainability goals outlined in the Sustainability Plan in order to reduce the City's energy consumption and greenhouse gas production. The Sustainability Plan incorporates the following two goals which would be applicable to the proposed Project:

- Reduce energy consumption throughout the community through the use of the latest technology, practices, and programs that support this goal.
- Support the use of clean energy throughout the community through use of the latest technology, practices, and programs.

THRESHOLDS OF SIGNIFICANCE

The City of Temecula has not adopted a threshold of significance for GHG emissions. As such, a screening threshold of 3,000 $MTCO_2e$ per year is applied in the GHG Analysis, which is a widely accepted screening

threshold used by the County of Riverside and numerous cities in the SCAB. It is based on the SCAQMD's proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the SCAQMD's *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans* ("SCAQMD Interim GHG Threshold"). The SCAQMD Interim GHG Threshold identifies a screening threshold to determine whether additional analysis is required. Based on guidance from the SCAQMD, if a non-industrial project would emit stationary source GHGs less than 3,000 $MTCO_2e$ per year, the Project is not considered a substantial GHG emitter and the GHG impact is less than significant, requiring no additional analysis and no mitigation. On the other hand, if a non-industrial project would emit stationary source GHGs in excess of 3,000 $MTCO_2e$ per year, then the Project could be considered a potentially significant GHG emitter, requiring additional analysis and potential mitigation.

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

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

Less Than Significant Impact. The proposed Project would generate GHGs during the construction and operational phases of the Project. Project construction activities, such as site preparation, grading, building construction, paving, and architectural coating, would generate CO_2 and CH_4 emissions. 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, Project 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 4.8-1, *Amortized Annual Construction Emissions*.

Table 4.8-1
Amortized Annual Construction Emissions

Year	Emissions (MT/year)				
	CO_2	CH_4	N_2O	R	Total CO_2e
2024	404.16	0.01	0.02	0.19	411.16
2025	119.24	0.00	0.00	0.04	120.43
Total GHG Emissions	523.41	0.02	0.03	0.23	531.58
Amortized Construction Emissions ($MTCO_2e$)	**17.45**	**0.00**	**0.00**	**0.01**	**17.72**
Source: Urban Crossroads, *Paradise Chevrolet Greenhouse Gas Impact Analysis, City of Temecula*, November 17, 2023.					
Notes: CalEEMod annual construction-source emissions are presented in Appendix 3.1 of the GHG Analysis; refer to Appendix C.					

Operational activities associated with the Project would result in emissions of CO_2, CH_4, and N_2O from the following primary sources:

- *Area source emissions*. Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. It should be noted that AB 1346, signed by

Governor Newsom in October 2021, aims to ban the sale of new gasoline-powered equipment under 25 gross horsepower (known as small off-road engines) by 2024. For purposes of this GHG Analysis, the emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod.

- *Energy source emissions*. 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. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions. For purposes of this GHG Analysis, CalEEMod default parameters were used.
- *Mobile source emissions*. The Project related GHG emissions derive primarily from vehicle trips generated by the Project, including employee trips to and from the site associated with the proposed uses. The trip generation rates used for this analysis are based on CalEEMod defaults.
- *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. For purposes of this GHG Analysis, CalEEMod default parameters were used.
- *Solid waste*. Commercial 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.
- *Refrigerants*. Air conditioning and refrigeration equipment associated with the buildings are anticipated to generate GHG emissions. CalEEMod automatically generates a default air conditioning and refrigeration equipment inventory for each project land use subtype based on industry data from the USEPA. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime and then derives average annual emissions from the lifetime estimate. Note that CalEEMod does not quantify emissions from the disposal of refrigeration and air conditioning equipment at the end of its lifetime. Per 17 CCR 95371, new facilities with refrigeration equipment containing more than 50 pounds of refrigerant are prohibited from utilizing refrigerants with a global warming potential of 150 or greater as of January 1, 2022. GHG emissions associated with refrigerants were calculated by CalEEMod using default parameters.

The estimated Project-related GHG emissions are summarized on Table 4.8-2, *Project GHG Emissions*. As shown in Table 4.8-2, construction and operation of the Project would generate approximately 2,031.89 $MTCO_2e$/yr, which is less than the applicable threshold of 3,000 $MTCO_2e$/yr. Therefore, the proposed Project would not exceed the SCAQMD's proposed GHG threshold of 3,000 MTCO2e per year.

Table 4.8-2
Project GHG Emissions

Emissions Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction-related emissions amortized over 30 years	17.45	6.29E-04	8.36E-04	7.77E-03	17.72
Mobile Source	1,225.44	0.10	0.08	2.02	1,252.99
Area Source	2.28	0.00	0.00	0.00	2.29
Energy Source	448.52	0.04	0.00	0.00	450.34
Water Source	15.29	0.35	0.01	0.00	26.42
Waste	38.38	3.84	0.00	0.00	134.29
Refrigerants	0.00	0.00	0.00	147.84	147.84
Total CO2e (all sources)	2,031.89				
Threshold	3,000				
Threshold Exceeded?	No				
Source: Urban Crossroads, *Paradise Chevrolet Greenhouse Gas Impact Analysis, City of Temecula*, November 17, 2023.					
Notes: Detailed CalEEMod output is presented in Appendices 3.1 and 3.2 of the GHG Analysis; refer to Appendix C.					

2022 Scoping Plan and Other Plans Consistency

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 Trucks, Advanced Clean Fleets, Zero Emission Forklifts, the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, 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. Lastly, the Project would be required to comply with applicable elements outlined in the City's Sustainability Plan, which are to reduce energy consumptions and support the use of clean energy throughout the community by using the latest technology, practices, and programs that support these goals. As such, the Project would be consistent with the 2022 Scoping Plan. Further, the Project would be consistent with the SCAG's 2020-2045 RTP/SCS and the Temecula Sustainability Plan. Thus, the Project would not conflict an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.9 Hazards and Hazardous Materials

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

This section is based in part on the *Phase I Environmental Site Assessment for the Vacant Land - Paradise Chevrolet Cadillac, 42105 DLR Drive, Temecula, California 92591* (Phase I ESA), prepared by Arcadis U.S, Inc., dated May 26, 2016 and included in its entirety as Appendix E, *Phase I ESA*.

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?

Less Than Significant Impact. Generally, the exposure of persons to hazardous materials could occur in the following manners: 1) improper handling or use of hazardous materials or hazardous wastes during construction or operation of future development, particularly by untrained personnel; 2) an accident during transport; 3) environmentally unsound disposal methods; or 4) fire, explosion or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

The Project site is currently undeveloped and used for vehicle storage. A Phase I ESA was prepared to identify recognized environmental conditions (RECs) that may exist at the Project site, including current RECs, historical RECs, and controlled RECs; refer to Appendix E. The Phase I ESA considered a larger area (13.45 acres) that included the Project site and three parcels to the south. The term *recognized environmental conditions* (RECs) means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property due to any release to the environment, under conditions indicative of a release to the environment, or under conditions that pose a material threat of a release to the environment. Conditions determined to be *de minimis*, meaning a property condition that does not pose a threat to human health or the environment, are not RECs. The Phase I ESA identified no evidence of RECs in connection with the Project site, with the exception of the following:

- A building and associated structures were present on the Project site from as early as 1967 until sometime prior to 1994. Information regarding the potential former storage, use, and disposition of hazardous materials, petroleum products, and wastes associated with former site operations is unavailable. Therefore, the Phase I ESA concludes that former product and waste management practices associated with the site's potential former commercial and/or industrial operations is considered a REC.
- Soil piles were observed on the northeast portion of the Project site near DLR Drive; however, information was not available pertaining to the possible cause of the soil piles. Possibilities include use as a source of fill material, stockpiling, a destination for excess topsoil, or potentially used for landfilling. The Phase I ESA concludes that the potential presence of impacted soil material at the site represents a REC.
- According to historical references, a stream existed on the northwestern portion of the Project site from as early as 1937 until sometime between 1961 and 1967. Due to the lack of information regarding the type and quality of materials used to fill the former stream, the Phase I ESA concludes that this represents a REC.

The Project proposes to develop an approximately 64,000-square-foot structure for commercial truck sales and service uses within a two-story building that includes rooftop parking. Construction activities associated with the proposed Project may involve the routine transport, use, or disposal of hazardous materials, such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and federal law.

As a condition of approval, prior to issuance of a grading permit, the on-site soil piles and materials used to fill the former stream would be analyzed to identify if soils have been impacted. Soil samples would be analyzed by an appropriate State-certified laboratory using appropriate methods based on the parameters to be analyzed. If the soils are determined to have been impacted, the impact would be characterized and a determination made if soil remediation is required. A plan for remediation in accordance with applicable federal, State, and local regulations would be required and submitted to the City of Temecula for review and approval.

The proposed Project would involve typical activities associated with commercial truck sales and service use, which would include the use and storage of vehicle fluids (e.g., engine oil, brake fluid) and/or other hazardous materials (e.g., acid-containing batteries) on-site, as well as the use of commercially available cleaning products and the occasional use of pesticides for landscape maintenance. Hazardous materials would be required to be stored, used, and disposed of in compliance with local, State, and federal regulations. The Project would be required to comply with additional regulatory requirements including, but not limited to, the Code of Federal Regulations, Title 49, *Transportation*, specific to the transport of hazardous materials; California Code of Regulations Titles 8, 22, and Title 26, and their enabling legislation set forth in California Health and Safety Code Division 20, Chapter 6.95, *Hazardous Materials Release Response Plans and Inventory*; and the requirements of the Riverside County Department of Environmental Health Hazardous Materials Branch (i.e., Certified Unified Program Agency), which would ensure safety standards related to the use and storage of hazardous materials are implemented. Further, Mitigation Measure HAZ-1 would require the Project Applicant to submit a Soils Management Plan (SMP) to the City that addresses the proper characterization, handling, and remediation of potential impacted soils and other contaminants of concern that may be present. Therefore, implementation of Mitigation Measure HAZ-1 and consistency with local, State, and federal regulations related to the transport, storage, use, and disposal of hazardous materials would ensure that the potential risk associated with the routine transport, use, emission or disposal of hazardous materials would be minimized to the maximum extent practical, and impacts would be less than significant.

Mitigation Measures:

HAZ-1: Prior to the issuance of a grading permit, the Project Applicant shall submit a Soils Management Plan (SMP) to the City of Temecula Public Works Department that addresses the proper characterization and handling of potential impacted soils, and other contaminants of concern that may be present. The SMP shall require that, as grading, excavation, and trenching are performed, exposed soil shall be monitored for stained or discolored soil, wet or saturated soils, or odors. If

impacted soil is encountered, the soil shall be analyzed to identify and characterize the impact and determine if soil remediation is required. Soil samples shall be analyzed by an appropriate State-certified laboratory using appropriate methods based on the parameters to be analyzed. When a new area of contamination is identified, it shall be characterized to assess its lateral and vertical extent. Likely excavation of impacted soil shall be followed by segregated stockpiling or direct-loading, waste profiling, and offsite disposal or recycling, which shall be performed in accordance with applicable federal, State, and local regulations.

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

No Impact. The Project site is not located within 0.25-mile of an existing or proposed school. The nearest schools to the Project site are the i-Shine Student Center (42145 Lyndie Lane), located approximately 0.4 miles to the east; and the Temecula Elementary School (41951 Moraga Road), located approximately 0.5 miles to the east. Thus, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school, and there would be no impact.

Mitigation Measures: No mitigation measures are required.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. Government Code Section 65962.5, commonly referred to as the "Cortese List," requires the Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) to compile and update a regulatory sites list (pursuant to the criteria of the Section). The California Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Health and Safety Code Section 116395. Government Code Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations, to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste. A 2016 search of federal and State environmental databases comprising the Cortese list, conducted as part of the Phase I ESA, identified no sites within the ATSM standard minimum search distance as being listed on the Cortese list. The Phase I ESA concludes that no sites within the vicinity of the Project site that would represent a REC based on location, regulatory status, lack of/closed status of reported releases, and/or presumed hydraulic gradient with respect to the Project site. A 2023 search indicates that the Project site is not included on any of the data resources identified as meeting the Cortese List requirements.[10, 11] Therefore, the Project site has not been included on a list

[10] California Environmental Protection Agency, *Cortese List Data Resources*, https://calepa.ca.gov/sitecleanup/corteselist/, accessed November 20, 2023.
[11] California Department of Toxic Substances Control, EnviroStor, *https://www.envirostor.dtsc.ca.gov/public/map/?global_id=71002656*, accessed November 20, 2023.

of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and there would be no impact.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project site is not located within an airport land use plan, nor is the Project site located within two miles of a public airport or public use airport. The closest airport to the Project site is French Valley Airport, located approximately four miles northeast of the Project site. The Project site is not located within the Airport Influence Area of the French Valley Airport.[12] Thus, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area, and there would be no impact.

Mitigation Measures: No mitigation measures are required.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The City's Emergency Operations Plan (EOP) provides a comprehensive, all-hazards approach for responding to natural, man-made, and technological disasters that affect the City. The EOP provides an overview of the operational concepts; identifies the components of the City's Emergency Management Organization; Standardized Emergency Management System (SEMS) coordination; Mutual Aid; and describes overall responsibilities of federal, State, and local agencies. In the event of an emergency, first responders would coordinate any emergency response or emergency evacuation activities within the City.

The General Plan Public Safety Element states that due to the unpredictability of the impact of a disaster on streets and highways, appropriate evacuation routes cannot be predetermined; however, in general, all traffic will be channeled to the nearby freeways, State highways, and other major arterials. The Public Safety Element identifies I-15 as the primary north-south evacuation route, and Winchester Road and Rancho California Road as the primary east-west evacuation routes.

Regional access to the Project site is provided via I-15 to the west. Local access to the site is provided directly from DLR Drive via Ynez Road, which connects to Rancho California Road south of the site. The Project does not propose physical modifications to DLR Drive or other roadways within the vicinity of the Project site. Access to the Project site would occur from two driveways along the easterly property line on DLR Drive; the existing driveway located in the northeastern portion of the site would be reconstructed. Project-related construction activities are not anticipated to result in significant traffic or queuing along DLR Drive or other roadways within the area that could potentially impede emergency vehicles or impair any emergency evacuation plan. Additionally, any impacts associated with construction

[12] Mead & Hunt, *Riverside County Airport Land Use Compatibility Plan*, October 2004 (amended January 2012).

activities would be temporary in nature. The Project would be required to comply with all applicable requirements of the TMC, including the CBC and Fire Code, and would be subject to approval by the Temecula Fire Department. As such, construction and operation of the proposed Project would not impair implementation of or physically interfere with the City's EOP or emergency evacuation plan and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The area surrounding the Project site is generally urbanized and developed with roadways and commercial uses. According to the California Department of Forestry and Fire Protection (CALFIRE) Fire Hazard Severity Zone Map, the Project site and surrounding area are located within a Local Responsibility Area (LRA) and are not identified as being within a very high fire hazard severity zone (VHFHSZ).[13] Thus, the Project site and surrounding area are not identified as having a significant risk associated with wildland fires. The Project site is currently undeveloped and used for vehicle storage. The Project proposes to develop the site with commercial truck sales and service uses within a two-story building that includes rooftop parking. TMC Chapter 15.16, *Fire Code,* adopts the State Fire Code, with amendments, which would further reduce potential impacts related to wildland fire. Compliance with Municipal Code, and State and federal regulations pertaining to fire safety, would ensure the Project does not expose people to a significant risk of loss, injury or death involving wildland fires. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

[13] California Department of Forestry and Fire Protection (CalFire), *FHSZ Viewer*, https://egis.fire.ca.gov/FHSZ/, accessed November 15, 2023.

4.10 Hydrology and Water Quality

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

This section is based on the *Preliminary Hydrology and Hydraulics Study For Paradise Chevy* (Preliminary Hydrology Study) prepared by JLC Engineering & Consulting, Inc., dated June 22, 2018 (revised October 18, 2022), and included in its entirety as Appendix F, *Preliminary Hydrology Study*; and the *Preliminary Water Quality Management Plan* (Preliminary WQMP) prepared by JLC Engineering & Consulting, Inc., dated October 20, 2022, and included in its entirety as Appendix G, *Preliminary WQMP*.

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact.

Short-Term Construction

Short-term construction activities associated with the proposed Project could impact water quality. Sources of potential construction-related storm water pollution include handling, storage, and disposal of construction materials containing pollutants; maintenance and operation of construction equipment; and site preparation activities, such as excavation, grading, and trenching. These sources, if not controlled, can generate soil erosion and on- and off-site transport via storm run-off or mechanical equipment. Generally, standard safety precautions for handling and storing construction materials can adequately reduce the potential pollution of storm water by these materials. These types of standard procedures can be extended to non-hazardous storm water pollutants such as sawdust, concrete washout, and other wastes.

Grading activities would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. Two general strategies are recommended to prevent soil materials from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed, and secondly, the Project site should be secured to control off-site transport of pollutants. In order to reduce the amount of on-site exposed soil, grading would be limited to the extent feasible, and any graded areas would be protected against erosion once they are brought to final grade. Furthermore, the proposed Project would be required to comply with the Construction General NPDES Permit and the TMC.

Construction-related erosion effects would be addressed through compliance with the NPDES program's Construction General Permit. Construction activity subject to this General Permit includes any construction or demolition activity, including, but not limited to, clearing, grading, grubbing, or excavation, or any other activity that results in a land disturbance of equal to or greater than one acre. The Project would disturb approximately six acres and therefore would be subject to the General Permit. To obtain coverage under the General Permit, dischargers are required to file Permit Registration Documents with the SWRCB, which include a Notice of Intent and other compliance-related documents. The General Permit requires development and implementation of a SWPPP and monitoring plan, which must include erosion-control and sediment-control BMPs that would meet or exceed measures required by the General Permit to control potential construction-related pollutants. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized.

In addition, the Project would be required to include construction BMPs to comply with the City's Erosion and Sediment Control Ordinance (TMC Chapter 18.18, *Erosion and Sediment Control*) and the City's Engineering and Construction Manual.

Project construction activities would also be required to comply with applicable City water quality measures, including the City's Water Quality Ordinance (TMC Chapter 8.28, *Stormwater and Urban Runoff Management and Discharge Controls*) and Erosion and Sediment Control Ordinance (TMC Chapter 18.18, *Erosion and Sediment Control*). These measures require the Project proponent to implement construction-level BMPs to ensure that the discharge of pollutants from the site would be effectively prohibited and ensure Project construction activities would not cause or contribute to an exceedance of water quality standards or alter water quality. Thus, through adherence to the NPDES Stormwater Program and TMC regulations, construction-related activities would not violate any water quality standards or otherwise substantially degrade surface or groundwater quality and impacts would be less than significant.

Long-Term Operations

The Project site is located within the jurisdiction of the San Diego Regional Water Quality Control Board (RWQCB) and would be subject to compliance with the Regional Municipal Separate Storm Sewer System (MS4) permit. The Regional MS4 permit (Order No. R9-2013-0001, as amended by R9-2015-0001 and R9-2015-0100), requires co-permittees, including the City of Temecula, to control and reduce the discharge of pollutants in stormwater from new development and significant redevelopment to the maximum extent practicable. While all development projects are required to implement source control and site design practices, the Regional MS4 Permit has additional requirements for Priority Development Projects (PDPs), which are required to incorporate structural BMPs to reduce the discharge of pollutants and address potential hydromodification impacts from changes in flow and sediment supply.

The Project site has been previously graded and is currently undeveloped. Under existing conditions, the Project site drains to one of three sediment basins located within the north westerly, southerly, and central portions of the site. The Project site generally drains from east to west, with existing discharge points at the north and south portions of the site. The site drains to Empire Creek and across Interstate 15 into Murietta Creek through the Riverside County Flood Control and Water Conservation District (RCFCWCD) Line A Channel system.

The Project proposes to develop an approximately 64,000-square-foot structure for commercial truck sales and service uses within a two-story building that includes rooftop parking. Under proposed conditions, on-site runoff would be captured by storm drain inlets and conveyed via a subsurface storm drain system and modular wetlands unit for stormwater treatment and detention. The system has been sized to capture the design capture volumes (DCV) required for water quality purposes. Treated stormwater flows would be discharged through a dissipator structure within the southwestern portion of the site, which would reduce the outlet velocities and potential for erosion and would discharge into the existing Line A Channel storm drain system south of the Project site.

According to the Preliminary WQMP, the Project is a PDP and has been designed consistent with the City's BMP Design Manual, which includes on-site postconstruction stormwater requirements. The Project includes various structural, source control, and site design BMPs to address water quality conditions associated with the proposed Project. Proposed structural BMPs include the modular wetlands system.

Proposed source control BMPs to prevent illicit discharges include stenciling at storm drain inlets; landscape maintenance using minimal or no pesticides; maintenance of refuse areas and covering of receptacles; and prohibiting the disposal of vehicle fluids, hazardous materials, or rinsewater into storm drains. The Project also includes site design BMPs, including landscaping with native or drought tolerant species. Refer to Appendix G for a detailed list of proposed BMPs.

Implementation of the proposed on-site stormwater system and WQMP requirements for a PDP, including water quality operational BMPs, would reduce pollutants of concern associated with the stormwater runoff from the Project site in compliance with the Regional MS4 Permit and ensure the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The Project site is located within the service area of the Rancho California Water District (RCWD). RCWD currently obtains water from the following primary water sources: local groundwater from the Temecula Valley Groundwater Basin; imported water from the Metropolitan Water District of Southern California (MWD) via the Eastern Municipal Water District (EMWD) and the Western Municipal Water District (WMWD); and recycled water from RCWD and EMWD facilities.[14] According to the 2020 Urban Water Management Plan (UWMP), the City had a daily water use of 201 gallons per capita per day (GPCD), which was well below the 2020 water use target of 307 GPCD. In compliance with the Urban Water Management Planning Act, the RCWD 2020 UWMP demonstrates water supply reliability in a normal year, single-dry year, and multiple-dry years over a 25-year planning period. The 2020 UWMP's water supply reliability calculations are based on SCAG Tier 2 Transportation Analysis Zones GIS Data, which utilizes growth forecasts defined in consultation with local governments and with reference to local general plans. According to the RCWD 2020 UWMP (Tables 7-2, 7-3, and 7-4), water supplies would meet the RCWD service area's water demands for normal, single-dry, and multiple-dry year conditions through 2045.

The Project proposes commercial truck sales and service uses within a two-story building that includes rooftop parking. The Project site is designated Service Commercial. Although the site is currently vacant, employment-generating uses have been anticipated on the site by the General Plan, and the proposed Project is consistent with the land use and zoning for the site. Due to the nature of the proposed use, significant new employment opportunities would not be generated; refer to Section 4.14, *Population and Housing*. Thus, the Project would be within the population projections anticipated by the City and the 2020 UWMP. Further, the 2020 UWMP indicates adequate water supplies would be available to serve future water demands during normal, single-dry and multiple-dry years through 2045, which includes water demand associated with service uses of the site. Thus, Project implementation would not

[14] Kennedy Jenks, *Rancho California Water District 2020 Urban Water Management Plan*, June 2021.

substantially decrease groundwater supplies associated with water demand such that the Project would impede sustainable groundwater management of the basin.

The Project site is located within the boundaries of the Temecula Valley Groundwater Basin (Basin).[15] The Project site is currently undeveloped and entirely comprised of pervious area. According to the Preliminary WQMP, in the proposed condition, the Project site would consist of five percent (12,088 square feet) of pervious area and 95 percent (229,670 square feet) of impervious area. Thus, the Project would increase pervious area in the proposed condition. The Preliminary Hydrology Study indicates that soils within the Project site consists of Group D soils, which have a very slow infiltration rate (high runoff potential) when thoroughly wet. An infiltration test conducted as part of the geotechnical investigation concluded that the Project site contains soils with varying infiltration rates; refer to Appendix D. Stormwater infiltration potential was evaluated as part of the Preliminary WQMP. The Preliminary WQMP characterizes Project site infiltration conditions as "Partial Infiltration," meaning infiltration may be possible, but site factors indicate that infiltration of the full DCV is either infeasible or not desirable.[16] The Project would install storm drain inlets to capture and convey stormwater into an on-site subsurface storm drain system and modular wetlands unit located along the southwest corner of the Project site, where biofiltration would occur before treated water is released from the site to percolate into more pervious areas. Thus, the proposed Project would not interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

1) Result in substantial erosion or siltation on- or off-site?

2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

3) 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?

4) Impede or redirect flood flows?

Less Than Significant Impact. Refer to Response 4.10(a) regarding potential impacts involving erosion and water quality.

[15] California Department of Water Resources, *Groundwater Basin Boundary Assessment Tool*, https://gis.water.ca.gov/app/bbat/, accessed November 13, 2023.
[16] City of Temecula, *Best Management Practice* (*BMP) Design Manual*, July 2018, p. 5-9.

The Project site has been previously graded and is currently undeveloped. Under existing conditions, the Project site generally drains from east to west, with existing discharge points at the north and south portions of the site. The site drains to Empire Creek and across I-15 into Murietta Creek.

As discussed in Response 4.10(a), the Preliminary WQMP concludes that the Project has been designed consistent with the City's BMP Design Manual, which includes on-site postconstruction stormwater requirements to address water quality conditions associated with the proposed Project. The Project proposes to install a subsurface storm drain system and modular wetlands unit for stormwater treatment and detention. According to the Preliminary Hydrology Study, the proposed storm drain systems would adequately convey the proposed 100-year flow rates and the proposed modular wetlands have been sized to provide adequate surface treatment for the water quality flow rate. Treated on-site flows would drain into an existing RCFCWCD channel storm drain system that is designed for the ultimate development of the area; therefore, the Preliminary Hydrology Study concludes that the Project would not adversely impact the downstream storm drain system. As such, the Project would not substantially increase the rate or amount of surface runoff in a manner which would result in substantial erosion or siltation on- or off-site; increase the rate or amount of surface runoff which would result in flooding on- or offsite; create or contribute runoff that would exceed the capacity of the existing drainage system; or impede or redirect flood flows. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. Tsunamis are sea waves that are generated in response to large-magnitude earthquakes, which can result in coastal flooding. Tsunamis do not pose hazards due to the Project site's inland location approximately 23 miles from the Pacific Ocean.

According to the Federal Emergency Management Agency, Flood Insurance Rate Map, the Project site is located within Zone X, which indicates an area of minimal flood hazard.[17] Seiches are the oscillation of large bodies of standing water, such as lakes, that can occur in response to ground shaking. According to the Temecula General Plan Public Safety Element (Figure PS-2), the Project site is located within a dam inundation area associated with Lake Skinner, Diamond Valley Lake, and/or Vail Lake. Therefore, the Project has the potential to be inundated during failure of one or more dams. However, monitoring and mitigation of dam failure is constantly occurring at both the federal and State levels. Emergency measures are in place to provide alerts and warnings in case of such events. Through adherence to the existing regulatory environment, impacts related to release of pollutants due to inundation by flood, tsunami, or seiche would be less than significant.

Mitigation Measures: No mitigation measures are required.

[17] Federal Emergency Management Agency, *National Flood Hazard Layer FIRMette*, https://msc.fema.gov/portal/search, accessed November 13, 2023.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. Refer to Responses 4.10(a) regarding water quality. When permittees and projects comply with the provisions of applicable NPDES permits and water quality permitting, they are consistent with the local water quality control plan (Basin Plan). Through adherence to the existing regulatory environment, the Project would not conflict or obstruct a water quality control plan. Therefore, impacts in this regard would be less than significant.

As discussed above, the RCWD water supplies include groundwater from the Temecula Valley Groundwater Basin. The Basin is adjudicated as part of the Santa Margarita River Watershed system.[18] A court-appointed Watermaster manages water resources within the system and determines the safe annual yield of the Basin based on annual audits. The Watermaster submits an annual report to the Court and the California Department of Water Resources (DWR). The Basin was designated as very low priority basins in DWR's Sustainable Groundwater Management Act (SGMA) Basin Prioritization report.[19] SGMA exempts adjudicated groundwater basins from the requirements of designating a Groundwater Sustainability Agency and developing a Groundwater Sustainability Plan.

The Project proposes to develop commercial truck sales and service uses within a two-story building that includes rooftop parking. The Project site is designated Service Commercial. Although the site is currently vacant, employment-generating uses have been anticipated on the site by the General Plan, and the Project is consistent with the land use and zoning for the site. Due to the nature of the proposed use, significant new employment opportunities would not be generated; refer to Section 4.14, *Population and Housing*. Thus, the Project would be within the population projections anticipated by the City and the 2020 UWMP. Further, the 2020 UWMP indicates adequate water supplies would be available to serve future water demands during normal, single-dry and multiple-dry years through 2045, which includes water demand associated with service uses of the site. Thus, the Project's anticipated water demand is accounted for in the UWMP, and there would be sufficient water supplies available to serve the Project development during normal, single-dry and multiple-dry years. Impacts to water supply would be less than significant. Thus, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

[18] Kennedy Jenks, *Rancho California Water District 2020 Urban Water Management Plan*, June 2021.
[19] California Department of Water Resources, *Sustainable Groundwater Management Act 2019 Basin Prioritization*, May 2020.

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4.11 Land Use and Planning

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				X
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

a) Physically divide an established community?

No Impact. The Project site is currently undeveloped and used as vehicle storage. The site is designated Service Commercial and is zoned SC. North of the Project site is an automobile dealership and paved vehicle storage occupied by Temecula Valley Lexus, followed by a vehicle storage yard. Areas to the north are zoned SC. DLR Drive is located immediately east of the Project site, followed by a vehicle storage, vehicle service center, and automobile dealership occupied by Hello Subaru and Hello Mazda of Temecula. Areas to the east are zoned SC. South of the Project site is undeveloped riparian forest and a drainage channel associated with Empire Creek, followed by commercial and office uses, including a nursery occupied by Armstrong Garden Centers and the Plaza Business Center office building. Areas to the south are zoned SC and Community Commercial (CC). Immediately west of the Project site is I-15, followed by Jefferson Avenue. West of Jefferson Avenue are commercial uses within the Uptown Temecula Specific Plan (SP-14) area.

The Project proposes to develop commercial truck sales and service uses within a two-story building that includes rooftop parking. The Project would not involve any roadways or significant infrastructure systems that would physically divide a community or separate the site from surrounding uses. Development of the site, as proposed, would be consistent with the General Plan land use and zoning for the site and with other land uses that occur within the surrounding area. Thus, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact.

Temecula General Plan

The Project site has a land use designation of Service Commercial. The Service Commercial designation provides for commercial uses typically requiring extensive floor area. Typical uses include home

improvement stores, discount retail stores, furniture stores, auto dealerships and light automotive service. Warehousing and manufacturing may be incidental uses within a business that is otherwise consistent with the Service Commercial designation. The Service Commercial designation allows for a FAR range of 0.25 to 1.5 and has a target intensity of 0.30 FAR.

The Project proposes commercial truck sales and service uses with a FAR of 0.24. Thus, the Project would be consistent with the Project site's General Plan land use designation.

An analysis of the proposed Project's consistency with relevant policies of the Temecula General Plan adopted for the purpose of avoiding or mitigating an environmental effect is provided in Table 4.11-1, *Project Consistency with Applicable Policies of the Temecula General Plan*. As indicated in Table 4.11-1, the Project is consistent with the Temecula General Plan.

Table 4.11-1
Project Consistency with Applicable Policies of the Temecula General Plan

General Plan Policies	Project Consistency
Land Use Element	
Policy 1.1: Review all proposed development plans for consistency with community goals, policies and implementation programs of this General Plan, and consider potential impacts on surrounding land uses and infrastructure.	Consistent. As part of the City's development plan review process, the Project would be reviewed and only approved after finding the proposed development is in conformance with the General Plan, all applicable requirements of State law and other City ordinances, and that the overall development of land is designed for the protection of the public health, safety, and general welfare. Therefore, the Project would be consistent with this policy.
Policy 6.3: Conserve the natural resources of area watercourses, including Santa Gertrudis, Temecula and Murrieta Creeks, through appropriate development densities, managing stormwater runoff, and conservation site planning.	Consistent. The Project site is adjacent to a drainage channel associated with Empire Creek, which drains to Murrieta Creek. The Project would not involve any modifications to Empire Creek. As discussed in Section 4.4, *Biological Resources*, the proposed Project would not result in significant impacts to biological resources, including riparian forest associated with Empire Creek. Additionally, as discussed in Section 4.10, *Hydrology and Water Quality*, the Project would implement construction and operational BMPs to manage stormwater runoff. Therefore, the Project would be consistent with this policy.
Policy 6.4: Protect and enhance significant ecological and biological resources within and surrounding Temecula.	Consistent. As discussed in Section 4.4, *Biological Resources*, the proposed Project would not result in significant impacts to biological resources, including the riparian forest associated with Empire Creek. Therefore, the Project would be consistent with this policy.

Table 4.11-1 (continued)
Project Consistency with Applicable Policies of the Temecula General Plan

General Plan Policies	Project Consistency
Circulation Element	
Policy 4.2: Require loading areas and access ways for trucks that minimize or eliminate conflicts with automotive and pedestrian areas to maintain safe and efficient traffic circulation.	Consistent. As discussed in Section 4.14, *Transportation*, the Project would not introduce an incompatible use to the site. Further, the Project would not provide any off-site roadway improvements that could substantially increase hazards due to a design feature. Access to the Project site would occur from two driveways along the easterly property line on DLR Drive; the existing driveway located in the northeastern portion of the site would be reconstructed. As part of the City's development plan review process. The Project would be reviewed and only approved after finding the proposed development is in conformance with the General Plan, all applicable requirements of State law and other City ordinances, and that the overall development of land is designed for the protection of the public health, safety, and general welfare. Therefore, the Project would be consistent with this policy.
Open Space/Conservation Element	
Policy 1.3: Encourage the enhancement and preservation of historic structures and landscape, and significant natural features, such as riparian areas, rock outcroppings, sensitive habitat areas, and viewpoints through park design and site development.	Consistent. As discussed in Section 4.4, *Biological Resources*, the proposed Project would not result in significant impacts to biological resources, including riparian forest associated with Empire Creek and other sensitive natural habitat. As discussed in Section 4.5, *Cultural Resources*, there are no historic structures located within the Project site. Therefore, the Project would be consistent with this policy.
Policy 2.3: Conserve potable water by requiring water conservation techniques in all new development.	Consistent. The Project would be required to comply with CALGreen requirements and includes site design BMPs, including landscaping with native or drought tolerant species, that would promote water conservation. Therefore, the Project would be consistent with this policy.
Policy 2.5: Require the use of soil management techniques to reduce erosion, eliminate off-site sedimentation, and prevent other soil-related problems that may adversely affect waterways in the community.	Consistent. As discussed in Section 4.10, *Hydrology and Water Quality*, the Project would implement construction and operational BMPs to control erosion and sedimentation. Therefore, the Project would be consistent with this policy.

Table 4.11-1 (continued)
Project Consistency with Applicable Policies of the Temecula General Plan

General Plan Policies	Project Consistency
Policy 2.6: Regulate and manage lands adjacent to or affecting watercourses as stipulated by the Regional Water Resources Control Board.	Consistent. As discussed in Section 4.10, *Hydrology and Water Quality*, the Project is within the jurisdiction of the San Diego (RWQCB) and would be subject to compliance with the Regional MS4 permit. The Project would implement construction and operational BMPs to regulate potential water quality impacts to watercourses. Therefore, the Project would be consistent with this policy.
Policy 2.7: Ensure that approved projects have filed a Notice of Intent and Stormwater Pollution Prevention Plan in accordance with the Federal Clean Water Act, prior to issuance of grading permits.	Consistent. As discussed in Section 4.10, *Hydrology and Water Quality*, the Project would be required to obtain coverage under the NPDES Construction General Permit. To obtain coverage, dischargers are required to file Permit Registration Documents with the SWRCB, which include a Notice of Intent and other compliance-related documents. The General Permit also requires development and implementation of a SWPPP and monitoring plan. Therefore, the Project would be consistent with this policy.
Policy 2.8: Ensure adequate inspection and enforcement of the requirements of general construction permits, particularly related to erosion control during grading and construction.	Consistent. Refer to the response to Open Space/Conservation Element Policy 2.7, above.
Policy 3.1: Require development proposals to identify significant biological resources and provide mitigation, including the use of adequate buffering and sensitive site planning techniques, selective preservation, provision of replacement habitats; and other appropriate measures.	Consistent. Refer to the response to Open Space/Conservation Element Policy 1.3, above.
Policy 3.7: Maintain and enhance the resources of Temecula Creek, Pechanga Creek, Murrieta Creek, Santa Gertrudis Creek, Santa Margarita River, and other waterways to the ensure the long-term viability of the habitat, wildlife, and wildlife movement corridors.	Consistent. Refer to the response to Land Use Element Policy 6.3, above.
Policy 5.1: Conserve the western escarpment and southern ridgelines, the Santa Margarita River, slopes in the Sphere of Influence, and other important landforms and historic landscape features through the development review process.	Consistent. Refer to the response to Open Space/Conservation Element Policy 1.3, above.
Policy 5.8: Require re-vegetation of graded slopes concurrent with project development to minimize erosion and maintain the scenic character of the community.	Consistent. The Project proposes landscaping along the site perimeter. Also, as discussed above, the Project would implement construction and operational BMPs to control erosion and sedimentation. Therefore, the Project would be consistent with this policy.

Table 4.11-1 (continued)
Project Consistency with Applicable Policies of the Temecula General Plan

General Plan Policies	Project Consistency
Policy 6.2: Work to preserve or salvage potential archeological and paleontological resources on sites proposed for future development through the development review and mitigation monitoring processes.	Consistent. As discussed in Section 4.5, *Cultural Resources*, and Section 4.7, *Geology and Soils*, the Project would result in less than significant impacts to archeological and paleontological resources. Therefore, the Project would be consistent with this policy.
Policy 6.10: Work with the Pechanga Band of Luiseño Indians to identify and appropriately address cultural resources and tribal sacred sites through the development review process.	Consistent. As discussed in Section 4.18, *Tribal Cultural Resources*, the City notified the Pechanga Band of Luiseño Indians of the Project pursuant to AB 52. Although no known tribal cultural resources occur within the Project site, there is the potential for resources to occur within native soils. Upon review of the Project, the Pechanga Tribe requested consideration of measures to reduce impacts to potential tribal cultural resources in the event Project construction activities occur beyond the level of artificial fill, within native soils. The proposed Project would be required to comply with mitigation measures specific to tribal cultural resources.
Policy 9.2: Participate in Palomar Observatory's dark sky conservation requirements.	Consistent. As discussed in Section 4.1, *Aesthetics*, the Project would be in compliance with the County of Riverside's Mount Palomar Light Pollution Ordinance (Ordinance No. 655). Therefore, the Project would be consistent with this policy.
Growth Management/Public Facilities Element	
Policy 1.8: Require development to pay its fair share of the costs of facilities and services necessary to serve the resulting level of growth.	Consistent. As discussed in Section 4.15, *Public Services*, and Section 4.19, *Utilities and Service Systems*, the Project would pay development impact fees pursuant to the TMC, as well as other fees (e.g., sewer connection fee) to offset the incremental costs of facilities and services. Therefore, the Project would be consistent with this policy.
Policy 3.2: Require new development to address fire and police protection proactively through all-weather access, street design, orientation of entryways, siting of structures, landscaping, lighting and other security features. Require illuminated addresses on new construction. Provide facilities, staffing, and equipment necessary to maintain a five-minute response time for 90 percent of all emergencies.	Consistent. The Project would be reviewed and only approved after finding the proposed development is in conformance with the General Plan, all applicable requirements of State law and other City ordinances, and that the overall development of land is designed for the protection of the public health, safety, and general welfare. Therefore, the Project would be consistent with this policy.

Table 4.11-1 (continued)
Project Consistency with Applicable Policies of the Temecula General Plan

General Plan Policies	Project Consistency
Policy 6.1: Require landowners to demonstrate that an available water supply and sewer treatment capacity exists or will be provided to serve proposed development, prior to issuance of building permits.	Consistent. As discussed in Section 4.19, *Utilities and Service Systems*, there is adequate water supply and sewer treatment capacity to serve the Project. Therefore, the Project would be consistent with this policy.
Policy 6.2: Require landowners, prior to issuance of building permits, to demonstrate that adequate wastewater capacity exists to serve proposed development.	Consistent. As discussed in Section 4.19, *Utilities and Service Systems*, there is adequate wastewater capacity to serve the Project. Therefore, the Project would be consistent with this policy.
Policy 6.6: Require all new construction of water and sewer infrastructure to be consistent with utility master plans and to implement the policies of the General Plan.	Consistent. Refer to response to Growth Management/Public Facilities Element Policy 3.2. The Project would be reviewed for consistency with utility master plans and the General Plan. Therefore, the Project would be consistent with this policy.
Public Safety Element	
Policy 1.1: Identify and mitigate potential adverse impacts of ground surface rupture, liquefaction, and landslides at the project level.	Consistent. As discussed in Section 4.7, *Geology and Soils*, the Project would not result in significant impacts with regards to ground surface rupture, liquefaction, and landslides. Therefore, the Project would be consistent with this policy.
Policy 1.7: Prohibit development of any kind within the floodway portion of the 100-year floodplain.	Consistent. As discussed in Section 4.10, *Hydrology and Water Quality*, the Project site is not located within the floodway portion of the 100-year floodplain. Therefore, the Project would be consistent with this policy.
Policy 1.8: Reduce the risk of wild land fire through imposition of site-specific development standards during project review and coordination with the City Fire Department and other organizations.	Consistent. As discussed in Section 4.9, *Hazards and Hazardous Materials*, the Project site and surrounding area are not identified as having a significant risk associated with wildland fires. Therefore, the Project would be consistent with this policy.
Noise Element	
Policy 3.4: Evaluate potential noise conflicts for individual sites and projects, and require mitigation of all significant noise impacts as a condition of project approval.	Consistent. As discussed in Section 4.13, *Noise*, the Project would not result in significant noise impacts. Therefore, the Project would be consistent with this policy.
Air Quality Element	
Policy 2.4: Mitigate air quality impacts associated with development projects to the greatest extent feasible.	Consistent. As discussed in Section 4.3, *Air Quality*, the Project would not result in significant impacts related to air quality. Therefore, the Project would be consistent with this policy.

Temecula Municipal Code

The Project site is zoned SC. Temecula Municipal Code Section 17.08.020, *Description of Commercial/Office/Industrial Districts*, clarifies that the SC zone is intended to provide for intensive commercial uses and selected light manufacturing uses that typically require extensive floor area. Typical uses include home improvement stores, discount retail stores, furniture stores, auto dealerships and auto service and repair. Warehousing and light manufacturing may be permitted as supporting uses for a business that is consistent with the service commercial designation.

Per TMC Section 17.08.030, *Use Regulations*, truck sales and service use is conditionally permitted within the SC Zone; therefore, the Project proposes a CUP to allow for the commercial truck sales and service use on the Project site. A CUP is intended to allow the establishment of those uses which have some special impact or uniqueness such that their effect on the surrounding environment cannot be determined in advance of the use being proposed for a particular location. The CUP process provides the City with the means to review the proposed location, design, configuration of uses, operations, and potential impact and compatibility with the surrounding area.

TMC Section 17.04.010, *Conditional Use Permits*, establishes the procedures for obtaining CUPs. In granting a CUP, specific findings are required to be made including, but not limited to the following: the proposed use is consistent with the General Plan and Development Code; the proposed use is compatible with the nature, condition and development of adjacent uses, buildings and structures and the proposed use will not adversely affect the adjacent uses, buildings or structures; the site for the proposed use is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, buffer areas, landscaping, and other development features prescribed in the development code and required by the planning commission or council in order to integrate the use with other uses in the neighborhood; the nature of the proposed use is not detrimental to the health, safety and general welfare of the community; and that the decision to approve, conditionally approve, or deny the application for a CUP be based on substantial evidence in view of the record as a whole before the Planning Commission, or City Council on appeal. Upon approval of the CUP, the Project would be consistent with the SC zoning for the site.

Temecula Municipal Code Section 17.08.040, *Development Standards*, provides development standards that apply to the SC zone, including, but not limited to, lot area, lot dimensions, and building heights. The Project would be in compliance with the applicable development standards for the site. The Project would also be subject to other applicable standards within the Development Code, including, but not limited to: screening and lighting standards per Section 17.08.050, *Special Use Regulations and Standards*; design criteria and standards per Section 17.08.070, *Commercial/Office/Industrial Performance Standards*; environmental standards per Section 17.08.080 Environmental Standards; supplemental landscape standards per TMC Section 17.10.020(D); and parking and loading standards per Chapter 17.24, *Off-street Parking and Loading*.

As part of the City's development plan review process required under TMC Chapter 17.05, *Development Plans*, the Project would be reviewed and only approved after finding the proposed development is in conformance with the General Plan, all applicable requirements of State law and other City ordinances, and that the overall development of land is designed for the protection of the public health, safety, and general welfare. Following the City's approval of the requested CUP, the Project would be consistent with the Temecula General Plan and TMC. Therefore, the Project would not cause a significant environmental

impact due to a conflict with the Temecula General Plan or TMC, or any other land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.12 Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
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?				X

No Impact. The State Mining and Geology Board (SMGB) establishes Mineral Resources Zones (MRZs) to designate lands that contain mineral deposits. The following classifications are used by the State to define MRZs:

- *MRZ-1:* Areas where the available geologic information indicates no significant likelihood of significant mineral deposits.
- *MRZ-2a:* Areas where the available geologic information indicates that there are significant mineral deposits.
- *MRZ-2b:* Areas where the available geologic information indicates that there is a likelihood of significant mineral deposits.
- *MRZ-3a:* Areas where the available geologic information indicates that mineral deposits exist. However, the significance of the deposit is undetermined.
- *MRZ-3b:* Areas where the available geologic information indicates that mineral deposits are likely to exist. However, the significance of the deposit is undetermined.
- *MRZ-4:* Areas where there is not enough information available to determine the presence or absence of mineral deposits.

According to the City of Temecula General Plan, the Temecula Planning Area has been classified by the State Division of Mines and Geology as MRZ-3a. There are no existing mineral resource recovery operations on the Project site or surrounding area.[20] Therefore, the Project would not result in the loss of availability of known mineral resources of value to the region or result in the loss of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impact to mineral resources would occur.

Mitigation Measures: No mitigation measures are required.

[20] California Department of Conservation, *Mines Online*, https://maps.conservation.ca.gov/mol/index.html, accessed October 13, 2023.

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4.13 Noise

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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?			X	
b. Generation of excessive groundborne vibration or groundborne noise levels?			X	
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

This section is based on the *Paradise Chevrolet Noise Impact Analysis* (Noise Study), prepared by Urban Crossroads, dated November 19, 2023, and included in its entirety as Appendix H, *Noise Study*.

FUNDAMENTALS OF NOISE

Sound is a disturbance created by a moving or vibrating source and is capable of being detected by the hearing organs. Noise is 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 source 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. The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is roughly at 60 dBA, while loud jet engine noises equate to 110 dBA at approximately 100 feet, which can cause serious discomfort.

Noise Descriptors

Noise in our daily environment fluctuates over time. Noise descriptors were created to describe the different time-varying noise levels and are generally based on averages, rather than instantaneous, noise levels. The most commonly used figure is the equivalent level (Leq). Equivalent sound levels are not measured directly, but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (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.

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. The City of Temecula relies on the 24-hour CNEL level to assess land use compatibility with transportation related noise sources.

Sensitive Receivers

Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise-sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Noise exposure standards and guidelines for various types of land uses generally reflect the varying noise sensitivities associated with each of these uses. For instance, schools, hospitals, churches, and residences may have stricter noise exposure standards than commercial or industrial developments, as these uses are more sensitive to noise intrusion.

Sensitive receivers in the vicinity of the Project site include existing residential homes located approximately 0.3 miles east of the Project site. Non-noise-sensitive commercial uses are located north, south, east and west of the Project site. Other sensitive land uses in the Project study area that are located at greater distances than those identified in the Noise Study would experience lower noise levels due to the additional attenuation from distance and the shielding of intervening structures.

GROUND-BORNE VIBRATION FUNDAMENTALS

Vibration is the periodic oscillation of a medium or object. 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). 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. Either PPV or RMS can be used on the description of vibration impacts. Vibration decibel notation (VdB) is another vibration notation used to describe vibration levels and

provide a background of common vibration levels and set vibration limits. Decibel notation (VdB) serves to reduce the range of numbers used to describe vibration levels and is used in the Noise Study to describe vibration levels.

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.

EXISTING NOISE ENVIRONMENT

To assess the existing noise level environment, two 24-hour noise level measurements were taken in the vicinity of the Project site. Noise monitoring locations were selected to describe and document the existing noise environment at the nearest sensitive receiver locations to assess the existing ambient hourly noise levels surrounding the Project site. Collecting reference ambient noise level measurements at the nearest 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 the Project's contribution to the ambient noise levels. The noise measurements focus on the average or equivalent sound levels (Leq); refer to Table 4.13-1, *24-Hour Ambient Noise Level Measurements*. As indicated in Table 4.13-1, ambient noise levels range between 51.3 and 61.7 dBA Leq. The field data indicates that transportation-related noise associated with the arterial roadway network and I-15 are the dominant noise sources.

Table 4.13-1
24-Hour Ambient Noise Level Measurements

Location[1]	Description	Energy Average Noise Level (dBA Leq)[2]		CNEL
		Daytime[3]	Nighttime[3]	
L1	Located near the Best Western County Inn, 27706 Jefferson Avenue	58.9	60.5	66.8
L2	Located near the Fusion Christian Church, 26770 Ynez Court	58.4	51.9	60.5
L3	Located near the Embassy Suites Valley Wine Country, 29345 Rancho California Road	61.7	58.8	66.2
L4	Located near the Crosspoint Church, 28753 Via Montezuma	60.4	51.3	61.0

Source: Urban Crossroads, *Paradise Chevrolet Noise Impact Analysis*, November 19, 2023

Notes:
1. Noise level monitoring locations (L1-L4) are illustrated in Exhibit 5-A of the Noise Study; refer to Appendix H.
2. Long-term 24-hour noise measurements are included in Appendix 5.2 of the Noise Study; refer to Appendix H.
3. Daytime = 7:00 a.m. to 10:00 p.m.; Nighttime = 10:00 p.m. to 7:00 a.m.

REGULATORY FRAMEWORK

City of Temecula General Plan Noise Element

The City of Temecula General Plan Noise Element specifies the maximum noise levels allowable for new developments impacted by transportation noise sources such as arterial roads, freeways, airports and railroads. The Noise/Land Use Compatibility Matrix (Table N-2) in the General Plan provides guidelines to evaluate the acceptability of the transportation-related noise level impacts. Commercial land uses such as the Project are considered normally acceptable with exterior noise levels below 65 dBA CNEL and conditionally acceptable with noise levels below 75 dBA CNEL. The Temecula Land Use/Noise Standards (Table N-1) in the General Plan provides specific interior and exterior noise level standards for various land use categories. For commercial uses, the Noise Element requires an exterior noise level not to exceed 70 dBA CNEL. While interior noise level standards for commercial land uses are not identified, Table N-1 of the Noise Element identifies an interior noise level standard for interior office spaces of 50 dBA CNEL.

City of Temecula Municipal Code

TMC Chapter 9.20, *Noise*, is intended to establish Citywide standards to regulate noise. TMC Section 9.20.040, *General Sound Level Standards*, establishes noise level standards by receiving land use by adopting the 24-hour CNEL standards of the General Plan Noise Element. The Municipal Code exterior noise level standards identify a residential operational noise level standard of 65 dBA CNEL, with 70 dBA CNEL identified for commercial uses, consistent with Table N-1 of the General Plan Noise Element.

SIGNIFICANCE CRITERIA SUMMARY

While the CEQA Guidelines Noise Thresholds and the Temecula General Plan provide direction on noise compatibility and establish noise standards by land use type that are sufficient to assess the significance of noise impacts, they do not define the levels at which increases are considered substantial. Similarly, the General Plan does not provide vibration standards. Thus, the Noise Study utilizes Federal Interagency Committee on Noise (FICON) guidance for the assessment of project-generated increases in noise levels that consider the ambient noise level; and Federal Transit Administration (FTA) guidance for construction noise and vibration. Table 4.13-2, *Noise Impact Significance Criteria Summary*, provides a summary of significance thresholds used for the Project. For the purposes of this analysis, noise impacts shall be considered significant if the Project would exceed the significance thresholds summarized in Table 4.13-2.

Table 4.13-2
Noise Impact Significance Criteria Summary

Analysis	Land Use	Condition(s)	Significance Criteria
On-Site Traffic Noise	Commercial[1]	Exterior Noise Level Standard	70 dBA CNEL
		Interior Noise Level Standard (Offices)	50 dBA CNEL
Operational Noise	Residential	Exterior Noise Level Standard[1]	65 dBA CNEL
	Commercial		70 dBA CNEL
	Noise-Sensitive	If ambient is < 60 dBA CNEL[2]	≥ 5 dBA CNEL Project increase
		If ambient is 60 – 65 dBA CNEL[2]	≥ 3 dBA CNEL Project increase
		If ambient is > 60 dBA CNEL[2]	≥ 1.5 dBA CNEL Project increase
Construction Noise & Vibration	Noise-Sensitive	Noise Level Threshold[3]	80 dBA Leq
		Vibration Level Threshold[4]	0.30 PPV (in/sec)

Source: Urban Crossroads, *Paradise Chevrolet Noise Impact Analysis*, November 19, 2023.

Notes:
1. City of Temecula General Plan Noise Element.
2. Federal Interagency Committee on Noise, *Federal Agency Review of Selected Airport Noise Analysis Issues*, August 1992.
3. Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, September 2018.
4. California Department of Transportation, *Transportation and Construction Vibration Manual*, April 2020, Table 19.

a) 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?

Less Than Significant Impact.

Short-Term Construction Noise

Project construction activities would generate noise due to the use of construction equipment, including a combination of trucks, power tools, concrete mixers, and portable generators, that when combined can reach high levels. The degree of construction noise may vary for different areas of the Project site and also vary depending on the construction activities. Noise levels associated with the construction would also vary with the different phases of construction. Noise levels generated by heavy construction equipment can range from approximately 68 dBA to in excess of 80 dBA when measured at 50 feet. Hard site conditions are used in the construction noise analysis which result in noise levels that attenuate (or decrease) at a rate of 6 dBA for each doubling of distance from a point source (i.e., construction equipment). For example, a noise level of 80 dBA measured at 50 feet from the noise source to the receiver would be reduced to 74 dBA at 100 feet from the source to the receiver and would be further reduced to 68 dBA at 200 feet from the source to the receiver.

Construction activities associated with the Project are expected to include site preparation, grading, building construction, paving, and architectural coating. Typical noise levels associated with construction equipment are shown in Table 4.13-3, *Construction Reference Noise Levels.*

Table 4.13-3
Construction Reference Noise Levels

Construction Stage	Reference Construction Equipment[1]	Reference Noise Level at 50 Feet (dBA Leq)	Composite Reference Noise Level (dBA Leq)	Reference Power Level (dBA Lw)
Site Preparation	Dozer	78.0	83.4	115.1
	Front End Loader	75.0		
	Grader	81.0		
Grading	Excavator	77.0	84.0	115.6
	Tractor	80.0		
	Scraper	80.0		
Building Construction	Crane	73.0	77.4	109.1
	Backhoe	74.0		
	Generator (<25kVA)	70.0		
Paving	Paver	74.0	77.8	109.5
	Dump Truck	72.0		
	Roller	73.0		
Architectural Coating	Man Lift	68.0	76.2	107.8
	Compressor (air)	74.0		
	Generator (<25kVA)	70.0		

Notes:
1. Referenced Noise Levels from Federal Highway Administration Road Construction Noise Model.

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. To assess a reasonable worst-case construction scenario and account for the dynamic nature of construction activities, the Project construction noise analysis models the equipment combination with the highest reference level as a moving point within the construction area (Project site boundary). Construction impacts were based on the highest noise level calculated at each receiver location. The construction noise analysis presents a conservative approach with the highest noise-level producing equipment for each stage of Project construction operating at the closest point from primary construction activity to the nearest sensitive receiver locations. This scenario is unlikely to occur during typical construction activities and likely overstates the construction noise levels which would be experienced at each receiver location.

Construction noise levels are expected to range from 37.2 to 53.0 dBA Leq; refer to Table 10-2 in the Noise Study. As shown in Table 4.13-4, *Construction Noise Level Compliance*, the highest construction noise levels are expected to range from 45.0 to 53.0 dBA Leq at the nearest receiver locations. As shown in Table 4.13-4, the construction noise analysis concluded that Project construction activities would not surpass the reasonable daytime 80 dBA Leq significance threshold at any of the receiver locations. Further, the Project would be required to comply with applicable noise standards of the TMC, including TMC Section 9.20.060(D), which sets permissible hours for construction. Therefore, Project construction would result in less than significant noise impacts.

Table 4.13-4
Construction Noise Level Compliance

Receiver Location[1]	Construction Noise Levels (dBA Leq)		
	Highest Construction Noise Levels	Threshold[3]	Threshold Exceeded?
R1	46.1	80	No
R2	53.0	80	No
R3	45.0	80	No
R4	48.6	80	No
Source: Urban Crossroads, *Paradise Chevrolet Noise Impact Analysis*, November 19, 2023.			
Notes: 1. Noise receiver locations (R1-R4) are illustrated in Exhibit 10-A of the Noise Study; refer to Appendix H. 2. Highest construction noise level operating at the Project site boundary to receiver locations (shown in Table 10-2 of the Noise Study; refer to Appendix H). 3. Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, September 2018.			

Long-Term Operational Noise

Sensitive receivers in the Project study area include existing residential homes east of the Project site; with non-noise-sensitive commercial uses located north, south, east and west of the Project site. The Project proposes to develop an approximately 64,000-square-foot structure for commercial truck sales and service uses within a two-story building that includes rooftop parking. Noise associated with the proposed use would include roof-top air condition units, vehicle maintenance activity, parking lot vehicle movements, and trash enclosure activity.

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; refer to Appendix H. Projected noise levels assume the worst-case noise environment with the roof-top air conditioning units, vehicle maintenance activities, parking lot vehicle movements, and trash enclosure activities all operating simultaneously; however, these noise level impacts would vary throughout the day.

Project operational stationary-source noise levels were modeled at each of the sensitive receiver locations. While the CNEL metric is typically used to describe 24-hour transportation-related noise levels, the Temecula General Plan Noise Element and Municipal Code require the use of the CNEL metric for operational noise levels. Therefore, the Noise Study converted the worst-case hourly operational noise levels (Leq) to a 24-hour CNEL at each receiver location. Table 4.13-5, *Unmitigated Operational Noise Level Compliance*, demonstrates Project-related operational noise levels at the nearest off-site sensitive receiver locations during daytime and nighttime operable conditions. As shown, the 24-hour noise levels associated with the Project at the nearest sensitive receiver locations are expected to range from 39.6 to 47.9 dBA CNEL and would satisfy the City of Temecula 65 dBA CNEL exterior noise level standards at all noise sensitive receiver locations.

Table 4.13-5
Unmitigated Operational Noise Level Compliance

Receiver Location[1]	Project Operational Noise Levels (dBA Leq)[2]			Land Use	Noise Level Standards (dBA Leq)[3] CNEL	Noise Level Standards Exceeded?
	Daytime	Nighttime	CNEL			
R1	39.7	38.6	45.1	Hotel	65	No
R2	35.1	32.9	39.6	Church	65	No
R3	38.5	37.5	43.9	Hotel	65	No
R4	42.5	41.4	47.9	Church	65	No

Source: Urban Crossroads, *Paradise Chevrolet Noise Impact Analysis*, November 19, 2023.

Notes:
1. Noise receiver locations (R1-R4) are illustrated in Exhibit 8-A of the Noise Study; refer to Appendix H.
2. Proposed Project operational noise levels as shown on Tables 9-2 and 9-3 of the Noise Study; refer to Appendix H.
3. City of Temecula General Plan Noise Element.
4. Daytime = 7:00 a.m. to 10:00 p.m.; Nighttime = 10:00 p.m. to 7:00 a.m.

To describe the Project operational noise level contributions, the Project operational noise levels were combined with the existing ambient noise levels measurements for the off-site sensitive receiver locations per FICON guidance. Noise levels that would be experienced at receiver locations when Project-source noise is added to the ambient 24-hour noise conditions are presented on Table 4.13-6, *Project Operational Noise Level Contributions*, for the closest sensitive receiver location.

Table 4.13-6
Project Operational Noise Level Contributions

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]	Threshold[7]	Threshold Exceeded?
R1	45.1	L1	66.8	66.8	0.0	1.5	No
R2	39.6	L2	60.5	60.5	0.0	3.0	No
R3	43.9	L3	66.2	66.2	0.0	1.5	No
R4	47.9	L4	61.0	61.2	0.2	3.0	No

Source: Urban Crossroads, *Paradise Chevrolet Noise Impact Analysis*, November 19, 2023.

Notes:
1. Noise receiver locations (R1-R4) are illustrated in Exhibit 8-A of the Noise Study; refer to Appendix H.
2. Unmitigated Project operational noise levels as shown on Table 9-4 of the Noise Study; refer to Appendix H.
3. Reference noise level measurement locations as shown on Exhibit 5-A of the Noise Study; refer to Appendix H.
4. Observed 24-hour CNEL ambient noise levels as shown on Table 5-1 of the Noise Study; refer to Appendix H.
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. FICON Significance Criteria as defined in Section 4 of the Noise Study; refer to Appendix H.

As indicated on Table 4.13-6, the Project would contribute an unmitigated operational noise level increase of 0.2 dBA CNEL at sensitive receiver location R3. The Project would not contribute an unmitigated operational noise level increase at any of the other sensitive receiver locations. Since the Project-related

operational noise level contributions of 0.2 dBA CNEL would be less than the significance criteria threshold discussed in Table 4.13-2, the increases at the sensitive receiver locations would be less than significant. As such, Project operational stationary-source noise would not result in a substantial temporary/periodic, or permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project; impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures, and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. Ground-borne vibration levels resulting from typical construction activities occurring within the Project site were estimated by data published by the FTA. Table 4.13-7, *Project Construction Vibration Levels,* presents the expected Project related vibration levels at the nearest receiver locations. As shown, construction vibration velocity levels are estimated to be less than 0.01 PPV (in/sec) at distances ranging from 927 to 2,557 feet from the Project construction activities. Based on maximum acceptable continuous vibration threshold of 0.30 PPV (in/sec), the typical Project construction vibration levels would be less than building damage thresholds at all receiver locations. In addition, the typical construction vibration levels at the nearest sensitive receiver locations are unlikely to be sustained during the entire construction period but would occur only during the times that heavy construction equipment is operating adjacent to the Project site boundaries. Therefore, the Project-related vibration impacts would be less than significant during construction activities at the Project site.

Table 4.13-7
Project Construction Vibration Levels

Receiver Location[1]	Distance to Construction Activity (feet)[2]	Typical Construction Vibration Levels PPV (in/sec)[3]					Thresholds PPV (in/sec)[4]	Thresholds Exceeded?
		Small bulldozer	Jack-hammer	Loaded trucks	Large bulldozer	Highest vibration level		
R1	2,146’	0.00	0.00	0.00	0.00	0.00	0.30	No
R2	927’	0.00	0.00	0.00	0.00	0.00	0.30	No
R3	2,557’	0.00	0.00	0.00	0.00	0.00	0.30	No
R4	1,514’	0.00	0.00	0.00	0.00	0.00	0.30	No

Source: Urban Crossroads, *Paradise Chevrolet Noise Impact Analysis*, November 19, 2023.

Notes:
1. Construction receiver locations (R1-R4) are illustrated in Exhibit 10-A of the Noise Study; refer to Appendix H.
2. Distance from receiver location to Project construction boundary.
3. Based on the Vibration Source Levels of Construction Equipment shown in Table 10-4 of the Noise Study; refer to Appendix H.
4. FRTA Transit Noise and Vibration Impact Assessment, September 2018.
PPV = Peak Particle Velocity

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project site is not located within an airport land use plan. The closest airport to the Project site is French Valley Airport, located approximately four miles northeast of the Project site. The Project site is not located within the Airport Influence Area of the French Valley Airport, and the noise contours associated with the airport do not extend into the Project site.[21] Thus, people residing or working at or near the proposed Project site would not be exposed to excessive noise associated with airports, and there would be no impact.

[21] Mead & Hunt, *Riverside County Airport Land Use Compatibility Plan*, October 2004 (amended January 2012).

4.14 Population and Housing

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

a) Induce substantial unplanned population growth in an area, either directly (for example by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The Project site is currently undeveloped. Existing development surrounds the Project site to the east, north, and west. South of the Project site is undeveloped riparian forest and a drainage channel associated with Empire Creek, followed by commercial and office uses. The Project proposes to develop an approximately 64,000-square-foot structure for commercial truck sales and service uses within a two-story building that includes rooftop parking. The Project would not induce substantial unplanned population growth directly by constructing new homes or indirectly through the extension of roads or other infrastructure. The Project site and surrounding area are currently served by adjacent roadways and utility infrastructure is already located within the area.

The Project site is designated Service Commercial and employment-generating uses have been anticipated by the General Plan. The proposed use (commercial truck sales and service use) typically does not provide employment opportunities that involve substantial numbers of people needing to permanently locate to fill the positions but would rather provide employment opportunities to people within the local community and surrounding areas. It should also be noted that estimating the number of future employees who would choose to relocate to the City would be highly speculative since many factors influence personal housing location decisions (i.e., family income levels and the cost and availability of suitable housing in the local area).

The Project anticipates providing 46 new full time equivalent jobs. Assuming 46 new employees (and their families) relocate to Temecula, Project implementation could result in a potential population increase of

approximately 137 persons, based on an assumed 2.97 persons per household.[22] This is a conservative assumption, as it assumes all employees would relocate to the City along with their families, instead of the more likely scenario of existing Temecula or other nearby residents filling some of the new employment opportunities. The additional increase of 137 persons in the City would increase the City's existing (2024) population of 108,700 persons by less than one percent (approximately 0.1 percent) to 108,837 persons.[23] The General Plan EIR estimates a population of 113,421 persons in the City by 2025, constituting an increase of 40,706 people (approximately 56 percent) over the 23-year period from 2002 to 2025.[24] The Project would be within the population growth projections anticipated and planned for by the General Plan and would not induce substantial unplanned population growth in the area; therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project site is currently undeveloped and does not contain any housing. Therefore, the proposed Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

[22] Based upon an average household size of 2.97 persons per household per the State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State – January 1, 2021-2024*, Sacramento, California, May 2024.
[23] State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State – January 1, 2021-2024*, Sacramento, California, May 2024.
[24] City of Temecula, *Temecula General Plan Update Final Environmental Impact Report (SCH No. 2003061041)*, April 2005, p. 5.11-2.

4.15 Public Services

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?			X	
2) Police protection?			X	
3) Schools?			X	
4) Parks?			X	
5) Other public facilities?			X	

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

1) Fire protection?

Less Than Significant Impact. Fire protection and emergency medical services are provided to the City and the Project Site by the Temecula Fire Department, which contracts with the Riverside County Fire Department. The nearest fire station to the Project site is Station 12 (Old Town), located at 28330 Mercedes Street, approximately 0.8 miles to the south.

The Project proposes to develop an approximately 64,000-square-foot structure for commercial truck sales and service uses within a two-story building that includes rooftop parking. The Project site would be accessible to emergency vehicles from two driveways along the easterly property line on DLR Drive. The proposed building would be served by five fire hydrants which would be installed within the Project site.

The proposed Project would not result in the need for construction of new or physically altered fire facilities. Service to the Project site by the Temecula Fire Department occurs under existing conditions

and Project implementation is not anticipated to significantly increase calls for service or alter response times or other performance objectives that would result in the need for new or substantially altered fire facilities. The Project would be required to comply with the California Fire Code, as amended, in accordance with TMC Chapter 15.16, *Fire Code*, and would be subject to approval by the Temecula Fire Department. Implementation of all Fire Code requirements and approval of site plans by the Fire Department would further reduce potential impacts concerning fire protection services. In addition, the Project would be required to pay a development impact fee pursuant to TMC Chapter 15.06, *Public Facilities Development Impact Fee*, which is designed to offset project-specific impacts on public facilities, including fire protection facilities.[25] As such, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

2) Police protection?

Less Than Significant Impact. Police protection services are provided to the City and the Project site by the Temecula Police Department, which contracts with the Riverside County Sheriff's Department. The nearest police station to the Project site is the Old Town substation, located at 28690 Mercedes Street, approximately 1.1 miles to the south.[26]

The proposed Project would not result in the need for construction of new or physically altered police facilities. Similar to fire protection services, Temecula Police Department currently provides services to the Project site under existing conditions and the proposed Project is not anticipated to significantly increase calls for service or alter response times or other performance objectives that would result in the need for new or substantially altered law enforcement facilities. Similar to fire protection services, the Project would be required to pay a development impact fee pursuant to TMC Chapter 15.06, *Public Facilities Development Impact Fee*, which is designed to offset project-specific impacts on public facilities, including police facilities. As such, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

3) Schools?

The City of Temecula, including the Project site, is served by the Temecula Valley Unified School District (TVUSD). The Project proposes to develop a commercial truck sales and service use. Due to the nature of the proposed Project (commercial truck sales and service use) and the estimated 46 new full-time jobs, Project implementation would not result in a significant increase in potential new students to the TVUSD. This number of employees would not significantly contribute to the school-aged population of the City. Furthermore, it is assumed that the new job positions would be filled by current Temecula residents or others in nearby surrounding communities, with children already enrolled and attending school.

[25] City of Temecula, *Development Impact Fees*, https://temeculaca.gov/DocumentCenter/View/4107/2021-2022-DIF-Fee-Breakdown?bidId=, accessed November 21, 2023.
[26] City of Temecula, *Temecula Police Stations*, https://temeculaca.gov/228/Temecula-Police-Stations, accessed November 8, 2023.

Additionally, the Project would be subject to payment of school impact fees in accordance with Senate Bill 50 (SB 50). Pursuant to Government Code Section 65995(3)(h), payment of statutory fees is deemed to be full and complete mitigation of impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use or development of real property…" The Project Applicant would be required to pay all statutory fees in place at the time and demonstrate proof of payment to the City for approval of a building permit. With payment of the fees, Project impacts to schools would be less than significant.

Mitigation Measures: No mitigation measures are required.

4) Parks?

Less Than Significant Impact. According to the General Plan Open Space/Conservation Element, the City of Temecula maintains 31 parks (including 22 neighborhood parks) with a total of area of approximately 200 acres and about 60,000 square feet of recreational space. Community recreational needs are further supplemented by two recreation centers, an outdoor amphitheater, a gymnasium, two swimming pools, a senior center, as well as the Temecula Valley and Temecula Children's Museums. Due to the nature of the proposed use (commercial truck sales and service use) and the relatively small number of new employees, the Project would not induce substantial unplanned population growth within the City that would potentially result in a significant increase in the use of existing parks within the area. The proposed Project would not involve the construction of new park facilities, nor would it result in the need for new or physically altered park facilities. Therefore, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

5) Other public facilities?

Less Than Significant Impact. The Project proposes a commercial truck sales and service use. While the Project site is currently undeveloped, employment-generating uses on the site have been anticipated by General Plan; refer to Section 4.14, *Population and Housing*. Significant new employment opportunities would not be generated and would not significantly impact public facilities resulting in the need for new or physically altered facilities. The proposed Project would not require the provision of new or physically altered libraries or other public facilities and would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.16 Recreation

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact. Refer to Response to 4.15(a)(4). The Project proposes a commercial truck sales and service use. The Project does not include residential development. The proposed Project is not anticipated to generate new residents to the City resulting in a significant increase in the use of parks or recreational facilities. While the Project site is currently undeveloped, employment-generating uses on the site have been anticipated by General Plan; refer to Section 4.14, *Population and Housing*. Significant new employment opportunities would not be generated and would not result in a substantial increase in the use of existing parks or recreational facilities within the area. The Project does not include recreational facilities, nor would it require the construction or expansion of recreational facilities. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.17 Transportation

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

This section is based in part on the *Paradise Chevrolet Project VMT Analysis/Screening* (VMT Analysis), prepared by MAT Engineering, dated May 2, 2024 and included in its entirety as Appendix I, VMT Analysis.

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact.

Transit Facilities

Public transportation services within the Project site and surrounding area are provided by Riverside Transit Agency (RTA). The closest bus stop to the Project site (Bus Route 24) is located near the intersection of Ynez Road and Rancho California Road, approximately 0.5 miles southeast of the Project site. Bus Route 24 provides service from the Promenade Mall to Temecula Valley Hospital.[27] The Project proposes to develop an approximately 64,000-square-foot structure for commercial truck sales and service uses. There are no public transit facilities or transit routes located adjacent to the Project site or along DLR Drive; therefore, the Project would not result in physical impacts to transit facilities. Significant new employment opportunities potentially resulting in a significant increase in the use of transit would

[27] Riverside Transit Agency, *RTA Ride Guide*, https://www.riversidetransit.com/images/DOWNLOADS/PUBLICATIONS/RIDE_GUIDES/2023%20September%20Ride%20Guide%20vF4.pdf, accessed November 30, 2023.

not be generated; refer to Section 4.14, *Population and Housing*. Therefore, the Project would not conflict with a program plan, ordinance, or policy addressing transit.

Roadway Facilities

DLR Drive provides access to the Project site. The Project does not propose physical modifications to DLR Drive or other roadways within the vicinity of the Project site. Access to the Project site would occur from two driveways along the easterly property line on DLR Drive; the existing driveway located in the northeastern portion of the site would be reconstructed. Roadway facilities would continue to serve the Project site and surrounding development. The Project would not conflict with a program plan, ordinance, or policy addressing roadway facilities.

Bicycle Facilities

The City of Temecula Multi-use Trails and Bikeways Master Plan (Exhibit 14) identifies existing and proposed bicycle facilities within the City.[28] According to the Multi-use Trails and Bikeways Master Plan, there are no designated bicycle facilities located along DLR Drive, adjacent to the Project site. The Project would not conflict with a program plan, ordinance, or policy addressing bicycle facilities.

Pedestrian Facilities

A sidewalk is currently provided along DLR Drive, adjacent to the Project site. As discussed above, access to the Project site would occur from two driveways along the easterly property line on DLR Drive; the existing driveway located in the northeastern portion of the site would be reconstructed. The Project would also provide landscaping and trees along the Project frontage. The Project would not conflict with a program, plan, ordinance or policy addressing pedestrian facilities, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. VMT is a metric that accounts for the number of vehicle trips generated and the length or distance of those trips. VMT does not directly measure traffic operations but instead is a measure of network use or efficiency, especially if expressed as a function of population or employment (i.e. VMT per resident). VMT tends to increase as land use density decreases and travel becomes more reliant on the use of the automobile due to the long distances between origins and destinations. Vehicle miles traveled refers to the distance a vehicle travels regardless of how many passengers are in the car.

The City's adopted *Traffic Impact Analysis Guidelines*, sets forth screening criteria under which projects are not required to submit detailed VMT analysis. This guidance for determination of non-significant VMT

[28] KTU+A Planning + Landscape Architecture, *City of Temecula Multi-use Trails and Bikeways Master Plan*, September 2016.

impact is primarily intended to avoid unnecessary analysis and findings that would be inconsistent with the intent of SB 743. Local serving retail and services can be presumed to have non-significant VMT impacts. In effect, the introduction of new local-serving retail has been determined to reduce VMT by shortening trips that will occur.

The Office of Planning and Research (OPR) SB 743 Technical Advisory further addresses local retail uses, as follows:

> "*By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a less-than-significant transportation impact*."

The proposed Project provides auto sales and service opportunities for area businesses and residents, as well as for employees and visitors of local businesses. Considering the absence of other similar commercial vehicle dealerships in the area, the addition of the auto retail sales and service at this location would allow other businesses and residents to interact with a local auto sales and service establishment, rather than traveling further to locate the autos they wish to purchase or to service the vehicles they own. In addition providing a closer location for individuals and customers looking to purchase or service vehicles provides employment opportunities for local residents, further reducing VMT and existing trip lengths.

Hence, the project is expected to potentially reduce VMT and is deemed to have a less than a significant VMT impact.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project proposes a commercial truck sales and service use. The site is designated Service Commercial and is zoned Service Commercial (SC). Thus, the Project would not introduce an incompatible use to the site. Further, the Project would not provide any off-site roadway improvements that could substantially increase hazards due to a design feature. Access to the Project site would occur from two driveways along the easterly property line on DLR Drive; the existing driveway located in the northeastern portion of the site would be reconstructed. As part of the City's development plan review process required under TMC Chapter 17.05, *Development Plans*, the Project would be reviewed and only approved after finding the proposed development is in conformance with the General Plan, all applicable requirements of State law and other City ordinances, and that the overall development of land is designed for the protection of the public health, safety, and general welfare. Therefore, the Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). No impact would occur.

d) Result in inadequate emergency access?

Less Than Significant Impact. Local access to the site is provided directly from DLR Drive via Ynez Road. The construction and operation of the proposed Project would not place any permanent physical barriers on DLR Drive, Ynez Road, or other roadways within the area. There is the potential that portions of DLR

Drive located immediately adjacent to the Project site may be temporarily closed or controlled by construction personnel during construction activities. However, this would be temporary and emergency access to the Project site and surrounding area would be required to be maintained along DLR Drive at all times. The Project would be required to comply with all applicable requirements of the TMC, including the CBC and Fire Code, and would be subject to approval by the Temecula Fire Department to ensure that adequate emergency access is provided. Therefore, the Project would not result in inadequate emergency access and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.18 Tribal Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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		X		
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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

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)?

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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact With Mitigation Incorporated. Assembly Bill (AB) 52 requires that lead agencies evaluate a project's potential impact on "tribal cultural resources", which include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives lead agencies the discretion to determine, based on substantial evidence, whether a resource qualifies as a "tribal cultural resource." AB 52 applies whenever a lead agency adopts an environmental impact report, mitigated negative declaration, or negative declaration.

AB 52 also establishes a formal consultation process for California tribes regarding tribal cultural resources. Under AB 52 the lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

In compliance with AB 52, the City provided formal notification to those California Native American Tribal representatives requesting notification in accordance with AB 52; refer to Appendix J, *Tribal Consultation Communications*. The consultation letters provided information regarding the proposed Project and contact information for the Project Planner. Under AB 52, Native American tribes have 30 days to respond and request further project information and formal consultation. The 30-day consultation was initiated on January 4, 2023; the Rincon Band of Luiseño Indians and Pechanga Band of Indians contacted the City requesting consultation. In response to the request for consultation, the City engaged with the Rincon Band of Luiseño Indians and Pechanga Band of Indians.

Although no Native American tribal cultural resources are known to occur within the Project site, the Rincon Band of Luiseño Indians and Pechanga Band of Indians indicated that they have traditional and cultural affiliation with the Project area. The Rincon Band of Luiseño Indians reviewed Project-related documents as a part of their consultation, and agreed that the likelihood of discovering cultural materials was low, due to the recorded artificial fill underlying the Project site. They requested that protocols related to inadvertent discovery be in place, including Native American monitoring upon such a discovery. With these protocols in place, the Rincon Band of Luiseño Indians concluded their consultation. The Pechanga Tribe expressed concern relative to native soils and the potential for earth moving activities to encroach into the native soil below the area of artificial fill. As a result, the Pechanga Tribe requested specific measures be implemented in the event of inadvertent discovery of resources, which may include non-Tribal cultural resources, as described further below.

The Project site has been altered by previous ground disturbance associated with past grading activities. A subsurface investigation completed as part of the Geotechnical Investigation found that the Project site is underlain by artificial fill at depths ranging from 11.5 feet to 21 feet below the existing ground surface as the result of past grading activities at the site.[29] Mitigation Measures TCR-1 through TCR-6, as requested by the Pechanga Tribe, would address the unanticipated discovery of cultural or tribal cultural resources,

[29] Geocon West, Inc., *Updated Geotechnical Investigation: Paradise Commercial & Fleet Sales and Service Facility 42105 DLR Drive, Temecula, California*, February 2022.

and include instructions on the Grading Plan and the measures that would be required to occur in the event resources are discovered. These include assessing the significance of the find by a qualified archaeologist and Pechanga monitor and identification of the appropriate mitigation for the resources in consultation with the tribal representative(s), and the archaeologist, and with concurrence of the Community Development Director.

Implementation of Mitigation Measures TCR-1 through TCR-6 would satisfy the concerns of the Rincon Band of Luiseño Indians and Pechanga Band of Indians related to protocols in place in case of inadvertent discovery of cultural materials. With implementation of Mitigation Measures CUL-1 and TCR-1 through TCR-6, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource, and impacts would be less than significant.

Mitigation Measures: Refer also to Mitigation Measures CUL-1.

TCR-1: Prior to issuance of a grading permit, the following text shall be included in the Notes Section of the Grading Plan, as confirmed by the Temecula Community Development Department: "If at any time during excavation/construction of the site, archaeological/cultural resources, or any artifacts or other objects which reasonably appears to be evidence of cultural or archaeological resource are discovered, the property owner shall immediately advise the City of such and the City shall cause all further excavation or other disturbance of the affected area to immediately cease. The Director of Community Development at their sole discretion may require the property owner to deposit a sum of money it deems reasonably necessary to allow the City to consult and/or authorize an independent, fully qualified specialist to inspect the site at no cost to the City, in order to assess the significance of the find. Upon determining that the discovery is not an archaeological/cultural resource, the Director of Community Development shall notify the property owner of such determination and shall authorize the resumption of work. Upon determining that the discovery is an archaeological/cultural resource, the Director of Community Development shall notify the property owner that no further excavation or development may take place until a mitigation plan or other corrective measures have been approved by the Director of Community Development."

TCR-2: Prior to issuance of a grading permit, the following text shall be included in the Notes Section of the Grading Plan, as confirmed by the Temecula Community Development Department: "If cultural resources are discovered during the project construction (inadvertent discoveries), all work in the area of the find shall cease, and the qualified archaeologist and the Pechanga monitor shall investigate the find, and make recommendations as to treatment."

TCR-3: Prior to issuance of a grading permit, the following text shall be included in the Notes Section of the Grading Plan, as confirmed by the Temecula Community Development Department: "The landowner agrees to relinquish ownership of all cultural resources, including all archaeological artifacts that are found on the project area, to the Pechanga Tribe for proper treatment and disposition."

TCR-4: If during ground disturbance activities, unique cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Unique cultural resources are

defined, for this condition only, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).

- All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Community Development Director to discuss the significance of the find.
- At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Community Development Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.
- Grading of further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.
- Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Condition.
- If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the project archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.
- Pursuant to California Public Resources Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or cultural resources, these issues will be presented to the City Community Development Director for decision. The City Community Development Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources, recommendations of the project archeologist and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Community Development Director shall be appealable to the City Planning Commission and/or City Council.

TCR-5: Prior to issuance of a grading permit, the following text shall be included in the Notes Section of the Grading Plan, as confirmed by the Temecula Community Development Department: “All sacred sites are to be avoided and preserved.”

TCR-6: In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

- One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Temecula Community Development Department:
    - Preservation-In-Place of the cultural resources, if feasible. 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.
    - Reburial of the resources on the Project property (as identified on Burial Area Exhibit). The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.

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4.19 Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

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

Less Than Significant Impact.

Water

The Project site is located within the service area of the Rancho California Water District (RCWD). In a letter dated October 25, 2023, RCWD indicated that existing water service to the Project site does not

currently exist.[30] The proposed Project consists of an approximately 64,000-square-foot structure for commercial truck sales and service uses. The Project would install domestic water and fire water service lines within the Project site to connect to the existing 12-inch water service line within DLR Drive. Two existing fire hydrants adjacent to DLR Drive would be relocated. Five new fire hydrants would be installed within the Project site, to the north, northwest, southwest, and southeast of the proposed building. The Project would comply with all RCWD rules and regulations governing water system facilities and service. The Project applicant would be required to contact RCWD for a determination of existing water system capability, based upon project-specific demands and fire flow requirements, as well as a determination of proposed water facilities configuration. The Project's water system would be designed to be consistent with the requirements of RCWD and the City's Public Works Department. In addition, the Project applicant would be required to pay all applicable fees required by RCWD to maintain and upgrade the water service system.

While the Project site is currently undeveloped, employment-generating uses on the site have been anticipated by General Plan; refer to Section 4.14, *Population and Housing*. Significant new employment opportunities would not be generated by the Project and would not require the relocation or construction of new or expanded RCWD water facilities. Existing water infrastructure and supplies are available within the area to serve the proposed development of the Project site. The potential environmental effects associated with construction and operation of the Project, including the proposed water and fire water infrastructure, are analyzed within this Initial Study and impacts have been determined to be less than significant through compliance with regulatory requirements and implementation of mitigation measures. Thus, the proposed Project would not require or result in relocation or construction of water facilities, the construction or relocation of which could cause significant environmental effects.

Refer to Response 4.19(b) regarding water supply.

Wastewater and Wastewater Treatment

Wastewater treatment services for the majority of the City, including the Project site, are provided by Eastern Municipal Water District (EMWD). Wastewater from the Project site would be conveyed to the Temecula Valley Regional Water Reclamation Facility. While the Project site is currently undeveloped, employment-generating uses on the site have been anticipated by General Plan. Due to the nature of the proposed use (commercial truck sales and service use), significant new employment opportunities would not be generated and would not require the relocation or construction of new or expanded wastewater facilities. The Project would install domestic sewer lines within the Project site to connect to existing wastewater infrastructure adjacent to the site. Existing wastewater lines in the vicinity would remain unchanged and continue to serve the Project site. The Project applicant would be required to pay sewer connection fees to EMWD when acquiring new sewer services. Thus, the proposed Project would not require or result in relocation or construction of wastewater facilities, the construction or relocation of which could cause significant environmental effects.

[30] Rancho California Water District, mail correspondence, Erica Peter, Senior Engineering Technician, October 25, 2023.

Refer to Response 4.19(c) below, regarding wastewater treatment.

Stormwater Drainage

According to the General Plan FEIR, the City's Department of Public Works Maintenance Division is responsible for the maintenance of storm drains and catch basins within the right-of-way. The Project would construct a subsurface storm drain system and modular wetlands unit for stormwater treatment and detention, which would convey the treated stormwater flows to the southerly limits of the Project site through a dissipator structure.

No off-site drainage improvements are proposed. The potential environmental effects associated with construction and operation of the Project, including the proposed storm drain improvements to serve the development, are analyzed within this Initial Study and impacts have been determined to be less than significant through compliance with regulatory requirements and implementation of mitigation measures. Thus, the proposed Project would not require or result in relocation or construction of stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects.

Refer to Section 4.10 regarding drainage patterns and the Project's proposed hydrology and drainage.

Electricity, Natural Gas, and Telecommunications

The Project site would receive electrical power from Southern California Edison (SCE) and natural gas service from Southern California Gas (SoCalGas). Telecommunication services would be provided by a variety of companies and are typically selected by the individual customer. Transmission lines/infrastructure for these services are provided within the Project area.

The Project's anticipated electricity demand would be approximately 1,213,417 kWh per year. The Project's anticipated natural gas demand would be approximately 4,836,636 kBTU per year; refer to Section 4.6, *Energy*, regarding an analysis of the Project's energy use. The Project would connect to existing electrical, natural gas, and telecommunications infrastructure, and no off-site improvements are proposed. The potential environmental effects associated with the Project's energy demand are analyzed within this Initial Study and impacts have been determined to be less than significant. The proposed Project would not require or result in relocation or construction of electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

Mitigation Measures: No mitigation measures are required.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. The Project site is within the water service area of the RCWD. In compliance with the Urban Water Management Planning Act, the RCWD 2020 UWMP demonstrates water supply reliability in a normal year, single-dry year, and multiple-dry years over a 25-year planning period. The 2020 UWMP's water supply reliability calculations are based on SCAG Tier 2 Transportation Analysis Zones GIS Data, which utilizes growth forecasts defined in consultation with local governments and with reference to local general plans. According to the RCWD 2020 UWMP (Tables 7-2, 7-3, and 7-4), water

supplies would meet the RCWD service area's water demands for normal, single-dry, and multiple-dry year conditions through 2045.

The Project site is currently undeveloped and used for vehicle storage. While the Project site is currently undeveloped, employment-generating uses on the site have been anticipated by General Plan. Due to the nature of the proposed use (commercial truck sales and service use), significant new employment opportunities would not be generated and would not result in a significant increase in water demand. According to CalEEMod calculations conducted as part of the Air Quality Impact Analysis, total unmitigated annual water consumption associated with the operation of the Project would be 11,222,646 gallons per year (34.4 acre-feet per year).[31] This would account for approximately 0.04 percent of the total RCWD 2020 UWMP forecasted supplies for 2025 (80,275 acre-feet). Further, this is a conservative assumption and does not account for project-specific water conservation measures. The Project would comply with all RCWD rules and regulations governing water system facilities and service. The Project proponent would be required to contact RCWD for a determination of existing water system capability, based upon project-specific demands and fire flow requirements, as well as a determination of proposed water facilities configuration. Further, the RCWD's 2020 UWMP indicates adequate water supplies would be available to serve future water demands during normal, dry- and multiple-years through 2045, which includes water demand associated with service commercial uses of the site. The proposed Project is not anticipated to generate a significant water demand that would require the expansion of such facilities. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than Significant Impact. Wastewater treatment services for the majority of the City, including the Project site, are provided by EMWD. Wastewater from the Project site would be conveyed to EMWD's Temecula Valley Regional Water Reclamation Facility. According to the EMWD, the Temecula Valley Regional Water Reclamation Facility typically experiences wastewater flows of 14 million gallons per day (mgd) and has the current capacity to treat 23 mgd of wastewater, with an ultimate capacity of 28 mgd.[32]

The Project site is currently undeveloped and used for vehicle storage, and would connect to the existing municipal wastewater system. Due to the nature of the proposed use (commercial truck sales and service use), significant new employment opportunities would not be generated, and on-site uses would not require a significant increase in wastewater demand requiring treatment. According to CalEEMod calculations conducted as part of the AQ Impact Analysis, total unmitigated annual wastewater use

[31] Detailed CalEEMod output is presented in Appendices 3.1 and 3.2 of the AQ Impact Analysis; refer to Appendix A.
[32] Eastern Municipal Water District, *Temecula Valley Regional Water Reclamation Facility,* https://www.emwd.org/sites/main/files/file-attachments/tvrwrffactsheet.pdf?1620227175, accessed November 15, 2023.

associated with the operation of the Project would be 11,222,646 gallons per year.[33] This is a conservative assumption, and would be approximately 0.2 percent of the current total daily wastewater flows (14 mgd). Further, the Project applicant would be required to pay sewer connection fees to EMWD when acquiring new sewer services. The proposed Project is not anticipated to generate a significant amount of wastewater that would require the expansion of such facilities. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. According to the General Plan FEIR, CR&R, Inc. provides solid waste and recycling collection services to the City. Waste from the City is disposed of at a number of solid waste facilities, with the majority of waste disposed of at the El Sobrante Landfill.

The Project site does not currently generate solid waste, as it is undeveloped and used for vehicle storage. Construction and operational activities associated with the Project would generate solid waste requiring disposal, and would utilize CR&R, Inc. services. In accordance with State law and TMC Section 15.04.010, *Codes Adopted*, which adopts the California Green Building Standards Code (CALGreen), the Project would be required to divert at least 65 percent of the nonhazardous construction and demolition debris from the Project site by recycling, reuse, and/or salvage. In addition, TMC Chapter 8.20, *Waste Management*, addresses solid waste disposal, including recycling and organic waste. Compliance with the Municipal Code would achieve compliance with State law, including AB 939 and SB 1383.

Project implementation is anticipated to generate solid waste in amounts similar to existing commercial uses surrounding the Project site. In 2022, approximately 85,480 tons (82 percent) of solid waste from Temecula was disposed of at the El Sobrante Landfill and approximately 12,318 tons (12 percent) was disposed of at the Badlands Sanitary Landfill.[34] Other landfills, including the Prima Deshecha Sanitary Landfill, received relatively small amounts. In addition, 342 tons were disposed of at the Southeast Resource Recovery Facility, a transformation facility that uses mass burn technology to reduce the volume of solid waste by about 80 percent, while recovering electrical energy.[35] El Sobrante Landfill has a

[33] Detailed CalEEMod output is presented in Appendices 3.1 and 3.2 of the AQ Impact Analysis; refer to Appendix A.
[34] California Department of Resources Recycling and Recovery (CalRecycle), *RDRS Report 2: Jurisdiction Disposal and Beneficial Reuse by Destination*, https://www2.calrecycle.ca.gov/RecyclingDisposalReporting/Reports/JurisdictionDisposalAndBeneficial, accessed November 11, 2023.
[35] Los Angeles County Sanitation Districts, *Southeast Resource Recovery Facility (SERRF) Brochure*, https://www.lacsd.org/services/solid-waste/facilities/southeast-resource-recovery-facility-serrf/southeast-resource-recovery-facility-serrf-brochure, accessed November 11, 2023.

maximum permitted throughput of 16,054 tons per day.[36] The facility's maximum permitted capacity is 209,910,000 cubic yards and has a remaining capacity of 143,977,170 cubic yards as of 2018. According to CalEEMod calculations conducted as part of the AQ Impact Analysis, total unmitigated solid waste generation associated with the operation of the Project would be 430 tons per year.[37] This would account for less than 0.01 percent of maximum permitted throughput for the El Sobrante Landfill (16,054 tons per day). Further, this is a conservative assumption and does not account for project-specific source reduction. Solid waste generated from the Project could be accommodated at the El Sobrante Landfill or a combination of the disposal facilities that currently receive solid waste for disposal from the City.

The City has a per capita population disposal rate target of 7.5 pounds per person per day and a per capital employment disposal rate of 13.2 pounds per person per day. Since 2007, the City has met these targets through its diversion programs.[38] The most recent population disposal rate (2021) was 5.5 pounds per person per day (population) and 12.6 (employment). The City would continue to implement its diversion programs and require compliance with all federal, State and local statutes and regulations for solid waste, including those identified under the most current CALGreen standards and in compliance with AB 939 and SB 1383. Thus, the proposed Project would result in less than significant impacts concerning solid waste.

Mitigation Measures: No mitigation measures are required.

[36] California Department of Resources Recycling and Recovery (CalRecycle), *SWIS Facility/Site Activity Details, El Sobrante Landfill (33-AA-0217)*, https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402, accessed November 11, 2023.
[37] Detailed CalEEMod output is presented in Appendices 3.1 and 3.2 of the AQ Impact Analysis; refer to Appendix A.
[38] California Department of Resources Recycling and Recovery (CalRecycle), *Jurisdiction Review Reports*, https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/ReviewReports, accessed November 11, 2023.

4.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
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?				X
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?				X
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?				X

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?

No Impact. As discussed, the area surrounding the Project site is generally urbanized and developed with roadways and commercial uses. According to the CALFIRE Fire Hazard Severity Zone Map, the Project site

is not located within a VHFHSZ, nor is the site within or near a State Responsibility Area.[39] The Project would be required to comply with all City and Riverside County Fire requirements for fire prevention and safety measures, including site access. No impacts concerning wildfire would occur.

Mitigation Measures: No mitigation measures are required.

[39] California Department of Forestry and Fire Protection (CalFire), *FHSZ Viewer*, https://egis.fire.ca.gov/FHSZ/, accessed November 15, 2023.

4.21 Mandatory Findings of Significance

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact With Mitigation Incorporated. As discussed throughout this Initial Study, the Project does not have the potential to substantially degrade the quality of the environmental or result in significant environmental impacts that cannot be mitigated or reduced to a less than significant level, with compliance with the established regulatory framework and implementation of mitigation measures.

As discussed in Section 4.4, *Biological Resources*, the Project would not substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a

rare or endangered plant or animal. The Project would be required to implement Mitigation Measures BIO-1 through BIO-4 and comply with the MBTRA and the California Fish and Game Code, which would reduce potential impacts to biological resources to a less than significant level.

As discussed in Section 4.5, *Cultural Resources* and Section 4.7, *Geology and Soils*, the Project would not eliminate important examples of the major periods of California history or prehistory. As concluded in Section 4.5 and Section 4.18, *Tribal Cultural Resources*, the Project would not result in significant adverse impacts to archaeological resources, tribal cultural resources, or human remains. Mitigation Measures TCR-1 through TCR-6 would address the unanticipated discovery of cultural or tribal cultural resources, and include instructions on the Grading Plan and the measures that would be required to occur in the event resources are discovered. These include assessing the significance of the find by a qualified archaeologist and Pechanga monitor and identification of the appropriate mitigation for the resources in consultation with the tribal representative(s), and the archaeologist, and with concurrence of the Community Development Director. Mitigation Measure CUL-1 would require proper treatment in accordance with applicable laws if human remains are inadvertently discovered. Further, as concluded in Section 4.7, *Geology and Soils*, the Project would not result in significant impacts to paleontological resources. Mitigation Measure GEO-1 would address the unanticipated discovery of paleontological resources. With implementation of Mitigation Measures CUL-1, TCR-1 through TCR-6, and GEO-1, impacts would be less than significant.

Therefore, the Project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

Mitigation Measures: No additional mitigation measures are required.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant Impact. Based on the analysis contained in this Initial Study, the proposed Project would not have cumulatively considerable impacts that cannot be mitigated or reduced to a less than significant level with compliance with the established regulatory framework and implementation of mitigation measures. Compliance with the regulatory requirements and implementation of mitigation measures at the Project-level would reduce the potential for the incremental effects that would occur with construction and operation of the proposed Project relevant to the environmental topical areas discussed within this Initial Study.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Previous sections of this Initial Study reviewed the proposed Project's potential impacts to human beings related to several environmental topical areas. As determined throughout this Initial Study, the proposed Project would not result in any potentially significant impacts that cannot be mitigated or reduced with compliance with the established regulatory requirements and implementation of mitigation measures. The Project would not cause a substantial adverse effect on human beings, either directly or indirectly, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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6.0 REPORT PREPARATION PERSONNEL

City of Temecula (Lead Agency)

41000 Main Street
Temecula, CA 92590
951-694-6444

Scott Cooper, Senior Planner

De Novo Planning Group (Environmental Consultant)

180 East Main Street, Suite 108
Tustin, California 92780
949-396-8193

Starla Barker, AICP, Principal Planner
Josh Smith, AICP, Senior Planner
Erik Anderson, AICP, Associate Planner
Abdul Jama, Assistant Planner

Technical Specialists

MAT Engineering (VMT Screening Analysis)
17192 Murphy Avenue #14902
Irvine, CA 92623

Urban Crossroads (AQ Impact Analysis, GHG Analysis, Noise Study)
20341 SW Birch Street, Suite 230
Newport Beach, CA 92660

Principe and Associates (MSHCP Consistency Analysis, Burrowing Owl Survey)
29881 Los Nogales Road
Temecula, California 92591

Geocon West, Inc. (Geotechnical Investigation, Infiltration Test Results)
41571 Corning Place, Suite 101
Murrieta, CA 92562

Arcadis U.S, Inc. (Phase I ESA)
18401 Von Karman Avenue, Suite 300
Irvine, CA 92612

JLC Engineering & Consulting, Inc. (Preliminary Hydrology Study, Preliminary WQMP)
41660 Ivy Street, Suite A
Murrieta CA, 92562