BEDFORD COURT COFFEE SHOP AND CAR WASH PROJECT

PUBLIC REVIEW DRAFT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
JANUARY 2025

Prepared for:

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

Prepared by:

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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

Bedford Court Coffee Shop and Car Wash Project

Public Review Draft

Initial Study/Mitigated Negative Declaration

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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 Bedford Court Coffee Shop and Car Wash 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 an 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 an MND or 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 an 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 which 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
- Mandatory Findings of Significance

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, has been 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:

Eric Jones, Associate Planner II
City of Temecula, Community Development Department
41000 Main Street
Temecula, CA 92590
Email: eric.jones@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 adopted a comprehensive 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.

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

[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.

based on the analysis and impact determinations provided in Section 4.0. The impact evaluation criteria utilized in Section 4.0 are 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 Bedford Court Coffee Shop and Car Wash 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 1.88 acres located at the terminus of Bedford Court (APN 992-210-042); 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 from Bedford Court via Temecula Parkway.

2.2 Existing Setting

On-Site Land Uses

The Project site consists of a relatively flat, irregular-shaped property with elevation ranging from approximately 1,015 to 1,020 feet above mean sea level. Drainage within the site generally flows to the west. The site is currently vacant and undeveloped. The site has been previously cleared and graded and consists primarily of compacted soils and ruderal vegetation. Several small trees are present within the southeastern corner of the site. A chain-link fence is located along the site's northern and western property line and a masonry wall forms the southern boundary of the site. The Project site is accessed at the terminus of Bedford Court via two driveways along the eastern portion of the northern property line. A concrete headwall structure connected to a storm drain line is located along the northwestern boundary of the site. A streetlight is located along the northeastern boundary of 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 Highway Tourist Commercial. The Highway Tourist Commercial designation provides for uses located adjacent to major transportation routes oriented to the needs of tourists. Typical uses may include tourist accommodations and lodging facilities, automobile service stations, restaurants, convenience stores, gift shops, and entertainment centers. Development should be appropriately located and developed as clusters of commercial development rather than as shallow commercial frontage along major streets. In addition, facilities should be well-landscaped, providing an attractive visual image. The Highway Tourist Commercial designation allows for a floor area ratio (FAR) range of 0.25 to 1.0 and has a target intensity of 0.30 FAR.

The City of Temecula Zoning Map identifies the zoning for the Project site as Highway/Tourist Commercial (HT). Temecula Municipal Code, Chapter 17.08, *Commercial/Office/Industrial Districts*, clarifies that the HT zoning district is intended to provide for those uses that are located adjacent to major transportation routes or within convenient access from freeway interchanges. Typical uses may include tourist accommodations and lodging facilities, automobile service stations, restaurants, convenience shopping and food stores, and gift shops. Highway commercial development should be located near major arterials and developed as clusters of commercial development rather than permitted to extend along the major streets.

Surrounding Uses

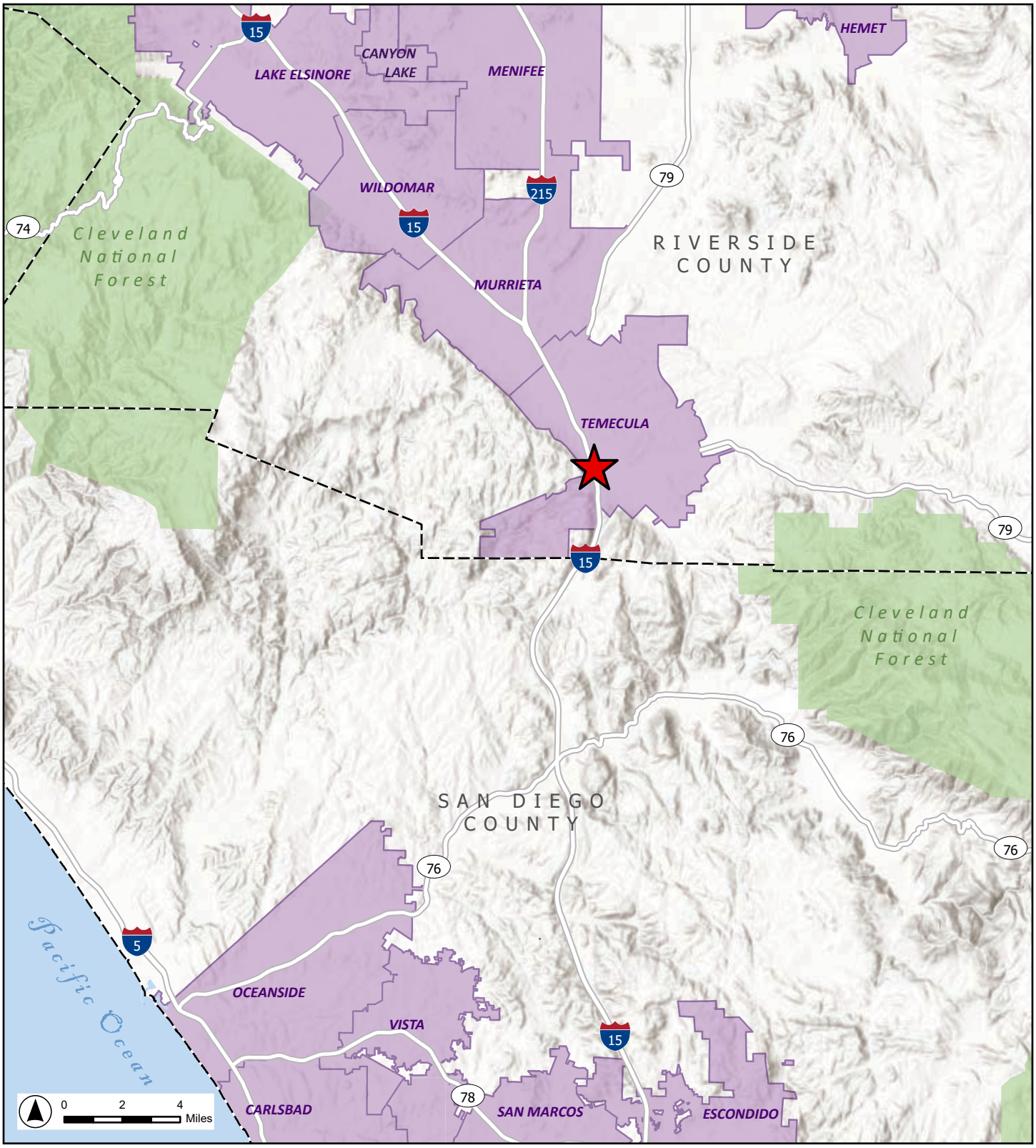
Uses surrounding the Project site include:

- North: North of the Project site is Bedford Court and a commercial shopping center (44515-44535 Bedford Court) consisting of smaller retail/restaurant uses including a 7-11 convenience store and Carl's Jr. restaurant. The commercial uses to the north are zoned HT. North of the commercial shopping center is Temecula Parkway.

- East: East of the Project site is a gas station and convenience store (44520 Bedford Court). The commercial uses to the east are zoned HT. East of the gas station/convenience store is Temecula Parkway.

- South: South of the Project site is a residential subdivision consisting of one- and two-story multi-family uses. The residential uses to the south are zoned High Density Residential (H).

- West: Immediately west of the Project site is I-15 and the Temecula Parkway offramp. West of I-15 is undeveloped land zoned HT.



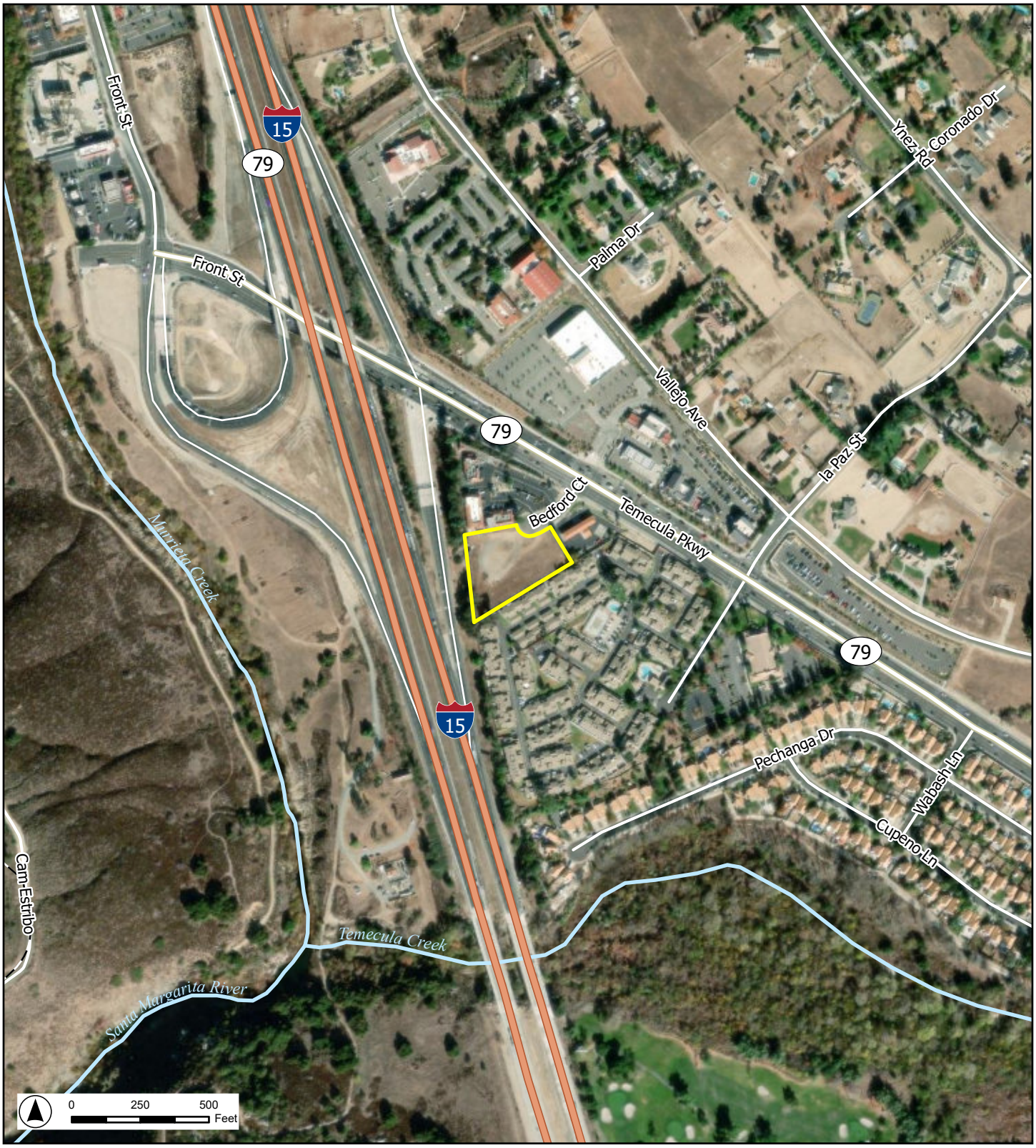
Legend

- Project Location
- Incorporated Area
- County Boundary
- National Forest

BEDFORD COURT - CITY OF TEMECULA

Figure 2-1. Regional Vicinity

Sources: USGS Transportation Dataset; ESRI World Hillshade Basemap; California State Geoportal. Map Date: September 3, 2024.



Legend

- Project Boundary
- Rivers and Creeks

BEDFORD COURT - CITY OF TEMECULA

Figure 2-2. Project Location

Sources: Riverside County GIS; USGS Transportation and Hydrography Datasets; MAXAR Imagery 12/18/2020. Map Date: September 3, 2024.

2.3 Project Characteristics

The Project Applicant requests approval of the proposed Bedford Court Coffee Shop and Car Wash Project. The Project would require approval of a Development Plan, a Planned Development Overlay, Conditional Use Permits, and a Tentative Parcel Map.

Proposed Development

The Project proposes to subdivide the approximately 1.88-acre undeveloped parcel into two parcels – Proposed Parcel 1 and Proposed Parcel 2. Parcel 1 is proposed to be developed with a Quick Quack Car Wash and Parcel 2 is proposed to be developed with a DutchBros drive-thru coffee shop, as described below; refer to Figure 2-3, *Proposed Site Plan*.

Proposed Parcel 1

The proposed 1.19-acre western parcel would be developed with an approximately 3,596-square-foot drive-thru express car wash (Building 1) with a covered tunnel. The proposed building would include an electrical room, equipment room, restroom, employee lounge, and covered pay area.

A car vacuum area consisting of parking spaces with vacuum equipment and canopies would be located within the central portion of the site, east of the proposed car wash building. Two enclosed vacuum motors would be located within the southern portion of the vacuum area.

The vehicle queuing area would extend along the northern and western property lines providing access to the car wash building/tunnel within the interior of the parcel. A menu board and canopy would be located to the west of the proposed car wash within the vehicle queuing area. An illuminated wait and go sign would be located to the north of the proposed car wash at the exit of the tunnel.

A trash enclosure with roof would be located within the southern portion of the site.

Proposed Parcel 2

The proposed 0.68-acre eastern parcel would be developed with an approximately 950-square-foot drive-thru coffee shop (Building 2). Two drive-thru aisles would extend along the southern and eastern property lines, merging east of the proposed building prior to accessing the drive-thru window. The menu boards would be located between the two drive-thru aisles.

Walk-up windows would be provided along the western building elevation. Parking would be provided to the west of the proposed building with walkways providing access to the building.

A trash enclosure with a roof would be located along the western boundary of Parcel 2.

Site Access and Parking

Similar to existing conditions, vehicular access to the Project site would be provided from two driveways along the northeasterly property line on Bedford Court; refer to Figure 2-3. The westerly driveway would provide ingress and egress to both proposed parcels. The easterly driveway would be reconstructed into a one-way driveway providing egress from the drive-thru lane within Parcel 2.

The Project site would provide a total of 35 parking spaces, including nine standard spaces, one standard accessible space, 16 drying spaces, one drying accessible space, and eight clean air/electric vehicle (EV)

spaces (one EV charging station/drying space, one EV future charging station/drying space, one EV future charging station, four EV future charging stations, and future EV van accessible space). In addition, one motorcycle parking space would be provided. Two bicycle storage areas with six bicycle spaces each, including four short-term spaces and two long-term spaces, would be provided within the eastern and western portions of the site for a total of 12 bicycle spaces.

Architecture and Landscaping

Building 1 would have a maximum height of 29 feet and Building 2 would have a maximum height of 24 feet; refer to Figures 2-4a through 2-4d, *Proposed Exterior Elevations*. The proposed buildings would incorporate a variety of materials including plaster, anodized aluminum, fiber cement siding, and stone veneer. Decorative elements would include metal awnings, fascia, and faux windows. The buildings would use a combination of glass and metal doors, in addition to glass storefront and drive-thru windows.

Landscaping would be provided around the perimeter and within the interior of the Project site; refer to Figure 2-5, *Conceptual Landscape Plan*. The landscaping would include trees, groundcover, and shrubs along the northern, southern, eastern, and western property lines. Additional landscaping would surround both buildings and be distributed within the surface parking area. A 30-foot-tall flagpole would be located in Parcel 1, between the building and vehicle queuing area.

Infrastructure and Public Services

Water

Two-inch domestic water lines, eight-inch fire water lines, and one-inch irrigation water service lines and backflow preventers would be installed within the Project site to connect to the existing eight-inch water main within Bedford Court.

Wastewater

Two six-inch domestic sewer lines would be installed within the Project site to connect to the existing eight-inch sewer main within the southern and eastern portions of the site. A proposed clarifier would be located within the western parcel and an underground grease interceptor would be located within the eastern portion of the site.

Stormwater

A subsurface storm drain system and modular wetlands unit would be constructed for stormwater treatment and detention, which would convey the treated stormwater flows to the northeasterly limits of the Project site to the existing 42-inch public storm drain line; refer to Section 4.8, *Hydrology and Water Quality*, for additional information regarding operation of the proposed stormwater system.

Dry Utilities

Dry utilities, including electricity, natural gas, and telephone lines currently serve uses within the surrounding area. As part of the Project, necessary infrastructure would be installed on-site to serve the proposed development, which would connect to existing infrastructure for service.

Project Construction and Phasing

Project construction is anticipated to occur in one phase over approximately 11 months, beginning in the first quarter of 2025. Construction activities would include site preparation, grading, building construction, 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 Development Code;
- Conditional Use Permits to allow for the car wash and drive-thru;
- Planned Development Overlay to provide for site-specific development standards and design guidelines; and
- Tentative Parcel Map to split the Project site parcel into two parcels.

2.4 Permits and Approvals

The City of Temecula is the Lead Agency under CEQA and has 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
- Rancho California Water District
- Eastern Municipal Water District

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Legend

- New Building
- Total Landscape Area (± 30,376 sf)
- Required EVCS (2)
- Future Electric Vehicle Stall (6)
- Property Line
- Proposed Parcel Line
- Handicap Indication Path of Travel

BEDFORD COURT - CITY OF TEMECULA

Figure 2-3. Proposed Site Plan

Source: mma Architecture, 8/12/2024. Map Date: September 3, 2024.

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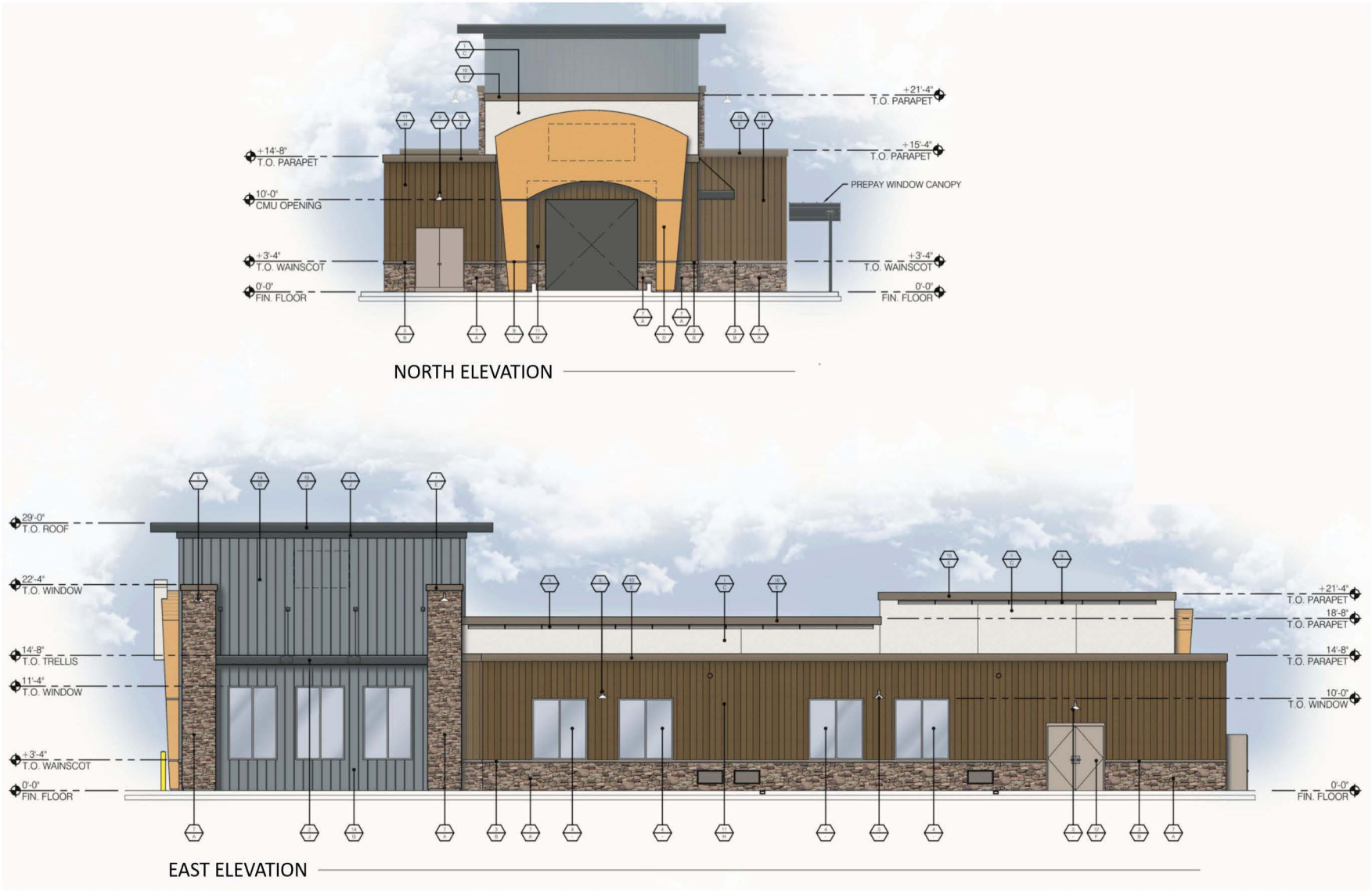
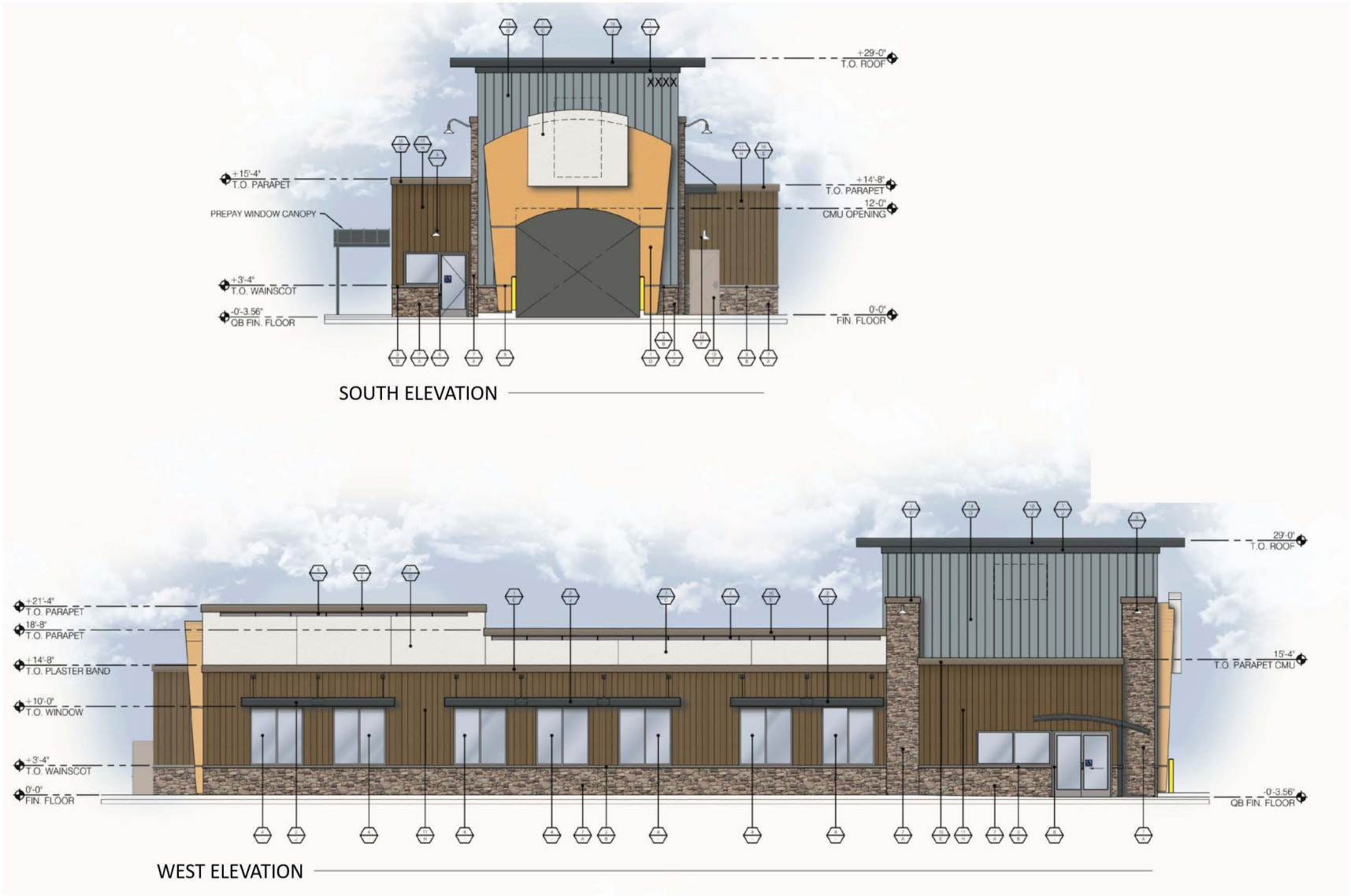


BEDFORD COURT - CITY OF TEMECULA

Figure 2-4a. Proposed Exterior Elevations: Building 1 (North & East)

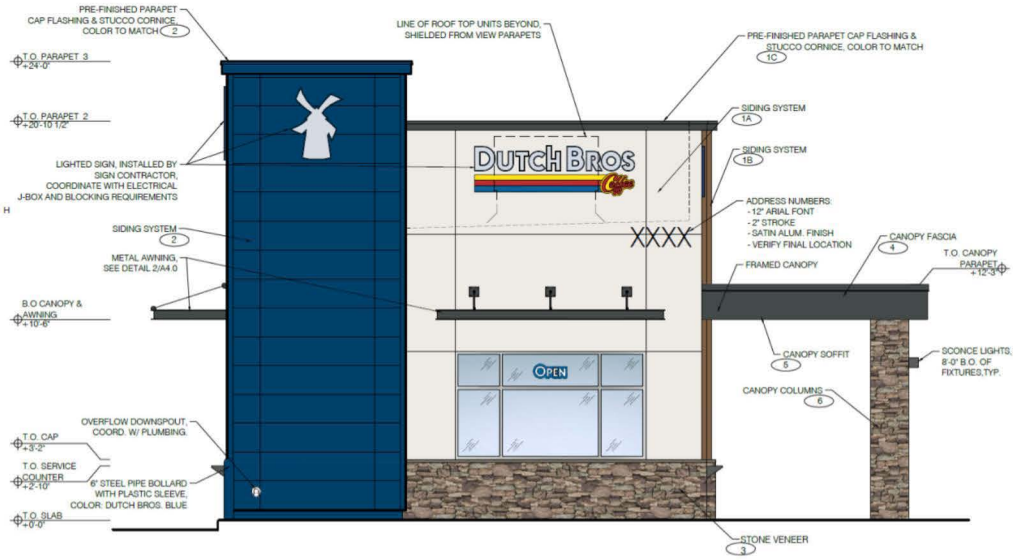
Source: mma Architecture, 8/12/2024. Map Date: September 3, 2024.



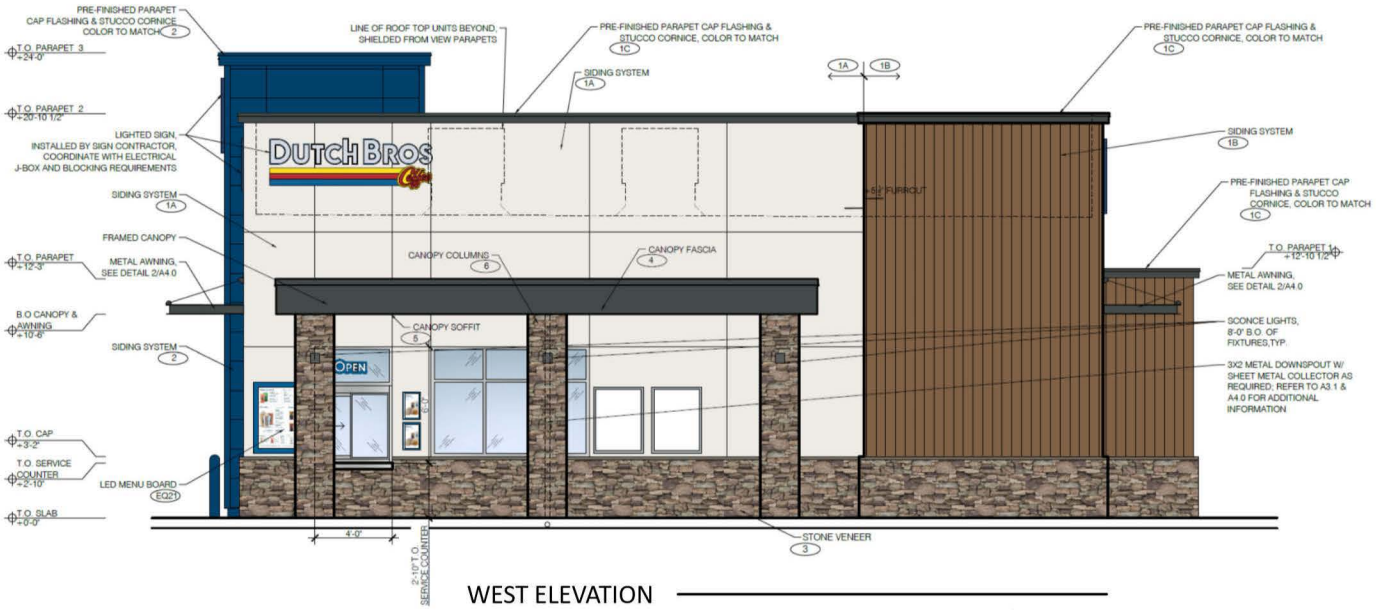
BEDFORD COURT - CITY OF TEMECULA

Figure 2-4b. Proposed Exterior Elevations: Building 1 (South & West)

Source: mma Architecture, 8/12/2024. Map Date: September 3, 2024.



NORTH ELEVATION

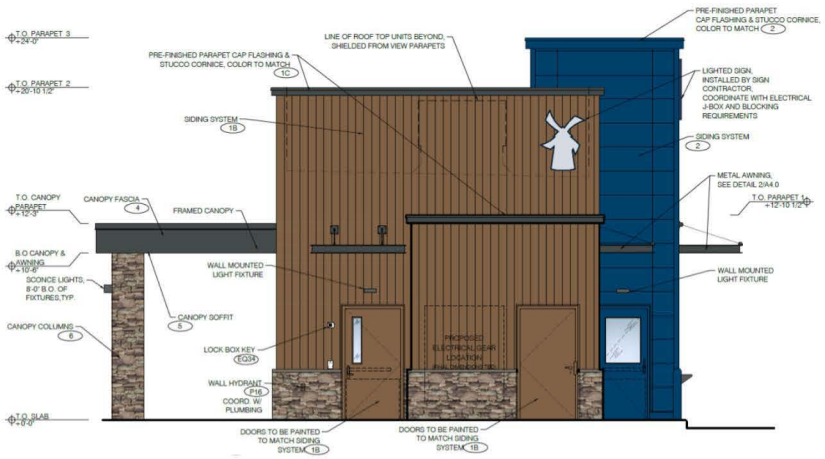


WEST ELEVATION

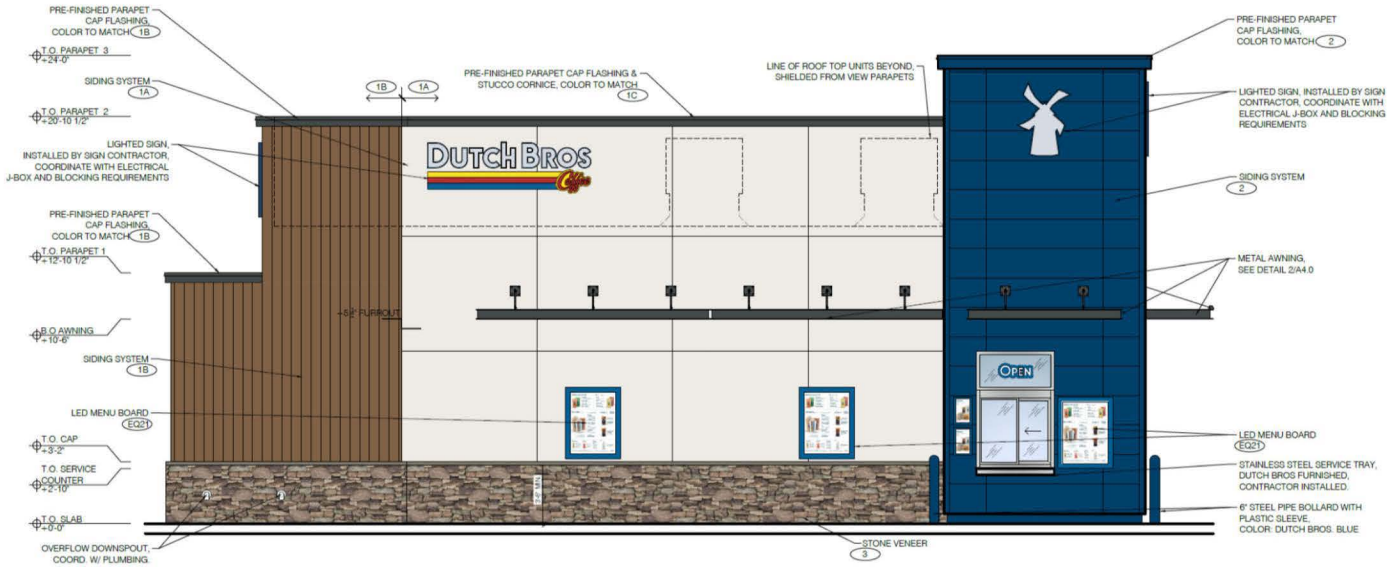
BEDFORD COURT - CITY OF TEMECULA

Figure 2-4c. Proposed Exterior Elevations: Building 2 (North & West)

Source: mma Architecture, 8/12/2024. Map Date: September 3, 2024.



SOUTH ELEVATION



EAST ELEVATION

BEDFORD COURT - CITY OF TEMECULA

Figure 2-4d. Proposed Exterior Elevations: Building 2 (South & East)

Source: mma Architecture, 8/12/2024. Map Date: September 3, 2024.

BEDFORD COURT - CITY OF TEMECULA

Figure 2-5. Conceptual Landscape Plan

Source: mma Architecture, 8/12/2024. Map Date: September 3, 2024.

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3.0 ENVIRONMENTAL CHECKLIST FORM

Background

1. Project Title: Bedford Court Coffee Shop and Car Wash Project
2. Lead Agency Name and Address: City of Temecula Community Development Department 41000 Main Street Temecula, CA 92590
3. Contact Person and Address: Eric Jones, Associate Planner II City of Temecula, Community Development Department 41000 Main Street Temecula, CA 92590 Email: eric.jones@TemeculaCA.gov
4. Project Location: Terminus of Bedford Court (APN 992-210-042), Temecula, California
5. Project Sponsor's Name and Address: Matthew Fagan Consulting Services, Inc. 42011 Avenida Vista Ladera Temecula, CA 92591
6. General Plan Designation: Highway Tourist Commercial
7. Zoning: Highway/Tourist Commercial (HT)
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 July 27, 2023, via certified mail. The Pechanga Band of Indians requested tribal consultation pursuant to AB 52; refer to Section 4.18.

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		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

Eric Jones
Associate Planner II

1/8/25
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 Bedford Court, Temecula Parkway, and commercial uses (structures and associated parking and landscaping) to the north and east; the I-15 Freeway, Temecula Parkway offramp, and hillsides to the west; and one- and two-story multi-family uses to the south. Long-range views from the Project site include hillsides to the south and southeast. The hillsides that can be

viewed to the west, south, and southeast are identified in the Temecula General Plan as a significant scenic resource. The Project site is currently vacant and undeveloped; it has been previously graded and consists primarily of compacted soils and ruderal vegetation. 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 subdivide the approximately 1.88-acre undeveloped parcel and develop a drive-thru car wash on Parcel 1 and drive-thru coffee shop on Parcel 2. 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. The Project site is located at the terminus of Bedford Court and surrounded by existing developments. 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 (29 feet at the highest point of the car wash tower) and massing of Project structures, the Project would not substantially alter long-range views of the hillsides from publicly accessible vantage points to the east of the Project site, such as Temecula Parkway.

Therefore, the proposed Project would not have a substantial 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, scenic resources, including trees, rock outcroppings, and historic buildings, do not exist within the Project site. As such, the Project would not substantially damage scenic resources within a State scenic highway; no impact 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 May 31, 2024.

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;[3] 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 consists primarily of commercial uses to the north and east, the I-15 Freeway and undeveloped land to the west, and multi-family residential uses to the south. The Project site consists of an approximately 1.88-acre parcel that is zoned Highway/Tourist Commercial (HT). The Project site is currently vacant and undeveloped; it has been previously graded and consists primarily of compacted soils and ruderal vegetation. The majority of the site is relatively flat, with a gradual slope downward in a general east-to-west direction. The Project proposes to subdivide the approximately 1.88-acre undeveloped parcel and develop a drive-thru car wash on Parcel 1 and drive-thru coffee shop on Parcel 2. The Project requires approval of a Development Plan and a Conditional Use Permit (CUP) to allow for the car wash and drive-thru.

Construction activities related to the Project would be temporary in nature and all construction equipment would ultimately be removed following completion of construction activities. As such, potential visual impacts associated with construction activities would be less than significant.

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 HT zone is intended to provide for those uses that are located adjacent to major transportation routes or within convenient access from freeway interchanges. Typical uses may include tourist accommodations and lodging facilities, automobile service stations, restaurants, convenience shopping, and food stores, and gift shops. Highway commercial development should be located near major arterials and developed as clusters of commercial development rather than permitted to extend along the major streets. Per TMC Section 17.08.030, *Use Regulations*, car washes and drive-thru restaurant uses are only permitted conditionally within the HT Zone; therefore, the Project proposes a CUP to allow for the car wash and drive-thru coffee shop 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

[3] California Department of Finance, E-*5 Population and Housing Estimates for Cities, Counties, and the State – January 1, 2021-2024*, May 2024.

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 is 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 HT 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 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 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 on surrounding uses could be significant.

Although the Project site is currently vacant and undeveloped, 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, Bedford Court, and Temecula Parkway, street lighting on Bedford Court, commercial uses to the north and east, and residential uses to the south. The Project proposes to subdivide the approximately 1.88-acre undeveloped parcel and develop a drive-thru car wash on Parcel 1 and drive-thru coffee shop on Parcel 2. 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 an increase in lighting from vehicle headlights or glare from vehicle windshields when compared to existing conditions; however, such lighting and glare would be fleeting and similar to

other temporary sources of lighting and glare already occurring around the Project site and from vehicles traveling along nearby roadways and I-15. In addition, a solid masonry wall comprising the southern boundary of the Project site separates the site from the adjacent residential uses and would provide shielding against sources of direct ground-level light and glare, such as from vehicle headlights and windshields.

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 HT 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 will 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 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. 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.[4] The Project site is currently vacant and undeveloped. The Project site is zoned Highway/Tourist Commercial (HT) and is not zoned for agricultural use, nor is the site under a Williamson Act contract. Thus, the Project would not involve the conversion of farmland to

[4] California Department of Conservation, *California Important Farmland Finder*, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed March 15, 2024.

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 HT 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 vacant and undeveloped. The Project site is located within an urbanized area and surrounding parcels are generally developed and do not contain forest land. 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 *Bedford Court Mixed Use Project Air Quality, Greenhouse Gas, and Energy Impact Study* (Air Quality, Greenhouse Gas, and Energy Impact Study), prepared by MD Acoustics, LLC, dated August 13, 2024, and included in its entirety as Appendix A, *Air Quality, Greenhouse Gas, and Energy Impact Study*.

Air Quality Thresholds of Significance

Mass Emissions Thresholds

The South Coast Air Quality Management District's (SCAQMD) significance criteria is relied upon to assess the potential for significant impacts to air quality. According to the SCAQMD, an air quality impact is considered significant if a proposed project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality during project construction and operations, as shown in Table 4.3-1, *South Coast Air Quality Management District Emissions Thresholds*.

Table 4.3-1
South Coast Air Quality Management District Emissions Thresholds

Criteria Air Pollutants and Precursors (Regional)	Construction-Related	Operational-Related
	Average Daily Emissions (pounds/day)	Average Daily Emissions (pounds/day)
Volatile Organic Compounds (VOC)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO_x)	100	55
Sulfur Oxides (SO_x)	150	150
Coarse Particulates (PM_{10})	150	150
Fine Particulates ($PM_{2.5}$)	55	55

Source: South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993 ($PM_{2.5}$ threshold adopted June 1, 2007).

Localized Carbon Monoxide

In addition to the daily thresholds listed above, the proposed Project would be subject to the ambient air quality standards. These are addressed through an analysis of localized Carbon Monoxide (CO) impacts. The California 1-hour and 8-hour CO standards are:

- 1-hour = 20 parts per million (ppm)
- 8-hour = 9 ppm

The significance of localized impacts depends on whether ambient CO levels near a project site exceed State and federal CO standards. The South Coast Air Basin (SCAB) has been designated as attainment under the 1-hour and 8-hour standards.

Localized Significance Thresholds

In addition to the CO hotspot analysis, the SCAQMD developed Local Significance Thresholds ("LSTs") for emissions of Nitrogen Oxide (NOx), CO, Coarse Particulate Matter (PM_{10}), and Fine Particulate Matter ($PM_{2.5}$) generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project site without expecting to cause or substantially contribute to an exceedance of the most stringent national or State ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. The nearest sensitive receptor to the Project site is the residential land use located approximately 10 feet (3 meters) to the south.

LST analysis for construction is applicable for projects that disturb five acres or less on a single day, such as the proposed Project, which is approximately 1.88 acres. The Project site is located within SCAQMD SRA 26 (Temecula Valley). Table 4.3-2, *Local Significance Thresholds (Construction/Operations)*, shows the LSTs for a two-acre project site in SRA 26 with sensitive receptors located within 25 meters of the Project site.

Table 4.3-2
Local Significance Thresholds (Construction/Operations)

Project Size	Nitrogen Oxide (NO_x)[2] – lbs/day	Carbon Monoxide (CO)[2] – lbs/day	Coarse Particulates (PM_{10})[2] – lbs/day	Fine Particulates ($PM_{2.5}$)[2] – lbs/day
2.0 acres[1]	234/234	1,100/1,100	7/2	4/1

Source: South Coast Air Quality Management District, *Localized Significance Threshold Methodology – Appendix C*, revised October 21, 2009.
Notes:
1. 2.0-acre maximum daily disturbed acreage, consistent with the Project's maximum grading activities.
2. The closest receptors are located 3 meters to the south of the site. SCAQMD recommends using the 25-meter threshold for any project within 25 meters of a sensitive receptor, therefore the 25-meter threshold was used.

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 (EPA) 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 EPA. 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 RTP/SCS)[5], 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.

[5] Since initiation of the analysis presented in this Initial Study, SCAG adopted Connect SoCal 2024 (2024–2050 RTP/SCS). While SCAG has adopted the 2024-2050 RTP/SCS, CARB has not yet certified it. However, the 2022 AQMP utilizes growth forecasts and measures from Connect SoCal 2020 (2020-2045 RTP/SCS). Therefore, for purposes of this Initial Study and the air quality analysis, Connect SoCal 2020 is relevant and appliable to consistency with the 2022 AQMP. It is noted that the Project is also consistent with SCAG's 2024-2050 RTP/SCS land use for the site and within the population projections for the City.

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 4.3-3 and Table 4.3-4, 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. Also, as discussed in Section 4.14, the General Plan designates the Project site Highway Tourist Commercial, which anticipates employment-generating uses. Due to the nature of the proposed use (drive-thru express car wash and drive-thru coffee shop), 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 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. The CalEEMod program uses the EMFAC2021 computer program to calculate the emission rates specific for the southwestern portion of Riverside

County for construction-related employee vehicle trips and the OFFROAD2017 computer program to calculate emission rates for heavy truck operations. EMFAC2021 and OFFROAD2017 are computer programs generated by CARB that calculate composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Using CalEEMod, the peak daily air pollutant emissions were calculated and presented below. These emissions represent the highest level of emissions for each of the construction phases in terms of air pollutant emissions.

The Project was modeled to begin construction activities in the first quarter of 2023 and last until the fourth quarter of 2023.[6] The phases of the construction activities which have been analyzed are: 1) site preparation, 2) grading, 3) building, 4) paving, and 5) architectural coating; 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 4.3-3, *Construction-Related Emissions (Maximum Pounds Per Day)*.

As shown in Table 4.3-3, 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, including 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.

[6] Although construction activities are not anticipated to be initiated until first quarter 2025, use of year 2023 provides a conservative analysis since CalEEMod accounts for technology improvements in later years that provide for reduced air quality emissions.

Table 4.3-3
Construction-Related Emissions (Maximum Pounds Per Day)

Activity	Volatile Organic Compounds (VOC)	Nitrogen Oxides (NO_x)	Carbon Monoxide (CO)	Sulfur Oxides (SO_x)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
Site Preparation						
On-site[1]	1.54	15.1	13.7	0.02	3.16	1.83
Off-site[2]	0.04	0.05	0.52	0	0.01	0
Total	**1.58**	**15.15**	**14.22**	**0.02**	**3.17**	**1.83**
Grading						
On-site[1]	1.78	17.5	16.3	0.02	3.61	2.11
Off-site[2]	0.21	13.36	3.79	0	0.01	0.01
Total	**1.99**	**30.86**	**20.09**	**0.02**	**3.62**	**2.12**
Building Construction						
On-site[1]	1.19	9.81	10.2	0.02	0.41	0.38
Off-site[2]	0.01	0.04	0.17	0	0	0
Total	**1.2**	**9.85**	**10.37**	**0.02**	**0.41**	**0.38**
Paving						
On-site[1]	1.01	5.09	6.53	0.01	0.25	0.23
Off-site[2]	0.06	0.08	0.86	0	0.01	0
Total	**1.07**	**5.17**	**7.39**	**0.01**	**0.26**	**0.23**
Architectural Coating						
On-site[1]	7.04	0.93	1.15	0	0.04	0.03
Off-site[2]	0	0	0.02	0	0	0
Total	**7.04**	**0.93**	**1.17**	**0**	**0.04**	**0.03**
Total of overlapping phases[3]	**9.31**	**15.95**	**18.93**	**0.03**	**0.71**	**0.64**
SCAQMD Threshold	***75***	***100***	***550***	***150***	***150***	***55***
Exceed Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: MD Acoustics, LLC, *Bedford Court Mixed Use Project Air Quality, Greenhouse Gas, and Energy Impact Study*, August 13, 2024.

Notes:
1. On-site emissions from equipment operated on-site that is not operated on public roads.
2. Off-site emissions from equipment operated on public roads.
3. Construction, architectural coatings, and paving phases may overlap.

Operational Emissions

The Project's operational emissions would be associated with area sources (architectural coatings, consumer products, landscaping equipment), energy sources (natural gas and electricity), and mobile sources (primarily from vehicle trips generated by the Project and from road dust). 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.

The summer and winter emissions created by the proposed Project's long-term operations were calculated and the highest emissions from either summer or winter are summarized in Table 4.3-4, *Operational-Related Emissions (Maximum Pounds Per Day)*. As shown in Table 4.3-4, 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 4.3-4
Operational-Related Emissions (Maximum Pounds Per Day)

Activity	Volatile Organic Compounds (VOC)	Nitrogen Oxides (NO_x)	Carbon Monoxide (CO)	Sulfur Oxides (SO_x)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
Area Source[1]	0.17	0.00	0.22	0.00	0.00	0.00
Energy Source[2]	0.00	0.09	0.07	0.00	0.01	0.01
Mobile Source[3]	4.79	5.27	44.5	0.10	3.51	0.69
Total Emissions	**4.96**	**5.36**	**44.79**	**0.10**	**3.52**	**0.70**
SCAQMD Threshold	***55***	***55***	***550***	***150***	***150***	***55***
Exceeds Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: MD Acoustics, LLC, *Bedford Court Mixed Use Project Air Quality, Greenhouse Gas, and Energy Impact Study*, August 13, 2024.

Notes:
1. Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
2. Energy usage consists of emissions from on-site natural gas usage.
3. Mobile sources consist of emissions from vehicles and road dust.

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 Air Quality, Greenhouse Gas, and Energy Impact Study 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. The look-up tables are utilized since the total acreage disturbed by the Project would be less than five acres per day for grading and site preparation activities.

The SCAQMD recommends that the nearest sensitive receptor be considered when determining the Project's potential to cause a significant impact. The nearest receptor used for evaluation of localized impacts is represented by the residential land use located approximately 10 feet (3 meters) to the south. 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 is used for evaluation of localized emissions.

Construction-Source Emissions LST Analysis

Table 4.3-5, *Localized Construction-Source Emissions*, presents the results of localized emissions without mitigation during proposed Project construction. 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 4.3-5 were calculated by interpolating the threshold values for the Project's disturbed acreage of two acres.

As shown in Table 4.3-5, localized construction emissions would not exceed the applicable SCAQMD LSTs for emissions of any criteria 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 4.3-5
Localized Construction-Source Emissions

Construction Activity	Emissions (lbs/day)			
	Nitrogen Oxides (NO_x)	Carbon Monoxide (CO)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
Site Preparation	15.10	13.70	3.16	1.83
Grading	17.50	16.30	3.61	2.11
Building Construction	9.81	10.20	0.41	0.38
Paving	5.09	6.53	0.25	0.23
Architectural Coating	0.93	1.15	0.04	0.03
Total of overlapping phases	**15.83**	**17.88**	**0.70**	**0.64**
SCAQMD Localized Threshold[1]	***234***	***1,100***	***7***	***4***
Threshold Exceeded?	***No***	***No***	***No***	***No***

Source: MD Acoustics, LLC, *Bedford Court Mixed Use Project Air Quality, Greenhouse Gas, and Energy Impact Study*, August 13, 2024.

Notes:
1. The nearest sensitive receptor is located 3 meters south; therefore, the 25-meter threshold has been used.

Operational-Source Emissions LST Analysis

The Project's unmitigated operational emissions are compared to the LST thresholds in Table 4.3-6, *Localized Operational Emissions*. As shown in Table 4.3-6, 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 4.3-6
Localized Operational Emissions

On-Site Emission Source	Emissions (lbs/day)			
	Nitrogen Oxides (NO_x)	Carbon Monoxide (CO)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
Area Sources[1]	0.00	0.22	0.00	0.00
Energy Sources[2]	0.09	0.07	0.01	0.01
On-Site Vehicle Emissions[3]	0.53	4.45	0.35	0.07
Total Emissions	**0.62**	**4.74**	**0.36**	**0.08**
SCAQMD Localized Threshold[4]	***234***	***1,100***	***2***	***1***
Threshold Exceeded?	***No***	***No***	***No***	***No***

Source: MD Acoustics, LLC, *Bedford Court Mixed Use Project Air Quality, Greenhouse Gas, and Energy Impact Study*, August 13, 2024.

Notes:
1. Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
2. Energy usage consists of emissions from generation of electricity and on-site natural gas usage.
3. On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.
4. The nearest sensitive receptor is located 3 meters south; therefore, the 25-meter threshold has been used.

Carbon Monoxide Hot Spot Analysis

CO is a pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. 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.

Micro-scale air quality emissions have traditionally been analyzed in environmental documents where the air basin was a non-attainment area for CO. However, the SCAQMD has demonstrated in the CO attainment redesignation request to the EPA that there are no "hot spots" anywhere in the air basin, even at intersections with much higher volumes, much worse congestion, and much higher background CO levels than anywhere in Riverside County. If the worst-case intersections in the air basin have no "hot spot" potential, any local impacts would be below thresholds.

Traffic data from CalEEMod showed that the Project would generate 831 trips per day. The 1992 Federal Attainment Plan for Carbon Monoxide showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. The volume of traffic at Project buildout would be well below 100,000 vehicles and below the necessary volume to even get close to causing a violation of the CO standard. 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

Cumulative projects include local development as well as general growth within the Project area. However, as with most developments, the greatest source of emissions would be from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered, would cover an even larger area. Accordingly, the cumulative analysis for the Project's air quality must be generic by nature.

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 indicate 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 VMT in the SCAB continues 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 4.3-3 and Table 4.3-4. Localized effects of on-site Project emissions on nearby receptors were also found to be less than significant; refer to Table 4.3-5 and Table 4.3-6. 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 the 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 (drive-thru express car wash and drive-thru coffee shop), 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 *Biological Resources Assessment for the Proposed Bedford Court Project Located within Assessor Parcel Number (APN) 922-210-042 in the City of Temecula, Riverside County, California* (Biological Resources Assessment), prepared by ELMT Consulting, dated January 4, 2023 (updated February 2024), and included as Appendix B, Biological Resources Assessment; and the *RCA Joint Project Review (JPR) Findings*, prepared by the Western Riverside County Regional Conservation Authority (RCA), dated March 18, 2024, and included as Appendix C, RCA Joint Project Review.

To evaluate biological resources found or potentially occurring within the Project site and vicinity, literature searches and database reviews were conducted as part of the Biological Resources Assessment, including the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB), California Native Plant Society (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants of California, Calflora Database, compendia of special-status species published by CDFW, U.S. Fish and Wildlife Service (USFWS) species listings, USFWS National Wetland Inventory, U.S. Department of Agriculture Natural Resources Conservation Service Soil Survey, and species covered within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and associated technical documents. The literature review included historic and current aerial imagery and regional habitat conservation plans and local land use policies related to biological resources. In addition, a field survey of the Project site was conducted on October 13, 2022 by an ELMT biologist. A second field survey of the site was conducted on February 14, 2024 to document the potential drainage on the northern boundary of the Project site extending off Bedford Court.

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 previously cleared and graded and consists primarily of compacted soils and ruderal vegetation. The Biological Resources Assessment classifies the land cover type within the Project site as disturbed. Disturbed areas occur throughout the site but are heavily concentrated at the center of the site and along the area of the northeast boundary near Bedford Court. The more disturbed center area of the site is mostly barren and supports little-to-no vegetation. Less disturbed areas support weedy, early-successional, and invasive plant species such as ripgut brome (*Bromus diandrus*), puncturevine (*Tribulus terrestris*), Mediterranean mustard (*Hirschfeldia incana*), Russian thistle (*Salsola tragus*), stinket (*Oncosiphon pilulifer*), filaree (*Erodium cicutarium*), common cryptantha (*Cryptantha intermedia*), and telegraph weed (*Heterotheca grandiflora*). A small area of riparian vegetation occurs offsite to the west, along the northbound I-15 offramp.

The Biological Resources Assessment determined that the Project site does not provide suitable habitat for fish or amphibians. While no reptiles were identified during the field survey, common reptile species that could potentially occur onsite include common side-blotched lizard (*Uta stansburiana elegans*), western fence lizard (*Sceloporus occidentalis*), Great Basin fence lizard (*Sceloporus occidentalis longipes*), and San Diego alligator lizard (*Elgaria multicarinata webbii*). Further, while no mammalian species were identified during the field survey, common mammalian species that could be expected to occur include opossum (*Didelphis virginiana*), ground squirrel (*Otospermophilus beecheyi*), and raccoon (*Procyon lotor*). Bird species detected during the field survey include Say's phoebe (*Sayornis saya*), Anna's hummingbird (*Calytpe anna*), red-shouldered hawk (*Buteo lineatus*), white-crowned sparrow (*Zonotrichia leucophrys*), house finch (*Haemorhous mexicanus*), American crow (*Corvus brachyrhynchos*), and chipping sparrow (*Spizella passerina*). No active nests or birds displaying nesting behavior were observed during the field survey, which was conducted outside of nesting season. Although subjected to routine disturbance, the ornamental vegetation found off-site along site boundaries has the potential to provide suitable nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area that are adapted to high degrees of anthropogenic disturbance. Additionally, the disturbed portions of the site have the potential to support ground-nesting birds such as killdeer (*Charadrius vociferus*).

As indicated in the Biological Resources Assessment, a literature search and database review were conducted, including a review of the CNDDB, CNPS Inventory of Rare and Endangered Plants, and CDFW and USFWS occurrences databases. The CNDDB was queried for reported locations of special-status plant and wildlife species as well as natural communities of special concern in the United States Geological Survey (USGS) Temecula 7.5-minute quadrangle. Due to the proximity of the Project site to quadrangle boundaries, the Pechanga quadrangle was also queried.

According to the CNDDB and CNPS, 48 special-status plant species have been recorded in the Temecula and Pechanga quadrangles. No special-status plants were observed on the Project site during the field survey. Based on habitat requirements for specific special-status plant species and the availability and quality of habitats needed by each species, the Biological Resources Assessment determined that the Project site does not provide suitable habitat for any of the special-status plant species known to occur in the area and all are presumed to be absent from the Project site.

According to the CNDDB, 38 special-status wildlife species have been reported in the Temecula and Pechanga quadrangles. No special-status wildlife species were observed on the Project site during the field survey. Based on habitat requirements for specific species and the availability and quality of on-site habitats, the Biological Resources Assessment determined that the Project site has a moderate potential to support Cooper's hawk (*Accipiter cooperii*), sharp-shinned hawk (*Accipiter striatus*), and California horned lark (*Eremophila alpestris actia*). It was further determined that the Project site does not have potential to support any of the other special-status wildlife species known to occur in the vicinity of the site and all are presumed absent.

The CNDDB lists one special-status habitat as being identified within the Temecula and Pechanga quadrangles: Southern Sycamore Alder Riparian Woodland. No special-status plant communities were observed within the Project site during the field investigation. As such, the Biological Resources Assessment determined that the Project would not impact special-status plant communities.

The Project site is located within the Southwest Area Plan of the Western Riverside County MSHCP. As such, the Project's consistency with the provisions of the MSHCP was evaluated. The Project site is not located within any designated species survey areas under the MSHCP. However, out of an abundance of caution, the Biological Resources Assessment conducted a field survey of the Project site for signs of burrowing owl. During the field survey, no burrowing owl, or signs of burrowing owl (i.e., pellets, feathers, castings, or whitewash) were observed within the Project site. The majority of the Project site is unvegetated, which allows for minimal line-of-sight observation favored by burrowing owls. However, there were no suitable burrows observed onsite and the presence of red-shouldered hawk precludes the establishment of burrowing owl within the Project site. Based on this information, and as a result of current and historic on-site disturbances and surrounding development, the Biological Resources Assessment determined that burrowing owls do not have potential to occur onsite. Mitigation Measure BIO-1 would require the Project Applicant to conduct a pre-construction burrowing owl clearance survey prior to ground-disturbing activities to ensure burrowing owls are absent from the Project site.

Project implementation could result in direct or indirect impacts to nesting birds if vegetation clearing and ground-disturbing activities would occur during the nesting season (generally between February 1 and August 31). Mitigation Measure BIO-2 would ensure compliance with the federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code by scheduling construction activities outside of nesting season (between September and February), if feasible. If avoidance of construction during bird nesting season is not feasible, then a pre-construction nesting bird survey would be conducted by a qualified

biologist to ensure birds are not engaged in active nesting within or adjacent to the Project's construction limits. If nesting birds are discovered during preconstruction surveys, a no-disturbance buffer, to be determined by a qualified biologist, would be delineated, flagged, and avoided until the biologist determines that the nesting cycle is complete.

With implementation of Mitigation Measures BIO-1 and BIO-2, and compliance with the MBTA and California Fish and Game Code, impacts to candidate, sensitive, or special status species would be reduced to a level that is less than significant.

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 County Multiple Species Habitat Conservation Plan (MSHCP). 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 County 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: To the extent possible, construction activities (i.e., earthwork, clearing, and grubbing) shall occur outside of the general bird nesting season for migratory birds (February 1 to August 31). If construction activities (i.e., earthwork, clearing, and grubbing) occur during the general bird nesting season for migratory birds (February 1 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 Act and California Fish and Game Code. The pre-construction survey shall be performed no more than three days prior to the commencement of construction activities. The results of the pre-construction survey shall be documented by a qualified biologist.

If the qualified biologist determines that no active migratory bird or raptor nests occur, the biologist shall document a negative survey and construction 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, the biologist shall establish a no-disturbance buffer. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. No impacts within the no-disturbance buffer 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 has been previously cleared and graded and is characterized as disturbed. No native plant communities or natural communities of special concern were observed within the Project site during the field investigation conducted as part of the Biological Resources Assessment. Further, the Project site does not support riparian habitat. A small area of riparian vegetation occurs offsite to the west of the Project site, along the northbound I-15 offramp. The existing storm drain outlet and headwall structure located along the northwestern boundary of the Project site has a direct connection to Murrieta Creek, located approximately 950 feet west of the site, and supports an isolated stand of riparian vegetation immediately west of the Project site. Under Project conditions, the existing storm drain and headwall structure along the northwestern boundary of the Project site would remain in place. The Project proposes to construct a subsurface storm drain system and modular wetlands unit for stormwater treatment and detention, which would convey the treated stormwater flows to existing storm drain line within the northeasterly limits of the Project site. As such, the Project would not result in significant impacts to the existing storm drain outlet or headwall structure located along the northwestern boundary of the site. The Biological Resources Assessment concluded that the Project would not result in impacts to riparian/riverine resources, including the offsite riparian vegetation west 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. As discussed in the Biological Resources Assessment, the USFWS National Wetlands Inventory does not identify any mapped water features within the Project site. Several riverine and freshwater forested/shrub wetland features have been mapped in the area corresponding to Murrieta Creek and Temecula Creek; however, these areas occur outside of the Project site footprint and as discussed previously, would not be impacted by the Project. The field survey conducted as part of the Biological Resources Assessment concluded that a swale/sheet flow area that begins in the middle of the Project site and ends in the northwest corner of the site, which would have been artificially created following mass grading of the site, is not expected to fall under the regulatory authority of the U.S. Army Corps of Engineers, Regional Water Quality Control Board (RWQCB), or CDFW. 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. As discussed in the Biological Resources Assessment, the Project site has been identified as occurring within the Western Riverside County MSHCP criteria cell 7356, contributing to the assembly of Proposed Linkage 10 and Proposed Constrained Linkage 14 along Temecula Creek. The Project site itself, along with adjacent properties, lie outside of the boundaries of these proposed linkages. The nearest open space identified by the MSHCP occurs in association with Murrieta Creek, approximately 339 feet to the west of the Project site. This open space lies adjacent to Constrained Linkage 14 of Murrieta Creek and Santa Margarita Ecological Preserve, which occurs approximately 1,280 feet southwest of the Project site. Further, existing development adjacent to the Project site, as well as nearby roadway infrastructure including I-15 and Temecula Parkway, precludes wildlife movement opportunities through the Project site and immediately surrounding area. As such, the Biological Resources Assessment concluded that implementation of the Project is not expected to impact wildlife movement opportunities and impacts to wildlife corridors or linkages are not expected to occur. In addition, the Project would implement Mitigation Measures BIO-1 and BIO-2 and comply with the MBTA and the California Fish and Game Code, which would reduce potential impacts to burrowing owl and nesting birds. Therefore, impacts would be less than significant with incorporation of mitigation.

Mitigation Measures: Refer to Mitigation Measures 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 City of Temecula has adopted policies and ordinances in the General Plan and TMC that promote protection of biological resources. Project-related development activities would be confined to the Project site and would not adversely affect the riparian vegetation located to the west of the Project site. Further, the Project would be required to comply with the City's Heritage Tree Ordinance (TMC Chapter 8.48, *Heritage Tree Ordinance*), as applicable. Compliance with the Temecula General Plan and TMC, 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. As previously stated, 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 Western Riverside County RCA to ensure compliance with MSHCP Criteria and other MSHCP requirements. The following sections demonstrate the Project's compliance with MSHCP requirements.

Relation to Reserve Assembly

MSHCP Reserve Assembly Summary. The Project site is located within Criteria Cell 7356, independent of a Cell Group. Section 3.3.15 of the MSHCP provides the following criteria for Cell 7356:

"Conservation within this Cell will contribute to assembly of Proposed Linkage 10 and Proposed Constrained Linkage 14. Conservation within this Cell will focus on chaparral and coastal sage scrub habitat and on riparian scrub, woodland, and forest habitat along Temecula Creek. Areas conserved within this Cell will be connected to chaparral and coastal sage scrub habitat proposed for conservation in Cell 7355 to the west and to riparian scrub, woodland and forest habitat proposed for conservation in Cell 7357 to the east. Conservation within this Cell will range from 50% to 60% of the Cell focusing in the western and southeastern portions of the Cell."

As described in the RCA Joint Project Review, all of the conservation needed in Cell 7356 pertains to lands along Murrieta Creek and the Temecula Escarpment, located to the west of the Project site. The RCA Joint Project Review further states that conservation of the proposed Project would not provide any biological resource function or value due to its location east of I-15, nor would the Project impede the conservation goals for Proposed Linkage 10 and Proposed Constrained Linkage 14, nor would the Project result in issues regarding fragmentation.

Rough Step Summary. The Project site is within Rough Step Unit 5. In Rough Step Unit 5 there are 10 vegetation/land cover types, but only five have Rough Step acreage goals; coastal sage scrub; grasslands; riparian scrub, woodland, forest; Riversidean alluvial fan sage scrub; and woodlands and forests. The Project site does not contain any of the Rough Step vegetation/land cover types. As such, the RCA Joint Project Review concluded the Project does not conflict with Rough Step and that no additional measures regarding Rough Step are required.

Other Plan Requirements (MSHCP Volume I)

Riparian/Riverine Areas and Vernal Pools/Fairy Shrimp/Riparian Birds (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."

As previously discussed, the Project site does not support riparian habitat. A small area of riparian vegetation occurs offsite to the west of the Project site, along the northbound I-15 offramp. The existing storm drain outlet and headwall structure located along the northwestern boundary of the Project site has a direct connection to Murrieta Creek, located approximately 950 feet west of the site, and supports an isolated stand of riparian vegetation immediately west of the Project site. Therefore, the Biological Resources Assessment concluded that the storm drain outlet and headwall would likely qualify as riparian/riverine habitat under the MSHCP. Under Project conditions, the existing storm drain and headwall structure along the northwestern boundary of the Project site would remain in place. The Project proposes to construct a subsurface storm drain system and modular wetlands unit for stormwater treatment and detention, which would convey the treated stormwater flows to existing storm drain line

within the northeasterly limits of the Project site. As such, the Project would not result in significant impacts to the existing storm drain outlet or headwall structure located along the northwestern boundary of the site.

The field survey conducted as part of the Biological Resources Assessment concluded that a swale/sheet flow area that begins in the middle of the Project site and ends in the northwest corner of the site. The sheet flow of water only occurs during and immediately following storm events and follows onsite topography that was created when the site was rough graded. This swale/sheet flow area primarily supports dirt/disturbed areas with minimal non-native grasses/ruderal vegetation at the western end of the site and does not provide habitat for any of the MSHCP Section 6.1.2 listed species. Additionally, the swale/sheet flow area would have been created following the mass grading of the site. This feature would not have replaced an existing blueline stream or existing watercourse but would have been artificially created following the mass grading of the site. Per Section 6.1.2 of the MSHCP "With the exception of wetlands created for the purpose of providing wetlands Habitat or resulting from human actions to create open waters or from the alteration of natural stream courses, areas demonstrating characteristics as described above (definition of riparian/riverine) which are artificially created are not included in these definitions." As a result, the sheet flow of water across the Project site would not be considered a drainage or qualify as riparian/riverine habitat under the MSHCP.

The Biological Resources Assessment concluded that the drainage patterns currently occurring on the Project site do not follow hydrologic regimes needed to support vernal pools. Further, from the review of historic aerial photographs and observations during the field investigations, it can be concluded that there is no indication of vernal pools or suitable fairy shrimp habitat occurring within the proposed Project site.

The Project site lacks suitable riparian habitat to support riparian birds, including least Bell's vireo, southwestern willow flycatcher, and western yellow-billed cuckoo. Therefore, according to the RCA findings, focused surveys were not warranted.

The Project site is highly disturbed as a result of previous clearing and grading and does not contain Riparian/Riverine Areas, vernal pools, suitable fairy shrimp habitat or riparian habitat. 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 designated survey area for Narrow Endemic Plant. Through the field investigation conducted as part of the Biological Resources Assessment, it was determined that the Project site does not provide suitable habitat for any of the Narrow Endemic Plant Species listed under Section 6.1.3 of the MSHCP. Therefore, according to the RCA, 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 associated with development located in proximity to MSHCP Conservation Areas. The Project site is located within Criteria Cell 7356 that contributes to the assembly of Proposed Linkage 10 and Proposed Constrained Linkage 14 in association with Murrieta Creek and Santa Margarita Ecological Reserve. As discussed in the RCA Joint Project Review, while the Project site is not located immediately adjacent to areas proposed for conservation, it is located immediately upstream of areas described for conservation (i.e., Murrieta Creek). As such, there is the potential for the Project to result in indirect impacts as a result of drainage, toxins, lighting, noise, invasive plant species, barriers, and grading/land development. The RCA recommends the Project Applicant/Developer include, as conditions of approval, appliable measures related to stormwater runoff and water quality; night

lighting; noise; invasive, non-native plants; land use adjacency; manufactured slopes; and weed abatement.

As discussed below, the Project would comply with each applicable measure 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 and multi-family residential 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 I-15 and surrounding commercial uses 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 the MSHCP Conservation Area.

Invasives: The Project site is not located within or immediately adjacent to an MSHCP Conservation Area; however, the Project site is located immediately upstream of areas described for conservation (i.e., Murrieta Creek). The Project would 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-3 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: Under the MSHCP, proposed land uses adjacent to the MSHCP Conservation Area shall incorporate barriers, where appropriate, in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping into existing and future MSHCP Conservation Areas. The Project site is not located within or immediately adjacent to an MSHCP Conservation Area. Additionally, the Project proposes a retaining wall along the western boundary of the Project site, adjacent to the riparian vegetation associated with Murietta Creek.

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

In addition to the above, the RCA recommends as a condition of the Project, implementation of applicable BMPs, identified in Appendix C of the MSHCP for the duration of construction to further reduce potential urban/wildlife interface conflicts. The BMPs include, but are not limited to, training for Project personnel prior to grading, implementation of water pollution and erosion control plans in accordance with RWQCB requirements, storage of equipment, fueling, and staging areas, and disposal of food-related trash. As a condition of Project approval, the Applicant/Developer would be required to implement applicable MSHCP Appendix C measures.

Thus, as demonstrated above, the Project would be consistent with MSHCP Section 6.1.4.

Vegetation Mapping (MSHCP Section 6.3.1)

As discussed in the Biological Resources Assessment, the Project site was mapped as supporting Residential/Urban/Exotic land in accordance with the vegetation baseline 1994 vegetation map. Further, the Biological Resources Assessment classifies the land cover type within the Project site as disturbed. As a result, the Biological Resources Assessment concluded that the Project site does not have the potential to provide suitable habitat for MSHCP listed species or provide suitable habitat for the Reserve Assembly within Criteria Cell 7356.

Additional Surveys (MSHCP Section 6.3.2)

The Project site is not located within any designated species survey areas under the MSHCP. As described in the RCA Joint Project Review, the Project site is not located in a Criteria Area Species Survey Area for plants; is not located in Additional Survey Needs and Procedures Areas for amphibians, burrowing owl (*Athene cunicularia*), or small mammals; and does not support Delhi sands or areas that would trigger additional review for Delhi sands flower-loving fly (*Rhaphiomidas terminates abdominalis*).

While not required under the MSHCP, the Biological Resources Assessment conducted a field survey of the Project site for signs of burrowing owl. During the field survey, no burrowing owl, or signs of burrowing owl (i.e., pellets, feathers, castings, or whitewash) were observed within the Project site. The majority of the Project site is unvegetated, which allows for minimal line-of-sight observation favored by burrowing owls. However, there were no suitable burrows observed onsite and the presence of red-shouldered hawk precludes the establishment of burrowing owl within the Project site. Based on this information, and as a result of current and historic on-site disturbances and surrounding development, the Biological Resources Assessment determined that burrowing owls do not have potential to occur onsite. Mitigation Measure

BIO-1 would require the Project Applicant to conduct a pre-construction burrowing owl clearance survey prior to ground-disturbing activities to ensure burrowing owls are absent from the Project site. 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 is surrounded by existing development and is separated from Murrieta Creek by I-15 and Temecula Creek by existing residential development. Fuel management activities associated with the Project would not encroach into the MSHCP Conservation Area. 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 (TMC 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 (TMC 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.

As demonstrated above, with implementation of Mitigation Measures BIO-1, BIO-2, and BIO-3, and conditions of approval, as recommended by the RCA, the Project would not conflict with the MSHCP, and impacts would be less than significant.

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

BIO-3: 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.

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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		

This section is based on the *Phase I Cultural Resources Assessment* (Cultural Resources Assessment), prepared by Jean A. Keller, Ph.D., dated March 2024 (revised October 2024), and included in its entirety as Appendix D, Cultural Resources Assessment.

As part of the Cultural Resources Assessment, a records search of the California Historic Resources Information System was performed at the Eastern Information Center, University of California, Riverside, that includes the Project site and a one-mile radius. Additional sources were consulted, including the National Register of Historic Places, the California Office of Historic Preservation Archaeological Determinations of Eligibility list, and the California Office of Historic Preservation Historic Properties Directory. Review of historic-era maps and documents and aerial photographs were also conducted. A pedestrian field survey of the Project site was conducted on February 18, 2024.

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

No Impact. Results of the records search indicate that the Project site has not been included in any previous cultural resource studies, although three previous studies have tangentially involved the Project site. No cultural resources were observed within the Project site during the three previous studies. The Project site area is a very well-studied area, with 85 previous cultural resource studies having been conducted within a one-mile radius of the Project site. During the course of these studies, 22 cultural resource properties were recorded, none of which involved the Project site. Of the recorded cultural resource properties, eight were of historical origin, one was of both prehistoric and historical origin, and one site had no cultural resources described. The remaining 12 sites were of Native American origin, with five isolated artifacts and seven comprised of other cultural resources, predominated by bedrock milling features.

As discussed in the Cultural Resources Assessment, no cultural resources of either prehistoric (Native American) or historical origin were observed within the boundaries of the Project site. Further, 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.[7]

The Project site is undeveloped and has been previously cleared and graded. The Project site does not include any structures that are listed or eligible for listing in a register of historic resources or identified by the City of Temecula General Plan Open Space/Conservation Element as historically significant. As no historic or potentially historic 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 no impact would occur.

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. As stated above, results of the records search indicate that the Project site has not been included in any previous cultural resource studies, although three previous studies have tangentially involved the Project site. No cultural resources were observed within the Project site during the three previous studies. The Project site area is a very well-studied area, with 85 previous cultural resource studies having been conducted within a one-mile radius of the Project site. During the course of these studies, 22 cultural resource properties were recorded, none of which involved the Project site. Of the recorded cultural resource properties, eight were of historical origin, one was of both prehistoric and historical origin, and one site had no cultural resources described. The remaining 12 sites were of Native American origin, with five isolated artifacts and seven comprised of other cultural resources, predominated by bedrock milling features.

A Sacred Lands File (SLF) search was requested from the Native American Heritage Commission (NAHC) on February 12, 2024. On March 1, 2024, the NAHC responded that a search of the SLF was completed with positive results, meaning that Sacred Lands have been recorded within the same township, range, and section of the Project site. On March 4, 2024, scoping letters were sent to tribal representatives known to be culturally affiliated with the Project site. Responses were received from the Agua Caliente Band of Cahuilla Indians, the Rincon Band of Luiseño Indians, and the Pechanga Band of Indians; refer to Section 4.18, *Tribal Cultural Resources*. Additionally, as part of the Assembly Bill (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.

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 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

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

is underlain by artificial fill at depths ranging from seven to 10 feet below the existing ground surface, as a result of past grading activities at the site. The Cultural Resources Assessment concluded that since the upper seven to 10 feet of the Project site is composed of artificial fill imported from elsewhere, there can be no *in situ* resources in that soil. However, there is the potential for unknown or undiscovered resources to be uncovered through construction activities in the native soils below. As such, 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-8 would require development and approval of a Cultural Resource Monitoring Plan (CRMP) and Project mass grading and trenching activities would be monitored by a professional archaeologist. In the event of an unanticipated archaeological resources discovery, ground disturbing activities would be suspended and the 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-8, 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.

Mitigation Measures: Refer to Mitigation Measures TCR-1 through TCR-8.

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

Less Than Significant Impact. 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.

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 primarily on the *Bedford Court Mixed Use Project Air Quality, Greenhouse Gas, and Energy Impact Study* (Air Quality, Greenhouse Gas, and Energy Impact Study), prepared by MD Acoustics, LLC, dated August 13, 2024 and included in its entirety as Appendix A, *Air Quality, Greenhouse Gas, and Energy Impact Study*.

REGULATORY FRAMEWORK

Federal and State agencies regulate energy use and consumption through various means and programs. On the federal level, the U.S. Department of Transportation (DOT), the U.S. Department of Energy, and the U.S. EPA are three federal agencies with substantial influence over energy policies and programs. On the State level, the California Public Utilities Commission (CPUC) 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 CPUC, CEC, 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 an applicable plan, policy, or regulation.

The Project proposes to subdivide an undeveloped parcel and develop a drive-thru car wash and coffee shop. 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 for off-road construction equipment, hauling trips and other equipment, and gasoline would be consumed by customers and employees during Project operation. The electricity and natural gas used by the Project would be used primarily to power on-site buildings. Energy usage during construction and operational activities is discussed further below.

Project Construction

The Project's construction phase would consume electricity and fossil fuels as a single energy demand; that is, once construction is completed their use would cease. As shown in Table 4.6-1, *Project Construction Energy Usage*, a total of approximately 5,386 kWh of electricity is anticipated to be consumed during Project construction. When not in use, electric equipment would be powered off so as to avoid unnecessary or wasteful energy consumption. On-site construction equipment used during Project construction activities would consume an estimated 20,065 gallons of diesel fuel. An estimated

324 gallons of fuel would be consumed for construction worker trips and an estimated 2,037 gallons of fuel would be consumed for vendor and hauling trips.

Table 4.6-1
Project Construction Energy Usage

Construction Energy Demand	Quantity
On-Site Construction Electricity Demand	5,386 kWh
Construction Equipment Fuel Demand	20,065 gallons
Construction Worker Fuel Demand	324 gallons
Construction Vendor Fuel Demand	186 gallons
Construction Hauling Fuel Demand	1,852 gallons
Source: MD Acoustics, LLC, *Bedford Court Mixed Use Project Air Quality, Greenhouse Gas, and Energy Impact Study*, August 13, 2024.	

Construction equipment used over the approximately 11-month construction phase would conform to CARB regulations and California emissions standards. In addition, the CARB Airborne Toxic Control Measure limits idling times of construction vehicles to no more than five minutes, thereby minimizing unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Construction of the proposed commercial development would require the typical use of energy resources for construction projects. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the Project would therefore not result in inefficient, wasteful, or unnecessary consumption of energy.

Project Operation

Energy consumption in support of or related to Project operations would include transportation energy demands (e.g., energy consumed by employee and patron vehicles accessing the Project site) and facilities energy demands (e.g., energy consumed by building operations and site maintenance activities). The largest source of operational energy use would be vehicle operation of customers. Using CalEEMod defaults and assuming Project operation of 365 days per year (worst-case scenario), transportation energy demands associated with the Project would result in an estimated consumption of 137,497 gallons of fuel per year during Project operation. Trips generated by the proposed Project are consistent with other similar commercial uses of similar scale and configuration as reflected in the CalEEMod traffic data; that is, the proposed Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips, nor associated excess and wasteful vehicle energy consumption. Energy demands associated with operation of the proposed facilities are estimated to result in a total of 328,731 kBTU/year of natural gas and 102,147 kWh/year of electricity. As indicated in the Air Quality, Greenhouse Gas, and Energy Impact Study, the non-residential sector of the County of Riverside consumed approximately 135 million therms of gas and 8,015 million kWh of electricity in 2020. As such, the increase in both electricity and natural gas demand from the proposed Project is insignificant compared to the County's 2020 demand.

Conclusion

The proposed Project would use energy resources for the operation of the Project building, for on-road vehicle trips (e.g., gasoline and diesel fuel) generated by the Project (both during Project construction and operation), and from off-road construction activities associated with the Project (e.g., diesel fuel). Each of these activities would require the use of energy resources. 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 Title 24 building energy efficiency standards ("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, maintenance, and/or removal. Both SCE, the electricity provider to the site, and Southern California Gas Company, the natural gas provider to the site, maintain sufficient capacity to serve the proposed Project. 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.

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 Preliminary Geotechnical Interpretive Report, Proposed Drive-Thru Coffee Shop and Express Carwash, Assessor's Parcel Number 922-210-042, Located on Bedford Court, City of Temecula, Riverside County, California* (Geotechnical Investigation), prepared by Earth Strata Geotechnical Services, Inc., dated May 16, 2024, and included in its entirety as Appendix E, *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 not located within an established Alquist-Priolo Earthquake Fault Zone. However, the Project site is located within a fault zone identified by the County of Riverside General Plan Safety Element. The Geotechnical Investigation indicates that this County-identified fault zone is a projection connecting two widely separated segments of the Willard Fault to the north and the Murrieta Creek/Wolf Valley Fault to the south. The Geotechnical Report concluded that given the uncertainty of the projected fault zone, the lack of geomorphic expression indicative of faulting through the Project site, and the overall trend of established faults to project away from the Project site, as well as the lack of faulting discovered in the course of the developments which surround the Project site, the probability of surface fault rupture at the Project site due to faulting is considered low. 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 significant ground shaking in the event of an earthquake on one of the many active southern California faults, including the Newport-Inglewood, Whittier-Elsinore, San Jacinto, and San Andreas Faults. According to the Geotechnical Investigation, the Elsinore Fault, located approximately 0.8 miles from the Project site, is the closest known active fault anticipated to produce the highest ground accelerations.

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. In addition, the Geotechnical Investigation includes seismic design recommendations for the Project, based in part on a probabilistic seismic hazard assessment for the site. 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 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 proposed Project structures would be supported by compacted fill and competent alluvium, with groundwater at a depth greater than 17 feet. As such, the Geotechnical Investigation concluded that the potential for earthquake induced liquefaction beneath the proposed structures is considered very low to remote due to the recommended compacted fill, relatively low groundwater level, and the dense nature of the deeper onsite earth materials. 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. Therefore, impacts would be less than significant.

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.[8] Additionally, the Geotechnical Investigation concluded that the Project site does not contain geomorphic expressions indicative of landsliding. The Project site has been previously graded and is relatively flat. Based on this information, landslides are not considered to be a potential hazard, and there would be no impact.

Mitigation Measures: No mitigation measures are required.

[8] California Geological Survey, *Earthquake Zones of Required Investigation*, https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed May 28, 2024.

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

Less Than Significant Impact. The Project site's terrain is relatively flat. According to the Geotechnical Investigation, the site is primarily comprised of compacted artificial fill and Quaternary alluvial materials. The compacted artificial fill is locally derived from the native materials and consists generally of brown to dark brown to reddish brown silty sand and sandy silt. Quaternary alluvial deposits were generally encountered below the artificial fill to the full depth of the Geotechnical Investigation (16 feet). The Quaternary alluvial materials primarily consisted of light to dark brown, reddish brown, fine to coarse grained sand with varying amounts of silt and clay. These materials were generally noted to be slightly moist to moist, dense to very dense.

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 with 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 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 vacant and 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). 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. According to the Geotechnical Investigation, the proposed structures would be supported by compacted fill and competent alluvium, with groundwater at a depth greater than 17 feet. As such, the potential for lateral spreading at the Project site is considered very low

to remote due to the recommended compacted fill, relatively low groundwater level, and the dense nature of the deeper onsite earth materials. Further, the Geotechnical Investigation concluded that subsidence is expected to be negligible.

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, 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. According to the Geotechnical Investigation, the site is primarily comprised of compacted artificial fill and Quaternary alluvial materials. 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. 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 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 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 connect to and 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 vacant and undeveloped. According to the Geotechnical Investigation, the site is primarily comprised of compacted artificial fill and Quaternary alluvial materials. The compacted artificial fill was encountered throughout the site within the upper seven to 10 feet and consists generally of brown to dark brown to reddish brown silty sand and sandy silt. Quaternary Young Alluvial Valley Deposits (Qyv) were generally encountered below the artificial fill to the full depth of the Geotechnical Investigation (16 feet). The Quaternary alluvial materials primarily consisted of light to dark brown, reddish brown, fine to coarse grained sand with varying amounts of silt and clay.

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 require all work within a 25-foot radius of the find to 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 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 *Bedford Court Mixed Use Project Air Quality, Greenhouse Gas, and Energy Impact Study* (Air Quality, Greenhouse Gas, and Energy Impact Study), prepared by MD Acoustics, LLC, dated August 13, 2024 and included in its entirety as Appendix A, *Air Quality, Greenhouse Gas, and Energy Impact Study*.

BACKGROUND

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases (GHG), play a critical role in the Earth's radiation amount by trapping infrared radiation emitted from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO_2), methane (CH_4), ozone, water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2021, accounting for 38.2 percent of total GHG emissions in the State.[9] This category was followed by the industrial sector (19.4 percent), the electricity generation sector (including both in-State and out-of-State sources) (16.4 percent), residential and commercial sector (10.2), agriculture sector (8.1 percent), high global warming potential gases (5.6 percent), and waste sectors (2.2 percent). Emissions of CO_2 and nitrous oxide (NO_2) are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO_2, where CO_2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean.

[9] California Air Resources Board, *California Greenhouse Gas Emissions for 2000 to 2021: Trends of Emissions and Other Indicators*, https://ww2.arb.ca.gov/sites/default/files/2023-12/2000_2021_ghg_inventory_trends.pdf, December 2023, accessed April 22, 2024.

REGULATORY FRAMEWORK

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

U.S. Environmental Protection Agency Endangerment Finding

The U.S. EPA's authority to regulate GHG emissions stems from the U.S. 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 EPA 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 EPA's assessment of the scientific evidence that form the basis for the EPA'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 (CalEPA) 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 CalEPA 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 SeptSBember 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.

WRCOG Subregional Climate Action Plan

The City of Temecula is part of the Western Riverside Council of Government (WRCOG). The WRCOG adopted the WRCOG Subregional Climate Action Plan (CAP) in September 2014 and it was revised in 2022. Twelve cities in the subregion joined efforts to develop the Subregional CAP, which set forth a subregional emissions reduction target, emissions reduction measures, and action steps to assist each community to demonstrate consistency with California's Global Warming Solutions Act of 2006 (Assembly Bill 32). The CAP consists of an emissions reduction target of 50 percent below 2010 levels by 2030. In order to reach these goals, the CAP provides feasible strategies, while affording its communities other economic and environmental benefits.

City of Temecula Sustainability Plan

In 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 of 3,000 $MTCO_2e$ 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 would require site preparation, grading, building construction, paving, and architectural coating. 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. As shown in Table 4.8-1, *Construction Greenhouse Gas Emissions*, the amortized Project construction emissions would be approximately 6.75 $MTCO_2e$. Once construction is complete, the generation of construction-related GHG emissions would cease.

Table 4.8-1
Construction Greenhouse Gas Emissions

Activity	Emissions ($MTCO_2e$/year)[1]		
	Onsite	Offsite	Total
Site Preparation	1.88	0.09	1.97
Grading	4.47	21.35	25.82
Building Construction	164.00	4.75	168.75
Paving	4.51	0.79	5.30
Coating	0.61	0.02	0.63
Total GHG Emissions	175.47	27.00	202.47
Averaged Over 30 Years[2]	5.85	0.90	6.75

Source: MD Acoustics, LLC, *Bedford Court Mixed Use Project Air Quality, Greenhouse Gas, and Energy Impact Study*, August 13, 2024.

Notes:
1. $MTCO_2e$=metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, and nitrous oxide).
2. The emissions are averaged over 30 years because the average is added to the operational emissions, pursuant to SCAQMD.

The operational phase of the Project would generate GHGs primarily from mobile sources (emissions from vehicles) and area sources (emissions from consumer products, architectural coatings, and landscape equipment). The estimated Project-related GHG emissions are summarized on Table 4.8-2, *Opening Year Unmitigated Project-Related Greenhouse Gas Emissions*. As shown in Table 4.8-2, total emissions for the Project are approximately 946.24 $MTCO_2e$ per year, which is less than the applicable threshold of 3,000

$MTCO_2e$ per year. Therefore, the proposed Project would not exceed the SCAQMD screening threshold of 3,000 $MTCO_2e$ per year.

Table 4.8-2
Opening Year Unmitigated Project-Related Greenhouse Gas Emissions

Category	GHG Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Area Sources	0.10	0.00	0.00	124.00	124.10
Energy Usage	42.10	0.00	0.00	0.00	42.20
Mobile Sources	747.00	0.04	0.04	0.00	761.00
Solid Waste	2.80	0.28	0.00	0.00	9.78
Water	1.57	0.03	0.00	0.00	2.41
Construction	6.70	0.00	0.00	0.00	6.75
Total Emissions	**800.27**	**0.35**	**0.04**	**0.00**	**946.24**
Threshold	***3,000***				
Threshold Exceeded?	***No***				

Source: MD Acoustics, LLC, *Bedford Court Mixed Use Project Air Quality, Greenhouse Gas, and Energy Impact Study*, August 13, 2024.

Notes:
1. Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.
2. Energy usage consists of GHG emissions from electricity and natural gas usage.
3. Mobile sources consist of GHG emissions from vehicles.
4. Solid waste includes the CO2 and CH4 emissions created from the solid waste placed in landfills.
5. Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
6. Construction GHG emissions based on a 30-year amortization rate.

CONSISTENCY WITH APPLICABLE GHG PLANS, POLICIES, OR REGULATIONS

Climate Action Plan Consistency

The City of Temecula is a participating member of the WRCOG Subregional CAP. The WRCOG Subregional CAP establishes a community-wide emissions reduction target of 50 percent below 2010 levels by 2030, following guidance from CARB and the Governor's Office of Planning and Research (OPR). CARB and the California Attorney General have determined this approach to be consistent with the State-wide AB 32 goal of reducing emissions to 1990 levels.

As discussed above, the Project's emissions would be 946.24 $MTCO_2e$ per year and do not exceed the SCAQMD draft threshold; as such, the Project would be in compliance with the reduction goals of AB 32 and SB 32. Therefore, as the WRCOG Subregional CAP's emissions reduction target is consistent with the reduction goals of AB 32, the proposed Project would also be anticipated to be consistent with the WRCOG Subregional CAP. Furthermore, as shown in Table 4.8-3, *Applicable WRCOG Subregional CAP Local Reduction Measure Project Comparison*, the Project is consistent with applicable local reduction measures identified in the WRCOG Subregional CAP.

Table 4.8-3
Applicable WRCOG Subregional CAP Local Reduction Measure Project Comparison

WRCOG Local Reduction Measure and Description	Project Compliance with Measure
LE-1: Expand Local Renewable Energy Production Increase solar PV installations on new and existing buildings.	Consistent. The Project would comply with all City PV installation requirements.
LE-6: Shade Trees Strategically plant trees to reduce the urban heat island effect.	Consistent. The Project's proposed landscaping would include new trees per City requirements for new developments. Landscaping would be provided around the perimeter and within the interior of the Project site; refer to Figure 2-5. The landscaping would include trees, groundcover, and shrubs along the northern, southern, eastern, and western property lines. Additional landscaping would surround both buildings and be distributed within the surface parking area.
LT-1: Bicycle Infrastructure Improvements Expand on-street and off-street bicycle infrastructure, including bicycle lanes and bicycle trails.	Consistent. The City's Multi-use Trails and Bikeways Master Plan does not identify designated bikeways located along Bedford Court or Temecula Parkway. Adjacent to the Project site, there is an existing Class II bike lane along Temecula Parkway to the east of Bedford Court. The Project does not propose physical modifications to Temecula Parkway or other roadways within the vicinity of the Project site. However, the Project would provide on-site bicycle facilities including two bicycle storage areas with six bicycle spaces each for a total of 12 bicycle spaces.
LT-2: Pedestrian Infrastructure Improvements Expand and improve pedestrian infrastructure, including sidewalks, crosswalks, and pedestrian signals.	Consistent. A sidewalk is currently provided along Bedford Court, adjacent to the Project site. The Project would provide landscaping and trees along the Project frontage. Enhanced paving and pedestrian crosswalk would be provided within the interior of the site.
LT-8: Increase Land Use Diversity Provide for a variety of development types and uses.	Consistent. The Project would provide retail uses within proximity to existing residential and commercial development.
LT-9: Transit-Oriented Development Place new developments in close proximity to transit services.	Consistent. The proposed Project is located within 0.25-mile of a bus stop.
LT-10: Local ZEV Programs Provide charging stations and other support for zero emission vehicles (ZEVs).	Consistent. The Project would provide eight clean air/electric vehicle (EV) spaces (one EV charging station/drying space, one EV future charging station/drying space, one EV future charging station, four EV future charging stations, and future EV van accessible space).

Table 4.8-3 (continued)
Applicable WRCOG Subregional CAP Local Reduction Measure Project Comparison

WRCOG Local Reduction Measure and Description	Project Compliance with Measure
LS-1: Zero Waste Initiatives Support the State's mandates and strive for zero waste.	Consistent. The Project would be required to comply with applicable City programs related to solid waste, such as City's recycling and waste reduction program, which is consistent with the 75 percent reduction required by 2020 per AB 341.
LW-1: Increase Recycled Water Use Expanding the available water supply through water recycling and reuse infrastructure	Consistent. The proposed project would comply with City requirements for recycled water use. Additionally, the proposed drive-thru express car wash includes a recycled water system that would process and reuse wash water, which would reduce the amount of water required for operation.
Source: Western Riverside Council of Governments, WRCOG Subregional Climate Action Plan, 2022.	

Scoping Plan Consistency

The goal to reduce GHG emissions to 1990 levels by 2020 (Executive Order S-3-05) was codified by the California Legislature as AB 32. In 2008, CARB approved a Scoping Plan as required by AB 32. The Scoping Plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program. The 2022 Scoping Plan identifies additional GHG reduction measures necessary to achieve the 2030 target, as well as to achieve the State's target of carbon neutrality by year 2045. These measures build upon those identified in the previous Scoping Plan updates.

Table 4.8-4, *Project Consistency with the CARB Scoping Plan*, summarizes the Project's consistency with applicable policies and measures of the 2022 Scoping Plan. As indicated in Table 4.8-4, the Project would not conflict with any of the provisions of the CARB Scoping Plan and would support the Scoping Plan action categories through energy efficiency, water conservation, recycling, and landscaping.

Table 4.8-4
Project Consistency with the CARB Scoping Plan

Sector/Source	Category/Description	Consistency Analysis
Area		
SCAQMD Rule 445 (Wood Burning Devices)	Restricts the installation of wood-burning devices in new development.	Mandatory Compliance. Approximately 15 percent of California's major anthropogenic sources of black carbon include fireplaces and woodstoves.[1] The Project would not include hearths (woodstove and fireplaces) as mandated by this rule.
Energy		
California Renewables Portfolio Standard, Senate Bill 350 (SB 350) and Senate Bill 100 (SB 100)	Increases the proportion of electricity from renewable sources to 33 percent renewable power by 2020. SB 350 requires 50 percent by 2030. SB 100 requires 44 percent by 2024, 52 percent by 2027, and 60 percent by 2030. It also requires the State Energy Resources Conservation and Development Commission to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.	No Conflict. The Project would utilize electricity provided by Southern California Edison (SCE), which is required to meet the 2020, 2030, 2045, and 2050 performance standards. In 2022, approximately 33 percent of SCE's electricity came from renewable resources.[2] By 2030, SCE plans to achieve 80 percent carbon-free energy.[3]
California Code of Regulations, Title 24, Building Standards Code	Requires compliance with energy efficiency standards for residential and nonresidential buildings.	Mandatory Compliance. The Project is required to meet the applicable requirements of the 2022 Title 24 Building Energy Efficiency Standards and additional CALGreen requirements.

Table 4.8-4 (continued)
Project Consistency with the CARB Scoping Plan

Sector/Source	Category/Description	Consistency Analysis
California Green Building Standards (CALGreen) Code Requirements	All bathroom exhaust fans are required to be ENERGY STAR compliant.	Mandatory Compliance. The Project construction plans are required to demonstrate that energy efficiency appliances, including bathroom exhaust fans, and equipment are ENERGY STAR compliant.
	HVAC system designs are required to meet American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) standards.	Mandatory Compliance. The Project construction plans are required to demonstrate that HVAC system meets the ASHRAE standards.
	Air filtration systems are required to meet a minimum efficiency reporting value (MERV) 8 or higher.	Mandatory Compliance. The Project is required to install air filtration systems (MERV 8 or higher) as part of its compliance with 2022 and later Title 24 Section 401.2, Filters.
	Refrigerants used in newly installed HVAC systems shall not contain any chlorofluorocarbons.	Mandatory Compliance. The Project must meet this requirement as part of its compliance with the CALGreen Code.
	Parking spaces shall be designed for carpool or alternative fueled vehicles. Up to eight percent of total parking spaces is required for such vehicles.	Mandatory Compliance. The Project would meet this requirement as part of its compliance with the CALGreen Code. The Project would provide eight clean air/electric vehicle (EV) spaces (one EV charging station/drying space, one EV future charging station/drying space, one EV future charging station, four EV future charging stations, and future EV van accessible space).

Source: California Air Resources Board, 2022 Scoping Plan for Achieving Carbon Neutrality, December 2022.

1. California Environmental Protection Agency Office of Environmental Health Hazard Assessment, Indicators of Climate Change in California, November 2022, https://oehha.ca.gov/media/downloads/climate-change/document/2022caindicatorsreport.pdf, accessed November 27, 2024.

2. California Energy Commission, *2022 Power Content Label: Southern California Edison*, https://www.energy.ca.gov/filebrowser/download/6072, accessed November 27, 2024.

3. Southern California Edison, *The Clean Power and Electrification Pathway: Realizing California's Environmental Goals*, November 2017.

2020-2045 RTP/SCS Consistency

On September 3, 2020, SCAG's Regional Council adopted the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*, referred to by SCAG as Connect SoCal or Connect SoCal 2020.[10] The most recent 2024-2050 RTP/SCS was adopted by SCAG's Regional Council in April 2024. However, CARB concluded that the technical methodology SCAG used to quantify the GHG emission reductions for the 2024-2050 RTP/SCS does not operate accurately.[11] SCAG resubmitted the Sustainable Communities Strategy (SCS) Submittal Package for CARB's review in June 2024. CARB will have 60 business days to evaluate it and make its determination. Review by CARB is limited to acceptance or rejection of SCAG's determination that its SCS would, if implemented, achieve the region's GHG emission reduction target. If CARB rejects SCAG's determination of meeting the GHG emission target, SCAG will need to revise the SCS or adopt an alternative planning strategy demonstrating the ability to achieve the target. As such, until CARB makes the decision, the 2024-2050 RTP/SCS is not a fully adopted document and is potentially subject to further updates, especially from the GHG reduction perspective relative to the methods and assumptions of the calculation of Auto Operating Costs (AOC)[12], induced travel, electric vehicle incentives, job center parking and parking deregulation, off-model strategy assumptions, and emissions factors. As CARB has not made the decision at the time of preparation of this document, the consistency analysis relies upon the 2020-2045 RTP/SCS.

At the regional level, Connect SoCal is adopted for the purpose of reducing GHGs resulting from vehicular emissions by passenger vehicles and light duty trucks. In order to assess the Project's consistency with Connect SoCal, the Project's land use assumptions are reviewed for consistency with those utilized by SCAG in its SCS. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as Connect SoCal, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals.

Connect SoCal includes performance goals that were adopted to help focus future investments on the best-performing projects, as well as different strategies to preserve, maintain, and optimize the performance of the existing transportation system. Connect SoCal is forecast to help California reach its GHG reduction goals by reducing GHG emissions from passenger cars by eight percent below 2005 levels by 2020 and 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018. Five key SCS strategies are included in Connect SoCal to help the region meet its regional VMT and GHG reduction goals, as required by the State. These strategies are all aimed at efforts to be undertaken by

[10] Since initiation of the analysis presented in this Initial Study, SCAG adopted Connect SoCal 2024 (2024–2050 RTP/SCS). While SCAG has adopted the 2024-2050 RTP/SCS, CARB has not yet certified it. Connect SoCal 2024 carries forward policy direction established in Connect SoCal 2020, as well as more recent Regional Council actions that address emerging issues facing the region. For purposes of this Initial Study and the greenhouse gas analysis, Connect SoCal 2020 is relevant and is the document reviewed for consistency. It is noted that the Project is also consistent with SCAG's 2024-2050 RTP/SCS land use for the site and within the population projections for the City

[11] California Air Resources Board, *RE: CARB Review of Southern California Association of Governments' 2024 SCS Senate Bill 375 Greenhouse Gas Emissions Draft Technical Methodology*, March 29, 2024, https://ww2.arb.ca.gov/sites/default/files/2024-04/SCAG%20memo%20final.pdf, accessed December 5, 2024.

[12] AOC is used as key variable across several major model components of the travel demand model, such as vehicle ownership, destination choice, and mode choice. This parameter represents the expenses associated with the usage of vehicles, expressed in cents per mile or dollar per mile. AOC plays a pivotal role as a fundamental parameter within the travel demand model.

various levels of government, quasi-governmental agencies, and special purpose entities, rather than individual land use projects. Table 4.8-5, *Project Consistency with the Connect SoCal (2020-2045 RTP/SCS)*, shows the Project's consistency with these five strategies found within Connect SoCal. As shown in Table 4.8-5, the proposed Project would be consistent with the GHG emission reduction strategies contained in Connect SoCal.

Table 4.8-5
Project Consistency with the Connect SoCal (2020-2045 RTP/SCS)

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Focus Growth Near Destinations and Mobility Options		
• Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations • Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets • Plan for growth near transit investments and support implementation of first/last mile strategies • Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses • Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods • Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) • Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking)	**Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.**	Consistent. The Project proposes to develop a drive-thru car wash and drive-thru coffee shop on a vacant, underutilized site. The proposed uses would be consistent with the General Plan land use designation and zoning identified for the site. The Project site is in an urbanized area and in proximity to existing residential and commercial development, providing opportunities for reduced commute times and the use of non-motorized transportation. The Project site is located within an area that provides pedestrian circulation opportunities with existing sidewalks. A sidewalk is currently provided along Bedford Court, adjacent to the Project site. The Project would provide landscaping and trees along the Project frontage. Enhanced paving and pedestrian crosswalk would be provided within the interior of the site. The Project would provide bicycle parking spaces and infrastructure for electric vehicle charging in accordance with CALGreen Code, which would facilitate bike travel by residents and employees, as well as use of zero emissions vehicles traveling to/from the site. Additionally, the Project is located within a quarter mile of transit. Therefore, the Project would focus growth near destinations and mobility options.

Table 4.8-5 (continued)
Project Consistency with the Connect SoCal (2020-2045 RTP/SCS)

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Promote Diverse Housing Choices		
• Preserve and rehabilitate affordable housing and prevent displacement • Identify funding opportunities for new workforce and affordable housing development • Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply • Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions	**PGA, Job Centers, HQTAs, NMA, TPAs, Livable Corridors, Green Region, Urban Greening.**	Not Applicable. The Project site is designated Highway Tourist Commercial and zoned HT. The Project proposes to develop a drive-thru car wash and drive-thru coffee shop on the vacant, underutilized site situated at the terminus of Bedford Court, which serves other commercial/retail development. The Project is not designated or zoned for residential and there is no housing on the Project site. Therefore, the proposed Project would not displace people or housing.
Leverage Technology Innovations		
• Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space • Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments • Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation	**HQTA, TPAs, NMA, Livable Corridors.**	Consistent. Although this strategy is focused on local governments, agencies, and organizations' actions to leverage technology innovations, the Project would implement technology innovations to support this policy. The Project would provide eight clean air/electric vehicle (EV) spaces (one EV charging station/drying space, one EV future charging station/drying space, one EV future charging station, four EV future charging stations, and future EV van accessible space).

Table 4.8-5 (continued)
Project Consistency with the Connect SoCal (2020-2045 RTP/SCS)

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Support Implementation of Sustainability Policies		
• Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions • Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space • Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies • Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region • Continue to support long range planning efforts by local jurisdictions • Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy	**Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.**	Consistent. Although this strategy is focused on local governments, agencies, and organizations' actions to support the implementation of sustainability policies, the Project would implement sustainability actions supported by the City. As previously discussed, the proposed Project would promote alternative modes of transportation. Further, the Project would comply with sustainable practices included in the 2022 Title 24 standards and CALGreen Code, such as installation of electric vehicle infrastructure, bike parking and storage, high efficiency LED lighting, energy efficient appliances, low-flow fixtures, water-efficiency irrigation, and drought tolerant landscaping. Thus, the Project would not conflict with this reduction strategy.

Table 4.8-5 (continued)
Project Consistency with the Connect SoCal (2020-2045 RTP/SCS)

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Promote a Green Region		
• Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards • Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration • Integrate local food production into the regional landscape • Promote more resource efficient development focused on conservation, recycling and reclamation • Preserve, enhance and restore regional wildlife connectivity • Reduce consumption of resource areas, including agricultural land • Identify ways to improve access to public park space	**Green Region, Urban Greening, Greenbelts and Community Separators.**	Consistent. Although this strategy is focused on local governments, agencies, and organizations' actions to promote a green region, the Project would implement sustainability actions that would support a green region. The Project proposes to develop a drive-thru car wash and drive-thru coffee shop on a vacant, underutilized site. The site is located within an urbanized area and would, therefore, not interfere with regional wildlife connectivity. The site is not used for agricultural purposes and would not result in the consumption of resource areas, including agricultural land. The Project would be required to comply with 2022 Title 24 standards and CALGreen Code, which would help reduce energy consumption and reduce GHG emissions. Thus, the Project would support efficient development that reduces energy consumption and GHG emissions. The Project would not conflict with this reduction strategy.
Source: Southern California Association of Governments, *2020-2040 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal*, September 3, 2020.		

Conclusion

In summary, the plan consistency analysis provided above demonstrates that the proposed Project is generally consistent with or would not conflict with the WRCOG CAP and strategies outlined in the Connect SoCal (2020-2045 RTP/SCS) and 2022 Scoping Plan. The Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. As a result, the Project's GHG emissions would not result in a significant impact on the environment, and the Project's contribution to climate change impacts would not be considerable.

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 of Undeveloped Property Assessor's Parcel Number APN 922-210-042, Bedford Court and Temecula Parkway, Temecula, California 92592* (Phase I ESA), prepared by Earth Strata Geotechnical Services, dated August 5, 2022, and included in its entirety as Appendix F, *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 vacant and undeveloped. 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 F, *Phase I ESA*. 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, historical RECs, controlled-RECs, or conditions indicative of releases or threatened releases of hazardous substances in connection with the Project site.

The Project proposes to subdivide the approximately 1.88-acre undeveloped parcel and develop a drive-thru car wash on Parcel 1 and drive-thru coffee shop on Parcel 2. 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.

The Project includes commercial uses that would not involve the use or storage of hazardous substances other than limited quantities of hazardous materials such as solvents, cleaners, fertilizers, pesticides, and other materials used for business operations, regular maintenance of buildings, and landscaping. The quantities of these materials would not typically be at an amount that would pose a significant hazard to the public or the environment. While the proposed car wash would involve the use of cleaning solutions for daily operations, the use of these materials would be limited and subject to federal, State, and local regulations. Compliance with applicable laws and regulations governing hazardous materials would ensure all potentially hazardous materials are used and handled in an appropriate manner. As such, the proposed Project would not introduce uses to the site that would 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.

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. Therefore, 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: No mitigation measures are required.

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

Less than Significant Impact. The closest school to the Project site is the Julian Charter School, located at 29141 Vallejo Avenue, approximately 0.2 miles to the north. As discussed, 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. With respect to Project operation, the proposed commercial land uses (i.e., drive-thru car wash and coffee shop) are not associated with the types of uses that utilize large quantities of hazardous materials. While the proposed car wash would involve the use of cleaning solutions for daily operations, the use of these materials would be limited and subject to federal, State, and local regulations. Any transport, storage, use, or disposal of hazardous materials would be subject to applicable State and federal laws, minimizing the potential for upset and accident conditions to occur within the site. Thus, impacts would be less than significant.

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 2022 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 listed on the Cortese list. A 2024 search indicates that the Project site is not included on any of the data resources identified as meeting the Cortese List requirements.[13, 14] Therefore, the Project site has not been included on a list 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 6.7 miles northeast of the Project site. The Project site is not located within the Airport Influence Area of the French Valley Airport.[15] 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.

[13] California Environmental Protection Agency, *Cortese List Data Resources*, https://calepa.ca.gov/sitecleanup/corteselist/, accessed May 28, 2024.
[14] California Department of Toxic Substances Control, *EnviroStor*, https://www.envirostor.dtsc.ca.gov/public/map/?global_id=71002656, accessed May 28, 2024.
[15] Mead & Hunt, *Riverside County Airport Land Use Compatibility Plan*, October 2004 (amended January 2012).

Regional access to the Project site is provided via I-15 to the west. Local access to the site is provided from Bedford Court via Temecula Parkway. The Project does not propose physical modifications to Bedford Court or other roadways within the vicinity of the Project site. The Project site would be accessible to emergency vehicles at the terminus of Bedford Court via two driveways along the eastern portion of the northern property line. Project-related construction activities are not anticipated to result in significant traffic or queuing along Bedford Court or other roadways within the area that could potentially impede emergency vehicles or impair any emergency evacuation plan. Additionally, any impacts associated with construction 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 and residential uses. According to the California Department of Forestry and Fire Protection (CALFIRE) Fire Hazard Severity Zone Map, the Project site is located within a Local Responsibility Area (LRA) and is not identified as being within a very high fire hazard severity zone (VHFHSZ).[16] Thus, the Project site and surrounding area are not identified as having a significant risk associated with wildland fires. The Project site is currently vacant and undeveloped. The Project proposes to subdivide the approximately 1.88-acre undeveloped parcel and develop a drive-thru car wash on Parcel 1 and drive-thru coffee shop on Parcel 2. 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 the TMC, and State and federal regulations pertaining to fire safety, would ensure the Project does not expose people or structures to a significant risk of loss, injury or death involving wildland fires. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

[16] California Department of Forestry and Fire Protection, *FHSZ Viewer*, https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones, accessed May 3, 2024.

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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 Report for Bedford Court Temecula* (Preliminary Hydrology Report) prepared by Kimley-Horn and Associates, Inc., dated August 2024, and included in its entirety as Appendix G, *Preliminary Hydrology Report*; and the *Preliminary Water Quality Management Plan* (Preliminary WQMP) prepared by Kimley-Horn and Associates, Inc., dated August 15, 2024, and included in its entirety as Appendix H, *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 1.88 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. According to the Preliminary Hydrology Report, under existing conditions, the Project site does not have a predominant drainage pattern; the site drains randomly, eventually draining to a low point at the northwestern boundary of the site, spilling over the existing headwall and ultimately draining to Murrieta Creek. The Project site does not accept off-site flows from any of the adjacent properties.

The Project proposes to subdivide the approximately 1.88-acre undeveloped parcel and develop a drive-thru car wash on Parcel 1 and drive-thru coffee shop on Parcel 2. Under proposed conditions, on-site runoff would sheet flow along proposed pavement or landscape into low points throughout the site 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. Flows from the detention system would be conveyed via a 12-inch outlet pipe to an existing 42-inch pipe running through the northerly part of the site, exiting at the existing headway, and ultimately draining to Murrieta Creek.

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; maintenance of plazas, sidewalks, and drive aisles; and routing carwash water from the building into the sewer to prevent 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 J 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.[17] 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 site is designated Highway Tourist Commercial. Although the site is currently vacant, employment-generating uses have been anticipated on the site by the General Plan. 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. The proposed drive-thru express car wash includes a recycled water system that would process and reuse wash water, which would reduce the amount of water required for operation. Thus, Project implementation would not 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).[18] The Project site is currently undeveloped and is almost entirely pervious, except for the concrete headwall and other miscellaneous concrete pads. According to the Preliminary WQMP, in the proposed condition, the Project site would consist of approximately 36 percent (29,373 square feet) pervious area and 64

[17] Kennedy Jenks, *Rancho California Water District 2020 Urban Water Management Plan*, June 2021.
[18] California Department of Water Resources, *Groundwater Basin Boundary Assessment Tool*, https://gis.water.ca.gov/app/bbat/, accessed September 3, 2024.

percent (52,058 square feet) impervious area. Thus, the Project would increase pervious area in the proposed condition. The Preliminary Hydrology Report indicates that soils within the Project site consists of Group C soils, which have low infiltration rates (high runoff potential). Stormwater infiltration potential was evaluated as part of the Preliminary WQMP. The Preliminary WQMP characterizes Project site infiltration conditions as "No Infiltration," meaning infiltration of any appreciable volume should be avoided.[19] The Project would install storm drain inlets to capture and convey stormwater into an on-site subsurface storm drain system and modular wetlands unit, 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.

The Project site has been previously graded and is currently undeveloped. Under existing conditions, the Project site drains randomly, eventually draining to a low point at the northwestern boundary of the site, spilling over the existing headwall and ultimately draining to Murrieta Creek.

As discussed in Response 4.10(a), the Preliminary WQMP concluded 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 intends to maintain the existing drainage pattern and proposes to install a subsurface storm drain system and modular wetlands unit for stormwater treatment and detention. According to the Preliminary Hydrology Report, 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. When compared to existing conditions, stormwater flow would be reduced in the proposed condition. Treated on-site flows would drain into an existing storm drain system that is designed for the ultimate development of the area; therefore, the Preliminary Hydrology Report

[19] City of Temecula, *Best Management Practice* (*BMP) Design Manual*, July 2018, p. 5-10.

concluded that the Project is not expected to adversely impact the downstream storm drain systems for storms up to the 100-year condition. 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.[20] Seiches are the oscillation of large bodies of standing water, such as lakes, which 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 environmental, 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.

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.[21] 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

[20] Federal Emergency Management Agency, *National Flood Hazard Layer FIRMette*, https://msc.fema.gov/portal/search, accessed September 3, 2024.
[21] Kennedy Jenks, *Rancho California Water District 2020 Urban Water Management Plan*, June 2021.

basins in DWR's Sustainable Groundwater Management Act (SGMA) Basin Prioritization report.[22] SGMA exempts adjudicated groundwater basins from the requirements of designating a Groundwater Sustainability Agency and developing a Groundwater Sustainability Plan.

Although the site is currently vacant, employment-generating uses have been anticipated on the site by the General Plan. 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. The proposed drive-thru express car wash includes a recycled water system that would process and reuse wash water, which would reduce the amount of water required for operation. 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.

[22] 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 vacant and undeveloped. The site is designated Highway Tourist Commercial and is zoned HT. North of the Project site is Bedford Court and a commercial shopping center (44515-44535 Bedford Court) consisting of smaller retail/restaurant uses, followed by Temecula Parkway. The commercial uses to the north are zoned HT. East of the Project site is a gas station and convenience store (44520 Bedford Court), followed by Temecula Parkway. The commercial uses to the east are zoned HT. South of the Project site, separated by a masonry wall, is a residential subdivision consisting of one- and two-story multi-family uses. The residential uses to the south are zoned High Density Residential (H). Immediately west of the Project site is I-15 and the Temecula Parkway offramp. West of I-15 is undeveloped land zoned HT.

The Project proposes to subdivide the approximately 1.88-acre undeveloped parcel and develop a drive-thru car wash on Parcel 1 and drive-thru coffee shop on Parcel 2. 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 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. The Project site has a land use designation of Highway Tourist Commercial. The Highway Tourist Commercial designation provides for uses located adjacent to major transportation routes oriented to the needs of tourists. Typical uses may include tourist accommodations and lodging facilities, automobile service stations, restaurants, convenience stores, gift shops, and entertainment centers. Development should be appropriately located and developed as clusters of commercial development rather than as shallow commercial frontage along major streets. In addition, facilities should be well-landscaped, providing an attractive visual image. The Highway Tourist Commercial designation allows for a FAR range of 0.25 to 1.0 and has a target intensity of 0.30 FAR.

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. Under existing undeveloped conditions, the Project site eventually drains to Murrieta Creek. As discussed in Section 4.4, *Biological Resources*, the proposed Project would not result in significant impacts to biological resources, including offsite riparian vegetation. 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 offsite riparian vegetation. Therefore, the Project would be consistent with this policy.
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. Vehicular access to the Project site would be provided from two driveways along the northeasterly property line on Bedford Court. 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.

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

General Plan Policies	Project Consistency
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 offsite riparian vegetation or 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, which would promote water conservation. Additionally, the proposed drive-thru express car wash includes a recycled water system that would process and reuse wash water, which would reduce the amount of water required for operation. 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.
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.

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

General Plan Policies	Project Consistency
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 site is relatively flat, and the Project would not create significant slopes within the site. The Project proposes landscaping around the perimeter and within the interior of the Project site. 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.
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 with implementation of mitigation measures. 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*, consultation with the Pechanga Band of Luiseño Indians occurred in compliance with AB 52. Therefore, the Project would be consistent with this policy.
Policy 9.2: Participate in Palomar Observatory's dark sky conservation requirements.	Consistent. As discussed in Section 4.1, *Aesthetics*, the Project would comply with the County of Riverside's Mount Palomar Light Pollution Ordinance (Ordinance No. 655). 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
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.
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.

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

General Plan Policies	Project Consistency
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.

The Project site is zoned HT. Temecula Municipal Code Section 17.08.020, *Description of Commercial/Office/Industrial Districts*, clarifies that the HT zone is intended to provide for those uses that are located adjacent to major transportation routes or within convenient access from freeway interchanges. Typical uses may include tourist accommodations and lodging facilities, automobile service stations, restaurants, convenience shopping, and food stores, and gift shops. Highway commercial development should be located near major arterials and developed as clusters of commercial development rather than permitted to extend along the major streets. Temecula Municipal Code Section 17.08.040, *Development Standards*, provides development standards that apply to the HT zone.

TMC Section 17.08.040, *Development Standards*, establishes permitted uses and development standards for the HT 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*.

The Project proposes to subdivide the approximately 1.88-acre undeveloped parcel and develop a drive-thru car wash on Parcel 1 and drive-thru coffee shop on Parcel 2. Per TMC Section 17.08.030, *Use Regulations*, car washes and drive-thru restaurants uses are only permitted conditionally within the HT Zone; therefore, the Project proposes a CUP to allow for the car wash and drive-thru coffee shop 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 Director, Planning Commission, or City Council on appeal.

TMC Chapter 17.22, *Planned Development Overlay Zoning District (PDO-)*, establishes a process to permit creative mixtures of uses in smaller areas where a specific plan or the village center overlay is not appropriate. The Planned Development Overlay (PDO) zoning district is intended to provide a mechanism to allow for flexibility in the development regulations and design standards and to allow mixtures of uses and clustering of land uses that are traditionally prohibited by conventional zoning. The development standards for planned developments are generally the same as for the underlying zoning district; however, modifications to those standards may be approved in order to allow for greater flexibility in reaching the objectives of the development plan and the compatibility with the General Plan. As discussed above, the Project site is zoned HT. The Project proposes a PDO, consistent with TMC Chapter 17.22, which would provide for site-specific development standards and design guidelines for the Project site. Upon approval of the PDO, the Project would be required to comply with the site-specific development standards and design guidelines approved for the Project site. Development standards not specifically modified by the PDO that apply to the HT zone would continue to be applicable to the Project 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. 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.

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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

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

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 and the property is not zoned for such uses.[23] Therefore, the Project would not result in the loss of availability of known mineral resources of value to

[23] California Department of Conservation, *Mines Online*, https://maps.conservation.ca.gov/mol/index.html, accessed March 15, 2024.

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.

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 *Bedford Court Mixed Use Project Noise Impact Study* (Noise Study), prepared by MD Acoustics, LLC, dated June 14, 2024, and included in its entirety as Appendix I, *Noise Study*.

FUNDAMENTALS OF NOISE

Sound, Noise, and Acoustics

Sound is a disturbance created by a moving or vibrating source and is capable of being detected by the hearing organs. Sound may be thought of as mechanical energy of a moving object transmitted by pressure waves through a medium to a human ear. For traffic, or stationary noise, the medium of concern is air. *Noise* is defined as sound that is loud, unpleasant, unexpected, or unwanted.

Frequency and Hertz

A continuous sound is described by its *frequency* (pitch) and its *amplitude* (loudness). Frequency relates to the number of pressure oscillations per second. Low-frequency sounds are low in pitch (bass sounding) and high-frequency sounds are high in pitch (squeak). These oscillations per second (cycles) are commonly referred to as Hertz (Hz). The human ear can hear from the bass pitch starting out at 20 Hz all the way to the high pitch of 20,000 Hz.

Sound Pressure Levels and Decibels

The *amplitude* of a sound determines its loudness. The loudness of sound increases or decreases as the amplitude increases or decreases. Sound pressure amplitude is measured in units of micro-Newton per square inch meter (N/m2), also called micro-Pascal (µPa). One µPa is approximately one hundred billionths (0.00000000001) of normal atmospheric pressure. Sound pressure level (SPL or L_p) is used to

describe in logarithmic units the ratio of actual sound pressures to a reference pressure squared. These units are called decibels abbreviated dB.

Addition of Decibels

Because decibels are on a logarithmic scale, sound pressure levels cannot be added or subtracted by simple plus or minus addition. When two sounds or equal SPL are combined, they will produce an SPL 3 dB greater than the original single SPL. In other words, sound energy must be doubled to produce a 3 dB increase. If two sounds differ by approximately 10 dB, the higher sound level is the predominant sound.

Sensitive Receptors

Sensitive receptor means a land use in which there is a reasonable degree of sensitivity to noise. Such uses include single-family and multifamily residential uses, schools, hospitals, churches, rest homes, cemeteries, public libraries, and other sensitive uses as determined by the enforcement officer.

Human Response to Changes in Noise Levels

In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, (A weighted scale) and it perceives a sound within that range as being more intense than a sound with a higher or lower frequency with the same magnitude. For purposes of this analysis, the A-scale weighting is typically reported in terms of A-weighted decibel (dBA). Typically, the human ear can barely perceive the change in noise level of 3 dB. A change in 5 dB is readily perceptible, and a change in 10 dB is perceived as being twice or half as loud. As previously discussed, a doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound energy (e.g., doubling the volume of traffic on a highway) would result in a barely perceptible change in sound level.

Noise Descriptors

Noise in our daily environment fluctuates over time. Some noise levels occur in regular patterns, others are random. Some noise levels are constant while others are sporadic. Noise descriptors were created to describe the different time-varying noise levels.

A-Weighted Sound Level: The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgment of loudness.

Ambient Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7:00 PM to 10:00 PM and after addition of ten (10) decibels to sound levels in the night before 7:00 AM and after 10:00 PM.

Decibel (dB): A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-pascals.

dB(A): A-weighted sound level (see definition above).

Maximum Sound Level (Lmax): The sound level corresponding to a maximum root mean squared noise level over a given sample period.

Equivalent Sound Level (LEQ): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time varying noise level. The energy average noise level during the sample period.

Habitable Room: Any room meeting the requirements of the Uniform Building Code or other applicable regulations which is intended to be used for sleeping, living, cooking or dining purposes, excluding such enclosed spaces as closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, unfinished attics, foyers, storage spaces, cellars, utility rooms and similar spaces.

L(n): The A-weighted sound level exceeded during a certain percentage of the sample time. For example, L10 is the sound level exceeded 10 percent of the sample time. Similarly, L50, L90 and L99, etc.

Noise: *A*ny unwanted sound or sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "excessive undesirable sound…".

Outdoor Living Area: Outdoor spaces that are associated with residential land uses typically used for passive recreational activities or other noise-sensitive uses. Such spaces include patio areas, barbecue areas, jacuzzi areas, etc. associated with residential uses; outdoor patient recovery or resting areas associated with hospitals, convalescent hospitals, or rest homes; outdoor areas associated with places of worship which have a significant role in services or other noise-sensitive activities; and outdoor school facilities routinely used for educational purposes which may be adversely impacted by noise. Outdoor areas usually not included in this definition are: front yard areas, driveways, greenbelts, maintenance areas and storage areas associated with residential land uses; exterior areas at hospitals that are not used for patient activities; outdoor areas associated with places of worship and principally used for short-term social gatherings; and, outdoor areas associated with school facilities that are not typically associated with educational uses prone to adverse noise impacts (e.g., school play yard areas).

Percent Noise Levels: See L(n).

Sound Level (Noise Level): The weighted sound pressure level obtained by use of a sound level meter having a standard frequency-filter for attenuating part of the sound spectrum.

Sound Level Meter: An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

Single Event Noise Exposure Level (SENEL): The dB(A) level which, if it lasted for one second, would produce the same A-weighted sound energy as the actual event.

Traffic Noise Prediction

Noise levels associated with traffic depend on a variety of factors: (1) volume of traffic, (2) speed of traffic, (3) auto, medium truck (two axle) and heavy truck percentage (three axle and greater), and sound propagation. The greater the volume of traffic, higher speeds, and truck percentages equate to a louder volume in noise. A doubling of the Average Daily Traffic (ADT) along a roadway will increase noise levels by approximately 3 dB.

Sound Propagation

As sound propagates from a source it spreads geometrically. Sound from a small, localized source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates at a rate of 6 dB per doubling of distance. The movement of vehicles down a roadway makes the source of the sound appear to propagate from a line (i.e., line source) rather than a point source. This line source results in the noise propagating from a roadway in a cylindrical spreading versus a spherical spreading that results from a point source. The sound level attenuates for a line source at a rate of 3 dB per doubling of distance.

As noise propagates from the source, it is affected by the ground and atmosphere. Noise models use hard site (reflective surfaces) and soft site (absorptive surfaces) to help calculate predicted noise levels. Hard site conditions assume no excessive ground absorption between the noise source and the receiver. Soft site conditions such as grass, soft dirt or landscaping attenuate noise at a rate of 1.5 dB per doubling of distance. When added to the geometric spreading, the excess ground attenuation results in an overall noise attenuation of 4.5 dB per doubling of distance for a line source and 7.5 dB per doubling of distance for a point source.

Research has demonstrated that atmospheric conditions can have a significant effect on noise levels when noise receivers are located 200 feet from a noise source. Wind, temperature, air humidity and turbulence can further impact have far sound can travel.

GROUNDBORNE VIBRATION FUNDAMENTALS

Vibration Descriptors

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors, since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

Several different methods are used to quantify vibration amplitude.

- PPV: Known as the peak particle velocity (PPV) which is the maximum instantaneous peak in vibration velocity, typically given in inches per second.
- RMS: Known as root mean squared (RMS) can be used to denote vibration amplitude.
- VdB: A commonly used abbreviation to describe the vibration level (VdB) for a vibration source.

Vibration Perception

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Outdoor sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible groundborne noise or vibration. To counter the effects of ground-borne vibration, the Federal Transit Administration (FTA) has published guidance relative to vibration impacts. According to the FTA, fragile

buildings can be exposed to ground-borne vibration levels of 0.3 inches per second without experiencing structural damage.

There are three main types of vibration propagation: surface, compression, and shear waves. Surface waves, or Rayleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wave front, similar to ripples produced by throwing a rock into a pool of water. P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves. S-waves, or shear waves, are also body waves that carry energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse, or side-to-side and perpendicular to the direction of propagation.

As vibration waves propagate from a source, the vibration energy decreases in a logarithmic nature and the vibration levels typically decrease by 6 VdB per doubling of the distance from the vibration source. As stated above, this drop-off rate can vary greatly depending on the soil but has been shown to be effective enough for screening purposes, in order to identify potential vibration impacts that may need to be studied through actual field tests.

EXISTING NOISE ENVIRONMENT

Sensitive Receptors

The closest sensitive receptors to the Project site are the existing residential uses located adjacent to the southern boundary of the site.

Noise Measurements

To assess the existing noise level environment, two 15-minute ambient noise measurements were conducted at the Project site. Noise monitoring locations were selected based on the nearest sensitive receptors relative to the proposed onsite noise sources. The results of the noise measurement are presented in Table 4.13-1, *Short-Term Noise Measurement Data*. As shown in Table 4.13-1, ambient noise levels range between 60 to 65 dBA Leq. The field data indicates that transportation-related noise associated with I-15 and surrounding commercial uses are the dominant noise sources impacting the Project site and the surrounding area.

Table 4.13-1
Short-Term Noise Measurement Data

Location[1]	Start Time	Stop Time	Leq	Lmax	Lmin	L(2)	L(8)	L(25)	L(50)	L(90)
NM1	4:07 p.m.	4:22 p.m.	65.2	70.7	59.1	68.2	67.1	66	65	62.8
NM2	4:25 p.m.	4:40 p.m.	60.3	70	53.3	68.1	65.3	59.2	57.5	55.3
Source: MD Acoustics, LLC, *Bedford Court Mixed Use Project Noise Impact Study*, June 14, 2024.										
Notes: 1. Noise level monitoring locations (NM1 and NM2) are illustrated in Exhibit E of the Noise Study; refer to Appendix I.										

REGULATORY FRAMEWORK

The City of Temecula outlines its noise regulations and standards within the General Plan Noise Element and the Noise Ordinance (TMC Chapter 9.20, *Noise*).

City of Temecula General Plan Noise Element

Applicable policies and standards governing maximum noise levels in the City are set forth in the General Plan Noise Element. 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. The standards represent the maximum acceptable exterior noise level, as measured at the property boundary, which is used to determine noise impacts. For commercial uses, the Noise Element requires an exterior noise level not to exceed 70 dBA CNEL; interior noise level standards for commercial land uses are not identified. The Noise/Land Use Compatibility Matrix (Table N-2) in the General Plan provides guidelines based on cumulative noise criteria for outdoor noise. These criteria are used by the City in the review of development proposals. In addition to the noise standards, the Noise Element outlines goals, policies, and implementation measures to reduce potential noise impacts.

City of Temecula Municipal Code

TMC Chapter 9.20, *Noise*, contains the City's Noise Ordinance and is intended to establish Citywide standards to regulate noise. TMC Section 9.20.020, *Definitions*, defines "sensitive receptor" as a land use in which there is a reasonable degree of sensitivity to noise, including single-family and multifamily residential uses, schools, hospitals, churches, rest homes, cemeteries, public libraries, and other sensitive uses as determined by the enforcement officer. TMC Section 9.20.030, *Exemptions*, exempts private construction activities from the Noise Ordinance standards, provided that such construction activities occur between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, and between the hours of 8:00 a.m. and 8:00 p.m. Saturday and Sunday; that all construction equipment is fitted with factory installed muffling devices; and that all construction equipment is maintained in good working order. TMC Section 9.20.040, *General Sound Level Standards*, establishes noise level standards by receiving land use by adopting the City's CNEL standards of the General Plan Noise Element. The Municipal Code exterior noise level standards identify a multi-family residential operational noise level standard of 70 dBA CNEL, with 70 dBA CNEL identified for commercial uses, consistent with Table N-1 of the General Plan Noise Element. Section 9.20.60, *Special Sound Sources Standards*, provides additional noise standards, including that no person shall engage in or conduct construction activity, when the construction site is within one-quarter mile of an occupied residence, between the hours of 6:30 p.m. and 7:00 a.m., Monday through Friday, and shall only engage in or conduct construction activity between the hours of 7:00 a.m. and 6:30 p.m. on Saturday. No construction activity shall be undertaken on Sunday and nationally recognized holidays unless exempted by TMC Section 9.20.070, *Exceptions*.

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, that when combined, can reach high noise levels. The degree of construction noise may vary for different areas of the Project site and also vary depending on the construction activities. Typical noise levels associated with construction equipment are shown in Table 4.13-2, *Typical Construction Equipment Noise Levels.*

Table 4.13-2
Typical Construction Equipment Noise Levels

Type	Noise Levels (dBA) at 50 feet[1]
Earth Moving	
Compactors (Rollers)	73-76
Front Loaders	73-84
Backhoes	73-92
Tractors	75-95
Scrapers, Graders	78-92
Pavers	85-87
Trucks	81-94
Materials Handling	
Concrete Mixers	72-87
Concrete Pumps	81-83
Cranes (Movable)	72-86
Cranes (Derrick)	85-87
Stationary	
Pumps	68-71
Generators	71-83
Compressors	75-86
Impact Equipment	
Saws	71-82
Vibrators	68-82
Source: MD Acoustics, LLC, *Bedford Court Mixed Use Project Noise Impact Study*, June 14, 2024.	
Note: 1. Referenced noise levels from the Environmental Protection Agency (EPA), *Noise From Construction Equipment and Operations, Building Equipment, and Home Appliances*, December 1971. Figure 1.	

Construction activities are generally temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction of the proposed Project would include site preparation, grading, paving, building construction and application of architectural coatings. Ground-borne noise and other types of construction-related noise impacts typically occur during the initial grading phase, which has the potential to create the highest levels of noise. Construction equipment produces maximum noise levels when operating under full power conditions (i.e., the equipment engine at maximum speed). However, equipment used on construction sites typically operates under less than full power conditions or partial power. To more accurately characterize construction-period noise levels, the average (L_{eq}) noise level associated with each construction stage is calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage. These noise levels are typically associated with multiple pieces of equipment simultaneously operating on part power.

Noise levels associated with each phase of construction are shown in Table 4.13-3, *Construction Noise Level by Phase*. Construction noise associated with each phase of Project construction was calculated at the nearest sensitive receptor (residences to the south) utilizing methodology presented in the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (2018) and using CalEEMod assumptions to determine the construction equipment. The FTA outlines a daytime residential construction noise guideline for a detailed construction noise analysis of 80 dBA Leq.

The grading phases of on-site construction activities would generate the highest temporary noise levels. The loudest construction equipment on the site would be tractors, graders, excavators, and dozers. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Construction noise impacts would be short-term and would cease upon completion of construction activities.

A likely worst-case construction noise scenario assumes equipment operating as close as 20 feet and an average of 135 feet from the nearest sensitive receptor (center of the site to the closest residential property line to the south), which is consistent with the guidance of the FTA Transit Noise and Vibration Model for the assessment of construction noise.

Table 4.13-3
Construction Noise Level by Phase

Activity	Noise Level at Nearest Sensitive Receptor (dBA Leq)		
	Leq	Threshold[1]	Threshold Exceeded?
Site Preparation	73	80	No
Grading	75	80	No
Building Construction	72	80	No
Paving	68	80	No
Architectural Coating	65	80	No
Source: MD Acoustics, LLC, *Bedford Court Mixed Use Project Noise Impact Study*, June 14, 2024.			
Notes: 1. Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, September 2018.			

As shown in Table 4.13-3, Project construction noise would range between 65 to 75 dBA Leq at the nearest sensitive receptor (without the implementation of mufflers and other sound attenuating devices), which is below the reasonable daytime 80 dBA Leq significance noise threshold at the nearest sensitive receptor. Therefore, the Project's construction noise impacts would be less than significant. Additionally, 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. Although Project construction activities would result in a less than significant noise impact, in order to further reduce noise impacts on sensitive receptors, as a condition of the Project, the Project Applicant/Developer will be required to implement the following noise-attenuating measures:

- During construction, the contractor will ensure all construction equipment is equipped with appropriate noise attenuating devices. Equipment with a sound power level of 80 dB or higher must be equipped with mufflers.
- The contractor will be required to locate equipment staging areas as far as possible, away from the sensitive receptors.
- Idling equipment will be turned off when not in use.
- Equipment will be maintained so that vehicles and their loads are secured from rattling and banging.

Noise Impacts to Off-Site Receptors Due to Traffic

The City's *Traffic Impact Analysis Guidelines*[24] provides screening criteria that can be used to determine whether a project would be presumed to cause a less than significant impact without having to conduct a detailed analysis. As discussed in Section 4.17, *Transportation*, the proposed Project meets the locally serving retail projects screening threshold, which states that locally serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact relative to transportation impacts under CEQA, absent substantial evidence to the contrary. As such, the Noise Study assumes that the Project-generated traffic would be less than significant. A doubling of the ADT along a roadway would be necessary to increase noise levels by approximately 3 dB, which would result in a barely perceptible change in sound level. In other words, it would take a doubling of traffic to produce a noticeable difference in noise level. The main source of noise at and near the Project site is traffic along Temecula Valley Freeway and Temecula Parkway; the Project is not anticipated to double the traffic volume along either highway. Thus, the noise impact due to Project generated traffic would be less than significant.

Long-Term Operational Noise

The Project proposes to subdivide the approximately 1.88-acre undeveloped parcel and develop a drive-thru car wash on Parcel 1 and drive-thru coffee shop on Parcel 2. Noise associated with the proposed uses would include dryers/blowers and vacuums associated with car wash equipment and drive-thru speakers and idling cars associated with the coffee shop drive-thru.

The Noise Study modeled Project operational stationary-source noise levels using referenced sound level data for the various stationary on-site sources (vacuums, vacuum turbines, blowers at the car wash exit, drive-thru speakers, and idling cars at the coffee shop drive-thru). In accordance with the Queueing Analyses prepared by TJW Engineering, Inc. (Appendix J), a maximum queue length of nine vehicles was used for the car wash and a maximum queue length of 18 vehicles was used for the coffee shop. The Noise Study model assumes a total of 20 vacuums, the dryer systems, and the drive-thru speakers are operating simultaneously (worst-case scenario) when the noise would be intermittent and lower in noise level. The model also assumes that the car wash and coffee shop drive-thrus are at the maximum queue length, with a car idling every six feet in the queue. In addition, the modeling considers the louver, windows, and openings on the car wash tunnel based on the site plan elevations.

The Noise Study modeled off-site noise due to stationary sources at four receptor locations, representing the commercial uses to the north of the Project site (receptors 1 and 2) and the residential uses to the south (receptors 3 and 4). Table 4.13-4, *Worst-Case Predicted Operational Leq Noise Levels (dBA)*, demonstrates the Project plus the ambient noise levels.

[24] City of Temecula, *Traffic Impact Analysis Guidelines*, September 2020.

Table 4.13-4
Worst-Case Predicted Operational Leq Noise Levels (dBA)

Receiver Location[1]	Existing Ambient Noise Level (dBA, Leq)[2]	Project Noise Level (dBA, Leq)[3]	Total Combined Noise Level (dBA, Leq)	City of Temecula Non-Transportation Noise Limit (dBA, Leq)	Exceeds Limit?
R1	65	68	70	70	No
R2	65	66	69	70	No
R3	60	52	61	70	No
R4	65	59	66	70	No

Source: MD Acoustics, LLC, *Bedford Court Mixed Use Project Noise Impact Study*, June 14, 2024.

Notes:
1. Noise receiver locations (R1-R4) are illustrated in Exhibit F of the Noise Study; refer to Appendix I.
2. Ambient noise measurements are shown in Appendix A of the Noise Study; refer to Appendix I.
3. Operational noise level projections at said receptors are illustrated in Exhibit F of the Noise Study; refer to Appendix I.

As shown in Table 4.13-4, Project plus ambient noise level projections are anticipated to range between 61 to 70 dBA Leq. Thus, the Project plus ambient noise level would not exceed the exterior noise level limit of 70 dBA Leq for high density residential and highway tourist commercial uses. As such, Project operational stationary-source noise would not result in a substantial increase in ambient noise levels in the Project vicinity above existing noise levels; 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 activities can produce vibration that may be felt by adjacent land uses. The construction of the proposed Project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. It is expected that the primary vibration source during Project construction would be from a bulldozer. A large bulldozer has a vibration impact of 0.089 inches per second PPV at 25 feet which is likely perceptible but below any risk to architectural damage.

The Caltrans *Transportation and Construction Induced Vibration Guidance Manual* provides general thresholds and guidelines as to the vibration damage potential from vibration impacts. Table 4.13-5, *Guideline Vibration Damage Potential Threshold Criteria*, identifies the thresholds and Table 4.13-6, *Vibration Source Levels for Construction Equipment*, identifies the approximate vibration levels for particular construction activities at a distance of 25 feet.

Table 4.13-5
Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some older buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5
Source: California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, April 2020. Table 19.		
Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.		

Table 4.13-6
Vibration Source Levels for Construction Equipment

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level LV (dVB) at 25 feet
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 (upper range)	105
	0.170 (typical)	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill (slurry wall)	0.008 (in soil)	66
	0.017 (in rock)	75
Vibratory roller	0.21	94
Hoe ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58
Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, September 2018.		

At a distance of 30 feet (i.e., southern residence façade to the Project site), a large bulldozer would yield a worst-case 0.073 PPV (in/sec), which may be perceptible for short periods of time during grading along the property line of the Project site but is below any threshold of damage. Therefore, the potential impact from construction-related vibration would be less than significant and no mitigation is required.

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.[25] 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.

[25] 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 vacant and undeveloped. Existing development surrounds the Project site to the north, east, and south. West of the Project site is I-15 and the Temecula Parkway offramp. The Project proposes to subdivide the approximately 1.88-acre undeveloped parcel and develop a drive-thru car wash on Parcel 1 and drive-thru coffee shop on Parcel 2. 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 Highway Tourist Commercial and employment-generating uses have been anticipated by the General Plan. The proposed uses (commercial carwash and coffee shop) typically do 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 up to 45 new full time equivalent jobs. Assuming 45 new employees (and their families) relocate to Temecula, Project implementation could result in a potential population increase of approximately 134 persons, based on an assumed 2.97 persons per household.[26] 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

[26] Based upon an average household size of 2.97 persons per household per the California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State – January 1, 2021*-2024, May 2024.

employment opportunities. The additional increase of 134 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 108,834 persons.[27] 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.[28] 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 vacant and undeveloped. There is currently no housing on the Project site. 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.

[27] California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State – January 1, 2021-2024*, May 2024.
[28] 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 1.5 miles to the north.

The Project proposes to develop a drive-thru car wash 1 and drive-thru coffee shop. The Project site would be accessible to emergency vehicles at the terminus of Bedford Court via two driveways along the eastern portion of the northern property line.

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.[29] 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 1.17 miles to the north.[30]

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. 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 is served by the Temecula Valley Unified School District (TVUSD). Due to the nature of the proposed Project (carwash and coffee shop) and the estimated 45 new full-time jobs that would be provided, 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. 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

[29] City of Temecula, *Development Impact Fees*, https://temeculaca.gov/DocumentCenter/View/4107/2021-2022-DIF-Fee-Breakdown?bidId=, accessed May 23, 2024.
[30] City of Temecula, *Temecula Police Stations*, https://temeculaca.gov/228/Temecula-Police-Stations, accessed May 23, 2024.

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 (car wash and coffee shop) 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. While the Project site is currently vacant and 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 to develop a car wash and coffee shop. 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 and vacant, 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 *Quick Quack Queue Analysis, City of Temecula*, prepared by TJW Engineering, Inc., dated March 19, 2024; and the *Bedford Court Coffee Shop Queue Analysis, City of Temecula*, prepared by TJW Engineering, Inc., dated November 17, 2022, included in their entirety as Appendix J, *Queueing Analyses*.

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

Less Than Significant Impact. As described below, the Project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities; impacts would be less than significant in this regard.

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 along Temecula Parkway near the intersection of Bedford Court, approximately 200 feet northeast of the Project site. Bus Route 24 provides service from the Promenade Mall to Temecula Valley Hospital.[31] The Project does not propose physical modifications to Temecula Parkway or other roadways within the vicinity of the Project site; therefore, the Project would not result in physical impacts to transit facilities. The Project would continue to be served by the existing transit system. Due to the nature of the proposed use (car wash and coffee shop), significant new employment opportunities potentially resulting in a significant increase in

[31] Riverside Transit Agency, *Maps & Schedules*, https://www.riversidetransit.com/index.php/maps-schedules, accessed May 27, 2024.

the use of transit would 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

Bedford Court provides access to the Project site via Temecula Parkway. The Project does not propose physical modifications to Bedford Court, Temecula Parkway, or other roadways within the vicinity of the Project site. Vehicular access to the Project site would be provided from two driveways along the northeasterly property line on Bedford Court. 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 trail and bicycle facilities within the City.[32] While the City's Multi-use Trails and Bikeways Master Plan does not identify designated bikeways located along Bedford Court or Temecula Parkway, adjacent to the Project site, there is an existing Class II bike lane along Temecula Parkway to the east of Bedford Court. The Project does not propose physical modifications to Temecula Parkway or other roadways within the vicinity of the Project site. The Project would not conflict with a program plan, ordinance, or policy addressing bicycle facilities.

Pedestrian Facilities

Direct access to the site is provided from Bedford Court. A sidewalk is currently provided along Bedford Court, adjacent to the Project site. The Project would also provide landscaping and trees along the Project frontage. Enhanced paving and pedestrian crosswalk would be provided within the interior of the site. The Project would not conflict with a program, plan, ordinance, or policy addressing pedestrian facilities.

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. CEQA Guidelines section 15064.3 establishes vehicle miles traveled (VMT) as the primary metric for evaluating transportation-related environmental impacts under CEQA. In May 2020, the City of Temecula adopted *CEQA Transportation Analysis Guidelines* (City Guidelines), which establishes a vehicle miles traveled (VMT) analysis methodology and thresholds for determining a project's significant transportation impact under CEQA. The City's Guidelines provides screening criteria that can be used to determine whether a project would be presumed to have a less than significant impact without having to conduct a detailed analysis. The screening criteria adopted by the City are based on the

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

recommendations from the Governor's Office of Planning and Research (OPR) and WRCOG for setting screening thresholds for land use projects. Screening criteria are divided into the following:[33]

- Small Residential and Employment Projects: Projects generating less than 110 daily vehicle trips (trips are based on the number of vehicle trips after any alternative modes/location-based adjustments are applied) may be presumed to have a less than significant impact absent substantial evidence to the contrary.
- Projects Located Near a Major Transit Stop/High Quality Transit Corridor: Projects located within a half mile of an existing major transit stop or an existing stop along a high-quality transit corridor may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption may not be appropriate if the project:
    - Has a Floor Area Ratio of less than 0.75
    - Includes more parking for use by residents, customers, or employees of the project than required by the City
    - Replaces affordable residential units with a smaller number of moderate- or high-income residential units
- Projects Located in a VMT Efficient Area: A VMT efficient area is any area with an average VMT per service population 15% below the baseline average for the WRCOG region. Land use projects may qualify for the use of VMT efficient area screening if the project can be reasonably expected to generate VMT per service population that is similar to the existing land uses in the VMT efficient area. Projects located within a VMT efficient area may be presumed to have a less than significant impact absent substantial evidence to the contrary.
- Locally Serving Retail Projects: Local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel.
- Locally Serving Public Facilities: Public facilities that serve the surrounding community or public facilities that are passive use may be presumed to have a less than significant impact absent substantial evidence to the contrary.
- Redevelopment Projects with Greater VMT Efficiency: A redevelopment project may be presumed to have a less than significant impact if the proposed project's total project VMT is less than the existing land use's total VMT.
- Affordable Housing: An affordable housing project may be presumed to have a less than significant impact absent substantial evidence to the contrary.

A project is presumed to have a less than significant impact on VMT under CEQA pursuant to SB 743 if the project satisfies at least one of the above VMT screening criteria. The OPR *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) identifies that "[b]y adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT."[34] Generally, retail development including stores less than 50,000 square feet might be considered local serving. The proposed Project would be less than

[33] City of Temecula, *Traffic Impact Analysis Guidelines*, September 2020.
[34] California Governor's Office of Planning and Research, *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018. Page 16.

50,000 square feet and is not anticipated to lead to the substitution of longer trips for shorter ones. Therefore, the City may presume such development creates a less than significant transportation impact.

In determining if a project is a local serving land use, the City's Guidelines identifies that local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel. The Project is less than 50,000 square feet and proposes a drive-thru car wash and coffee shop. Therefore, the Project would be considered a local serving use under the City's Guidelines.

The Project meets the locally serving retail projects screening threshold and is not anticipated to result in a significant impact under CEQA pursuant to SB 743. Therefore, the Project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) and impacts would be less than significant.

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)?

Less Than Significant Impact. The Project proposes to subdivide an undeveloped parcel into two parcels and develop a drive-thru car wash and drive-thru coffee shop on each respective parcel. The site is zoned Highway/Tourist Commercial (HT). The proposed uses are allowed under the HT zoning with approval of CUPs to allow for the car wash and drive-thru. The CUP provides the city with the means to review the location, design, configuration of uses, operations, and potential impact and compatibility with the surrounding area. The Project site is located at the terminus of Bedford Court, which also serves existing commercial/retail uses to the north and east of the Project site. The proposed uses would not be incompatible with existing uses in the surrounding area.

As the Project proposes the development of two drive-thru commercial establishments, there is the potential for queuing vehicles associated with either parcel's operations to spill into an adjacent drive aisle, resulting in a potential hazard to pedestrians and vehicles by blocking drive aisles and obstructing sight lines. A queuing analysis was conducted to determine the queue length for each parcel and proposed on-site operations.

Car Wash. Two comparable car wash sites, with adjacent major roadways, were selected to gather queue data to estimate the anticipated queue for the proposed car wash. The data collected from the comparable sites came from larger car washes (approximately 3,600 square feet and 5,000 square feet), resulting in a conservative approach. The Project proposes dual drive-through entry lanes, one for members and one for non-members. Member lanes are meant for returning customers so minimal information is required resulting in vehicles moving through faster. Both comparable sites reviewed have the same layout and procedures. As is typical of car wash land uses, counts were taken in the afternoon (11:00 AM – 2:00 PM), and in the evening (4:00 PM – 7:00 PM) during weekdays, and from open to close (7:00 AM – 9:00 PM) on Saturdays. The queue data was gathered during the same peak periods, in 10-minute increments, on Saturday, February 24, 2024, and Tuesday, February 27, 2024.

The data was used to determine the 85th percentile queue length, which is typically used to determine the appropriate vehicle stacking needed for drive-through related land uses. The Project would have a dual drive-through lane, which would have room for approximately 19 vehicles before it would spill into the nearest drive aisle. Since the maximum observed queue at the comparable sites was nine (9) vehicles

at one time, six (6) in the member lane and three (3) in the non-member lane, the proposed drive-through lane would be able to accommodate 100 percent of the queue length.

Coffee Shop. Three comparable coffee shop sites, with similar driveway configurations, were selected to gather queue data to estimate the anticipated queue for the proposed coffee shop. The data collected from the comparable sites came from larger coffee shops (approximately 3,600 square feet), resulting in a conservative approach. As is typical of coffee shops with drive-through land uses, peak periods are in the morning (6:00 AM - 9:00 AM), lunchtime (11:00 AM – 2:00 PM), and in the evening (4:00 PM – 7:00 PM) during weekdays and Saturdays. The queue data was gathered during the same peak periods, in 10-minute increments, on Thursday, September 22, 2022, and Saturday, September 24, 2022.

The data was used to determine the 85th percentile queue length, which is typically used to determine the appropriate vehicle stacking needed for drive-through related land uses. Based on the data collected at the existing locations, the 85th percentile queue length is nine (9) vehicles. The Project would have a dual drive-through lane, which would have room for approximately 19 vehicles before it would spill into the nearest drive aisle. Based on the data from the comparable sites, the proposed drive-thru lane would be able to accommodate the 100 percent queue length, which is 18 vehicles.

As demonstrated above, the proposed drive-thrus are not expected to increase hazardous conditions as a result of queueing vehicles into the drive aisles or roadways that would result in a hazard. 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 northeasterly property line on Bedford Court. The westerly driveway would provide ingress and egress to both proposed parcels. The easterly driveway would be reconstructed into a one-way driveway providing egress from the drive-thru lane within Parcel 2.

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). Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d) Result in inadequate emergency access?

Less Than Significant Impact. Local access to the site is provided directly from Bedford Court via Temecula Parkway. The construction and operation of the proposed Project would not place any permanent physical barriers on Bedford Court, Temecula Parkway, or other roadways within the area. There is the potential that portions of Bedford Court 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 the surrounding area would be required to be maintained 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 K, *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 July 27, 2023. Responses were received from the Agua Caliente Band of Cahuilla Indians, the Rincon Band of Luiseño Indians, and the Pechanga Band of Indians. The Agua Caliente Band of Cahuilla Indians and Rincon Band of Luiseño Indians did not request further consultation and deferred to other tribes in the area. The Pechanga Band of Indians contacted the City requesting further consultation. In response to the request for consultation, the City engaged with the Pechanga Band of Indians.

During preparation of the Cultural Resources Assessment (refer to Section 4.5, Cultural Resources), Project scoping letters were sent on March 4, 2024 to 22 tribal representatives provided by the NAHC. Responses were received from the Agua Caliente Band of Cahuilla Indians, the Rincon Band of Luiseño Indians, and the Pechanga Band of Indians. After a records search of their Tribal Historic Preservation Office's cultural registry, the Agua Caliente Band of Cahuilla Indians determined that the Project is not within the Tribe's Traditional Use Area. As such, the Agua Caliente Band of Cahuilla Indians stated they defer to other tribes in the area and their response letter concludes their consultation efforts. The Rincon Cultural Resources Department identified the location of the Project site as being within the Traditional Use Area of the Luiseño Indians, as well as in Rincon's specific area of Historic Interest. After reviewing the provided documents and their internal information, the Rincon Band had no information on specific Tribal Cultural Resources or Traditional Cultural Properties within or surrounding the area. They stated the proposed Project is in a culturally sensitive area and the Tribe believes that the potential exists for cultural resources to be identified during further research and survey work. They recommend working closely with the Pechanga Band as they may have pertinent information to provide.

After reviewing the provided maps and their internal documents, the Pechanga Band of Indians determined that the Project area is not within their reservation, but it is located within 1.44 miles. The Tribe indicated the proposed Project is located in the very heart of their Ancestral Territory and there is not a more culturally sensitive area in their entire Ancestral Territory. The Tribe maintains that beyond scarification, the property's native soil remains intact despite having been impacted by off-road traffic, parking, and as a staging area for adjacent development. Further, when considering their culture's burial practices and the property's proximity to Temecula Creek and Murrieta Creek, Pechanga believes that the

possibility of recovering sensitive subsurface resources during ground disturbing activities is extremely high.

As part of the AB 52 consultation process, the Pechanga Tribe was provided information regarding the proposed Project and a copy of the Cultural Resources Assessment for review. The Pechanga Tribe provided minor comments on the Cultural Resources Assessment and recommended mitigation measures. The Cultural Resources Assessment was subsequently revised to incorporate the comments provided by the Pechanga Tribe.

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 seven to 10 feet below the existing ground surface as the result of past grading activities at the site. As discussed, although no Native American tribal cultural resources are known to occur within the Project site, the Pechanga Tribe has indicated that they have traditional and cultural affiliation with the Project area and there is a high possibility of recovering sensitive subsurface resources during ground disturbing activities. 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.

Mitigation Measures TCR-1 through TCR-8, as requested by the Pechanga Tribe, would address the unanticipated discovery of cultural or tribal cultural resources through the development and approval of a CRMP prior to the issuance of a grading permit, which would include protocols and stipulations that would be required to occur in the event resources are discovered. Other requirements include a pre-grading meeting and Cultural Resources Worker Sensitivity Training; monitoring of mass grading and trenching activities by a professional archaeologist; and the inclusion of instructions on the Grading Plan and the measures that would be required to occur in the event resources are discovered.

Implementation of Mitigation Measures CUL-1 and Mitigation Measures TCR-1 through TCR-8 would satisfy the concerns of the Pechanga Band of Indians related to protocols in place in case of inadvertent discovery of potential tribal cultural resources. With implementation of Mitigation Measures CUL-1 and TCR-1 through TCR-8, 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 Measure CUL-1.

TCR-1: Prior to the issuance of a grading permit, the Developer shall retain a professional archaeologist to conduct monitoring of all mass grading and trenching activities. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during Project construction. The Project archeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural

Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis.

TCR-2: Prior to the issuance of a grading permit, the Developer shall secure agreements with the Pechanga Band of Indians for tribal monitoring. The Developer shall provide the City and the Pechanga Tribe a minimum of 30 days advance notice of all mass grading and trenching activities. The Native American Tribal Representatives shall have the authority to temporarily halt and redirect earth moving activities in the affected area in the event that suspected archaeological resources are unearthed.

TCR-3: Prior to the issuance of the grading permit, a Cultural Resource Monitoring Plan (CRMP) is to be developed and approved. The Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a CRMP in consultation pursuant to the definition in Assembly Bill (AB) 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the Project site. A consulting Tribe is defined as a Tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB 52 consultation with the City as provided for in California Public Resources Code Section 21080.3.2(b)(1) of AB 52. Details in the Plan shall include:

- Project description and location;
- Project grading and development scheduling;
- Roles and responsibilities of individuals on the Project;
- The pre-grading meeting and Cultural Resources Worker Sensitivity Training details;
- The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resource's evaluation;
- The type of recordation needed for inadvertent finds and the stipulations of recordation of sacred items; and
- Contact information of relevant individuals for the Project.

TCR-4: The City shall verify that the following note is included on the Grading Plan: "If any suspected archaeological resources are discovered during ground-disturbing activities and the Project Archaeologist or Native American Tribal Representatives are not present, the construction supervisor is obligated to halt work in a 100-foot radius around the find and call the Project Archaeologist and the Tribal Representatives to the site to assess the significance of the find."

TCR-5: 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). Tribal cultural resources are excluded from the definition of unique cultural resources as those resources are defined by the tribal values ascribed to them by their affiliated communities. Treatment of tribal cultural resources inadvertently discovered during the Project's ground-disturbing activities shall be subject to the consultation process required by State law and AB 52.

- All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the Project Applicant, the Project Archaeologist, the Tribal Representative(s), and the City 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 Project Archaeologist, a decision shall be made, with the concurrence of the City, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.
- Further ground disturbance, including but not limited to grading, trenching etc., 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/Mitigation Measures.
- 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 Section 21083.2(b), avoidance is the preferred method of preservation for archaeological resources and cultural resources. If the Project Applicant 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 for decision. The City 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 consider the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City shall be appealable to the City. Evidence of compliance with this mitigation measure, if a significant archaeological resource is found, shall be provided to City of Temecula upon the completion of a treatment plan and final report detailing the significance and treatment finding.

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: a) 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:

- 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. 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.

- If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods, and Native American human remains. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report. Evidence of compliance with this mitigation measure, if a significant archaeological resource is found, shall be provided to City of Temecula upon the completion of a treatment plan and final report detailing the significance and treatment finding.

TCR-7: It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 7927.000, parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 7927.000.

TCR-8: Prior to final inspection, the Project Archeologist is to submit two (2) copies of the Phase IV Cultural Resources Monitoring Report that complies with the Planning Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The City shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the City shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Pechanga Cultural Resources Department.

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	

This discussion is based in part on the *Bedford Court – Temecula Water System Analysis Memorandum*, prepared by Kimley-Horn Associates, dated December 2, 2024, included as Appendix L, *Water System Analysis*.

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 RCWD. The Project would be required to comply with all RCWD rules and regulations governing water system facilities and service. The Project proposes

to subdivide the approximately 1.88-acre undeveloped parcel and develop a drive-thru car wash on Parcel 1 and drive-thru coffee shop on Parcel 2. The site does not currently receive water; on-site water infrastructure does not exist. A *Water System Analysis* was prepared to determine whether the current public water system can supply sufficient domestic water and fire flow demand for the Project. An analysis was also performed for the on-site water system to optimize pressures while adhering to the RCWD's guidelines.

The analysis utilized domestic water demand based on historical use from similar developments since the RCWD's water demand factors yielded a low demand that is not representative of the proposed Project's water usage. Fire flow demand requirements for the proposed land use were provided by RCWD. The District System Facility Requirements and Design Guidelines were used to analyze the proposed water system. The District Design Guidelines do not specify design criteria for the on-site recycled water system. Therefore, industry standard practices were used to develop design criteria for the recycled water system.

The proposed water system would have one point of connection along Bedford Court and connect to an existing 8-inch water main. The proposed water system was analyzed to meet the design criteria for maximum day demand plus fire flow demand (MDFF) and peak hour demands (PHD). Four different demand scenarios were conducted, and pipe sizes were adjusted and optimized to achieve the design criteria. The water system analysis determined that an 8-inch diameter pipe for the fire water system, a 2-inch diameter pipe for the domestic water system to the coffee shop, and an 2-inch diameter domestic pipe for the water system to the car wash would meet the required design criteria for the on-site water system. Additionally, the water system analysis determined that a 1-inch diameter pipe for the irrigation water system would meet the design criteria.

Based on the fire flow data provided by the RCWD, the on-site fire hydrants and nodes would have residual pressures ranging from 99 pounds per square inch (PSI) to 114 PSI during maximum day demand plus fire flow demand conditions, with maximum velocities reaching 10.04 feet per second (FPS). Additionally, all on-site nodes would maintain residual pressures of 104 PSI during PHD conditions, which is within RCWD's acceptable range of water pressures.

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/Developer would be required to pay all applicable fees required by RCWD to maintain and upgrade the water service system.

Although the Project would require construction of on-site water infrastructure, the Project would not require the relocation or construction of new or expanded water facilities off-site. As noted, the Project would connect to the existing water main in Bedford Court. Thus, existing off-site water infrastructure and supplies are available to serve the proposed development.

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, development of the site with commercial uses has been anticipated by General Plan. Due to the nature of the proposed use (drive-thru car wash and drive-thru coffee shop), 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 two six-inch domestic sewer lines to connect to the existing eight-inch sewer main within the southern and eastern portions of the site. A proposed clarifier would be located within the western parcel and an underground grease interceptor would be located within the eastern portion of the site. Existing wastewater lines in the vicinity would remain unchanged and continue to serve the Project site. The Project Applicant/Developer would be required to pay sewer connection fees to EMWD when acquiring new sewer services. The potential environmental effects associated with construction and operation of the Project, including the proposed wastewater conveyance 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 wastewater facilities, the construction or relocation of which could cause significant environmental effects.

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. A subsurface storm drain system and modular wetlands unit would be constructed for stormwater treatment and detention, which would convey the treated stormwater flows to the northeasterly limits of the Project site to the existing 42-inch public storm drain line; refer to Section 4.8, *Hydrology and Water Quality*, for additional information regarding operation of the proposed stormwater system.

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 102,147 kWh per year. The Project's anticipated natural gas demand would be approximately 328,731 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.

While the Project site is currently vacant and undeveloped, development of the site with commercial uses has been anticipated by the General Plan. Due to the nature of the proposed use (drive-thru car wash and drive-thru coffee shop) 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, Greenhouse Gas, and Energy Impact Study, total unmitigated annual water consumption associated with the operation of the Project would be 802,116 gallons per year (2.46 acre-feet per year).[35] This would account for approximately 0.003 percent of the total RCWD 2020 UWMP forecasted supplies for 2025 (80,275 acre-feet). This is a conservative assumption and does not account for Project-specific water conservation measures. For instance, the proposed drive-thru express car wash includes a recycled water system that would process and reuse wash water, which would reduce the amount of water required for operation. The Project would comply with all RCWD rules and regulations governing water system facilities and service. 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

[35] Detailed CalEEMod output is presented in Appendices 3.1 and 3.2 of the Air Quality, Greenhouse Gas, and Energy Impact Study; refer to Appendix A.

includes water demand associated with development of the site consistent with the anticipated commercial uses. Sufficient water supplies would be available to serve the Project and 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.[36]

The Project site is currently undeveloped and does not generate wastewater requiring treatment. Due to the nature of the proposed use (drive-thru car wash and drive-thru coffee shop), significant new employment opportunities would not be generated, and on-site land uses would not require a significant increase in wastewater demand requiring treatment. According to CalEEMod calculations conducted as part of the Air Quality, Greenhouse Gas, and Energy Impact Study, total unmitigated annual wastewater use associated with the operation of the Project would be 802,116 gallons per year.[37] This is a conservative assumption and would be approximately 0.2 percent of the current total daily wastewater flows (14 mgd). Additionally, the proposed drive-thru express car wash includes a recycled water system that would process and reuse wash water, which would reduce the amount of wastewater requiring treatment. Further, the Project Applicant/Developer would be required to pay sewer connection fees to EMWD when acquiring new sewer services. Wastewater treatment capacity would be available to serve the proposed Project, and 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?

[36] Eastern Municipal Water District, *Temecula Valley Regional Water Reclamation Facility,* https://www.emwd.org/sites/main/files/file-attachments/tvrwrffactsheet.pdf?1620227175, accessed May 28, 2024.
[37] Detailed CalEEMod output is presented in Appendices 3.1 and 3.2 of the AQ Impact Analysis; refer to Appendix A.

Less Than Significant Impact. CR&R, Inc. provides solid waste and recycling collection services to the City.[38] 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 is undeveloped and does not currently generate solid waste. 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 2023, approximately 83,456 tons (73.52 percent) of solid waste from Temecula was disposed of at the El Sobrante Landfill and approximately 22,247 tons (19.6 percent) was disposed of at the Badlands Sanitary Landfill.[39] Other landfills, including the Prima Deshecha Sanitary Landfill, received relatively small amounts. El Sobrante Landfill has a maximum permitted throughput of 16,054 tons per day.[40] 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 Air Quality, Greenhouse Gas, and Energy Impact Study, total unmitigated solid waste generation associated with the operation of the Project would be 31.3 tons per year.[41] 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 capita employment disposal rate of 13.2 pounds per person per day. Since 2007, the City has met these targets through its diversion programs.[42] The most recent population disposal rate (2022) was 5.3 pounds per person per day (population) and 10.9 (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,

[38] City of Temecula, *Trash & Recycling*, https://temeculaca.gov/747/Trash-Recycling, accessed May 30, 2024.
[39] California Department of Resources Recycling and Recovery, *RDRS Report 2: Jurisdiction Disposal and Beneficial Reuse by Destination*, https://www2.calrecycle.ca.gov/RecyclingDisposalReporting/Reports/JurisdictionDisposalAndBeneficial, accessed May 29, 2024.
[40] California Department of Resources Recycling and Recovery, *SWIS Facility/Site Activity Details, El Sobrante Landfill (33-AA-0217)*, https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402, accessed May 29, 2024.
[41] Detailed CalEEMod output is presented in Appendices 3.1 and 3.2 of the AQ Impact Analysis; refer to Appendix A.
[42] California Department of Resources Recycling and Recovery, *Jurisdiction Review Reports*, https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/ReviewReports, accessed May 29, 2024.

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.

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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?

No Impact. According to the CALFIRE Fire Hazard Severity Zone Map, the Project site is located within a LRA and is not identified as being within a VHFHSZ.[43] While the Project site is not located within a State Responsibility Area (SRA) or lands classified as VHFHSZ, a VHFHSZ within an SRA is located approximately 0.4 miles west of the site.

The Project site is currently vacant and undeveloped. The Project proposes to subdivide the approximately 1.88-acre undeveloped parcel and develop a drive-thru car wash on Parcel 1 and drive-thru coffee shop on Parcel 2. The Project does not propose physical modifications to Bedford Court, Temecula Parkway, or other roadways within the vicinity of the Project site. The Project site would be accessible to emergency vehicles at the terminus of Bedford Court via two driveways along the eastern portion of the northern property line. Prior to the issuance of a building permit, the Project Applicant/Developer would be required to submit appropriate plans for plan review to ensure compliance with zoning, building, and fire

[43] California Department of Forestry and Fire Protection, *FHSZ Viewer*, https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones, accessed May 3, 2024.

codes. Temecula Fire Department would review the Project to ensure adequate emergency access would be provided to and within the Project site. The Project would be required to comply with all City and Temecula Fire Department requirements for fire prevention and safety measures, including site access.

The construction and operation of the proposed Project would not place any permanent physical barriers that would obstruct access to the site or surrounding area. There is the potential that the traffic lanes 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 the surrounding area would be required to be maintained along Bedford Court and Temecula Parkway at all times. Additionally, all construction staging would occur within the boundaries of the Project site and would not interfere with circulation along Bedford Court or Temecula Parkway, or any other nearby roadways. Thus, the Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. No impact would occur in this regard.

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?

No Impact. As discussed above, the Project site is not located within an SRA and is not located within a VHFHSZ within an LRA. A VHFHSZ within an SRA, located approximately 0.4 miles to the west, is physically separated from the Project site by I-15 and the Temecula Parkway offramp. The Project site is relatively flat and does not contain any slopes or features that would exacerbate wildfire risks. The area surrounding the Project site is generally urbanized and developed with roadways and commercial and residential uses. Project construction and operation would not exacerbate wildfire risks and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire beyond existing conditions. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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?

No Impact. The Project site is not located within an SRA and is not located within a VHFHSZ within an LRA. The Project site is located within an urbanized area, surrounded by existing development, and associated infrastructure. The Project would not require the installation or maintenance of infrastructure that may exacerbate fire risk or result in temporary or ongoing impacts to the environment. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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. The Project site is not located within an SRA and is not located within a VHFHSZ within an LRA. Further, the Project site is relatively flat. The Project site is not located within an area identified as being at risk for flooding or landslides. The Project would not expose people or structures to significant risk associated with wildfires, flooding, or landslides. No impact would occur in this regard.

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-3 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-8 would address the unanticipated discovery of cultural or tribal cultural resources through the development and approval of a CRMP, including 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 tribal 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-8, 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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